



N E V A D A

AGENDA
Regular Meeting
Planning Commission

Wednesday, May 14, 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

Public Notice: This agenda has been physically posted in compliance with 241.020 at Fernley City Hall, 595 Silver Lace Blvd. In addition, this agenda has been electronically posted in compliance with NRS 241.020(3) at www.cityoffernley.org and NRS 232.2175 at <https://notice.nv.gov/> To obtain further documentation regarding posting, please contact the City Clerk’s Office at (775) 784-9830 or cityclerk@cityoffernley.org

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. GENERAL BUSINESS

- 2.1. Review of the current Planning Commission bylaws**

3. 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

- 3.1. (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.**

4. 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.)

5. 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.)

- 5.1. Update on City Council actions from April 9, 2025 to May 14, 2025.**
- 5.2. General Planning Department updates and announcements**

6. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

7. PUBLIC FORUM

8. ADJOURNMENT

Next Meeting: June 11th @ 5pm

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

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

1. INTRODUCTORY ITEMS

1.1. Pledge of Allegiance

1.2. Roll Call

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

1.3. Public Forum

None at this time.

1.4. (For Possible Action) Approval of Agenda

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

1.5. (Possible Action) Approval of Minutes

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

2. PUBLIC HEARINGS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Input:

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

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

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

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

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

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

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

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

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

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

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

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

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

3. CHAIR AND COMMISSION ITEMS

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

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

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

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

4. PLANNING DIRECTOR ITEMS

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

5. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

None at this time

6. PUBLIC FORUM

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

7. ADJOURNMENT

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

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

AYES _____ NAYS: _____ ABSTENTIONS: _____ ABSENT: _____

Chairwoman Jenni McCullar

ATTEST:



CITY OF FERNLEY

Planning Commission AGENDA REPORT

Meeting Date: May 14, 2025

REPORT TO: Fernley Planning Commission

REPORT FROM: Michele Rambo, Planning Director

FINANCIAL IMPACT:

Yes: No:

CURRENTLY BUDGETED:

Yes: No:

FUND/ACCOUNT:

None

ACTION REQUESTED:

AGENDA ITEM:

Review of the current Planning Commission bylaws

AGENDA ITEM BRIEF:

The Planning Commission bylaws were last updated in March 2024. Since that time, several new members have joined the Planning Commission. The Planning Director will briefly review the current bylaws to ensure that all Commissioners are aware of issues such as excused vs. unexcused absences, the powers and duties of the Planning Commission, the rules of conduct, etc.

RECOMMENDED MOTION:

None

BUSINESS IMPACT (per NRS Chapter 237):

None

See attached report for background, analysis, alternatives.

ALTERNATIVES:

None

BACKGROUND:

None

RELEVANT LAWS, STATUTES, AND REGULATIONS:

None

FINANCIAL IMPLICATIONS:

None

ATTACHMENTS:

1. Jan 2024 PC Bylaws - Final

**City of Fernley
Planning Commission
Bylaws**

SECTION 1 – CREATION OF THE PLANNING COMMISSION

1-1. Authorization

Pursuant to Nevada Revised Statutes (NRS) 268.110, the Planning Commission is hereby created and appointed by the City Council. There shall be seven voting members.

SECTION 2 – PLANNING COMMISSION COMPOSITION

2-1. Membership

A. The mayor shall appoint, subject to advice and consent by the City Council, seven members of the Commission, not more than two of whom shall be nonresidents of the city (NRS 268.120). The term “resident” is defined in accordance with the guidelines established in NRS 281.050 for the purposes of eligibility for office. The Mayor, City Attorney, and City Engineer, or designees of these parties, shall be ex-officio members of the Commission.

1. The mayor may also appoint an alternate member to the Planning Commission to sit on the planning commission when another commissioner is absent or a vacancy occurs.

B. The City Attorney’s Office shall be the legal counsel for the Commission.

2-2. Compensation, Term of Office, Absences, and Vacancies

A. **Compensation.** The City Council may provide by resolution for compensation, expenses, and subsistence allowances to Commission members, subject to limitation of NRS 278.040.

B. **Term of Office.** The term of each appointed member shall be four years, or until a successor takes office. Terms of the Commission shall be staggered pursuant to NRS 268.120(2).

C. **Absences.** The Planning Director may recommend to the Mayor removal of a Commissioner when they miss 33 percent or greater of regularly scheduled meetings per annum due to unexcused absences. An absence is excused if:

1. It is due to personal emergency of the Commissioner or a family member; or
2. It is otherwise unavoidable, and the Commissioner provides 24-hour advance notice to the Planning Director at planning@cityoffernley.org or 775-784-9810.

D. **Vacancies.** All vacancies shall be filled by the mayor for the unexpired term.

SECTION 3 – ELECTION OF OFFICERS AND POWERS AND DUTIES

3-1. Election of Officers

A. The Commission shall, at its first regular meeting in January, unless the January meeting is cancelled, in which case at the next regularly scheduled meeting, elect from its membership a Chair and Vice-Chair.

- B. Each shall serve for a term of one year or until their successor(s) are elected.
- C. Any office may be re-elected but may not serve more than two consecutive terms in a single office.
- D. Following the election, the gavel shall be passed to the officers at the existing meeting of the Commission.
- E. Should a permanent vacancy occur in the position of Chair or Vice-Chair, the Commission, at its next meeting, shall fill the vacancy by electing a new Chair and/or Vice-Chair from its remaining membership. The term of such election shall expire at the next January meeting, or the next regularly scheduled meeting if the January meeting is cancelled. If a Chair or Vice-Chair serves in the position for six months or less, that individual shall be eligible for two additional one-year terms.

3-2. Powers and Duties

A. Chair

- 1. Serve as Presiding Officer
- 2. Ensure meetings are held in compliance with “City of Fernley Planning Commission Rules of Procedure”, hereafter referred to as Rules of Procedure.

B. Vice-Chair

- 1. Serve as Presiding Officer when the Chair is absent and follow Rules of Procedure when presiding.
- 2. In the event of the resignation or permanent vacancy of the Chair, the Vice-Chair will perform such duties as are imposed of the Chair until the Commission elects a new Chair.
- 3. Should the Chair nor Vice-Chair be present, a temporary Chair shall be elected by a vote of the members present.

C. Planning Commissioners

- 1. Arrive on time for all meetings.
- 2. Review all meeting material in preparation for Commission meetings and be properly prepared to discuss the items that are on the agenda.
- 3. Notify the Planning Director when unable to attend a meeting.
- 4. Wait to speak until acknowledged by the Chair.

SECTION 4 - MEETINGS AND CONDUCT

4-1. Meetings

- A. All meetings will be held in the Council Chambers at Fernley City Hall, 595 Silver Lace Boulevard. Meetings will be called to order at 5:00 PM, unless advertised otherwise, canceled, or rescheduled.

- B. Regular meetings of the Commission shall be held on the second Wednesday of each month. If the regular meeting date falls on a holiday, the meeting shall then be held on the next business day.
- C. Special meetings may be called by the Chair when deemed necessary. Members of the Commission shall be notified at least three days prior to the special meeting. Special meetings shall be noticed and agendized pursuant to NRS Chapter 241, hereafter referred to as "Nevada Open Meeting Law".
- D. In the event there is no business to conduct, a notice shall be emailed to the Commissioners and posted as required by Nevada Open Meeting Law.
- E. Noticing and posting of the agenda shall follow the Nevada Open Meeting Law as set forth by NRS.
- F. The Chair shall have the authority to eject or cause to be ejected any person(s) whose behavior disturbs or causes unreasonable interruptions to the proceedings of the Commission.
- G. All rules of order not herein provided for shall be determined in accordance with Fernley Planning Commission Rules of Procedure and Nevada Open Meeting Law.

4-2. Public Rights

- A. Public hearings shall be conducted in accordance with subsection 5-5 of the Rules of Procedure.
- B. Any person engaging in prohibited conduct in accordance with subsection 5-4 of the Rules of Procedure be requested to leave the meeting. The presiding officer may call for a break to notify Lyon County Sheriff's Department to remove any disruptive person(s).
- C. Interested persons, or their authorized representatives, may address the Commission for the presentation of protest, petitions, or communications relating to any matter over which the Commission has control when the item is under consideration by the Commission.
- D. Written information and materials provided by the project proponent, including graphics, photographs, and records of verbal statements, which pertain to Commission meetings, may be submitted to the Commission staff. All such information and materials shall be received a minimum of three working days in advance of the meeting for distribution to all Commission members and the public.

4-3. Rules for Voting

- A. Approval of any motion brought before the Commission shall require the affirmative vote of a majority of the members present, unless otherwise specified by law.

Note: The adoption of the master plan, or of any amendment, extension, or addition thereof, as required by NRS 278.210, must be by resolution of the Commission carried by the affirmative votes of not less than two-thirds (five members) of the total membership of the Commission (seven members).

- B. A tie vote results in a failed motion. A tie vote is neither denial nor approval of the motion. A denial and an approval are both “actions”: requiring a majority vote. If there is a tie vote, and there are less than seven Commissioners present, upon consent of the applicant, the matter shall be continued to the next regular meeting of the Commission to allow absent members to vote on the matter.

If the applicant does not consent, and the Commission is not sitting as an appellate body, the Commission may make subsequent motions. If the matter involves an appeal and an affirmative vote does not occur, the result is that the decision appealed stands as decided by the decision-maker from which the appeal was taken.

- C. Planning Commissioners desiring to abstain on a question shall do so at the time the agenda item is called and shall state the reason for the abstention. With respect to the item, the Commissioner shall move to the public area during the duration of the agenda item’s discussion.

SECTION 5 – ETHICS AND RESPONSIBILITIES

5-1. Conflicts of Interest

- A. Planning Commissioners shall comply with state and local regulations related to conflict of interest.
- B. In connection with matters coming before the Commission, NRS 281A.420, as amended, discusses three circumstances where disclosure and abstention may be required. These three circumstances include when a member of the Commission:
 - 1. Has received a gift or loan;
 - 2. Has a pecuniary interest; or
 - 3. Has a commitment in a private capacity to others in connection with the matter, (i.e.: familial relationship, business relationship or close personal friendship).
- C. If a member of the Commission has an ownership interest in property or a project being considered individually for a master plan amendment, re-zoning, special use permit, variance, tentative map or an entitlement, the member must abstain, but may address the Commission to discuss the facts about the property. Said Commissioner must not ask, advocate, or give any reason for or against a vote.
- D. The legislature encourages appointed or elected members of public bodies to vote, not abstain. NRS 420(4)(b) states: “Because abstention by a public officer disrupts the normal course of representative government and deprives the public and the public officer’s constituents of a voice in governmental affairs, the provisions of this section are intended to require abstention only in clear cases where the independence of judgment of a reasonable person in the public officer’s situation would be materially affected by the public officer’s acceptance of a gift or loan, significant pecuniary interest or commitment in a private capacity to the interests of another person.”
- E. Planning Commissioners should not accept any gifts from applicants, representatives of applicants, or other people, institutions, associations, or organizations concerned with matters which have either been or are before the Commission. Even a well-intentioned and innocent action has the appearance of a conflict of interest.

SECTION 6 – OPEN MEETING LAW CONSIDERATIONS

6-1. On-site Inspections and Neighborhood Meetings

- A. NRS 278.190(3) permits the Commissioners to conduct site visitations in the performance of their functions.
- B. If the applicant arranges a tour of the property, it is strongly recommended that two or three Commissioners attend jointly.
- C. An applicant may hold neighborhood meetings to solicit neighborhood input, provide information to the neighborhood, and attempt to resolve disputes prior to the presentation of their applications. Should the Commissioners wish to attend, they shall ensure that the requirements of the Nevada Open Meeting Law are met. The Commissioners must also disclose their attendance at the meeting.

6-2. Attendance at City Council Meetings

- A. Members of the Commission may attend the City Council meetings provided that all requirements of the Nevada Open Meeting Law are met.
- B. A member of the Commission shall not comment or express the opinion of the Commission on planning items being considered by the City Council.

SECTION 7 – AMENDMENTS TO BYLAWS

7-1. Procedure

- A. The Commission Bylaws may be amended by the Commission by resolution as deemed necessary by a majority vote of the Commission members.
- B. The resolution to amend Planning Commission Bylaws must also be adopted by a majority vote of City Council members.
- C. An amendment to the Bylaws shall become effective immediately upon adoption unless the motion to adopt specifies another time for becoming effective.



CITY OF FERNLEY

Planning Commission AGENDA REPORT

Meeting Date: May 14, 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
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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.

Since the last Planning Commission meeting on April 9, 2025, a minor discrepancy was discovered in the City of Fernley Development Code that varies from the current NRS Chapter 278 in terms of Master Plan Amendment adoptions. NRS requires that a Master Plan Amendment receive a super majority vote of the Planning Commission before it can move on to the City Council. Since the vote on April 9, 2025 was not a super majority, the City Council remanded this item back to the Planning Commission.

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. Resolution 25-004
2. Project Narrative
3. SW AreaPlan_032025 Draft

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 May 14, 2025 and the City Council heard this item on June 4, 2025; 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 May 14, 2025 Planning Commission and the June 4, 2025 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 this 14th day of May 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 4th day of June 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: _____

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

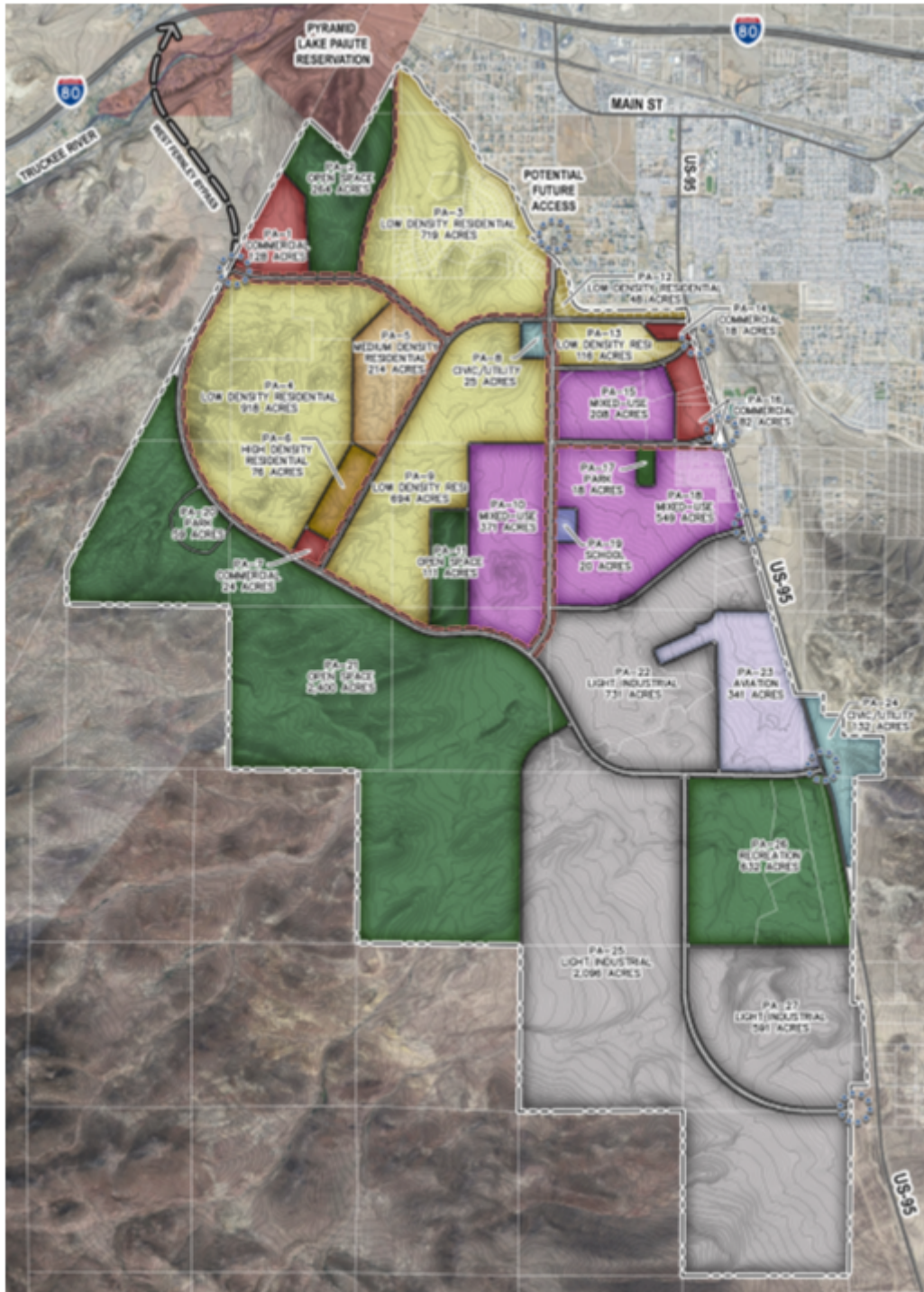
The City of Fernley anticipates considerable growth over the next two decades. An Area Plan allows for careful planning and implementation in coordination with the community and stakeholders, which is particularly important for an area of this size (11,800 acres). The Area Plan works in conjunction with 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

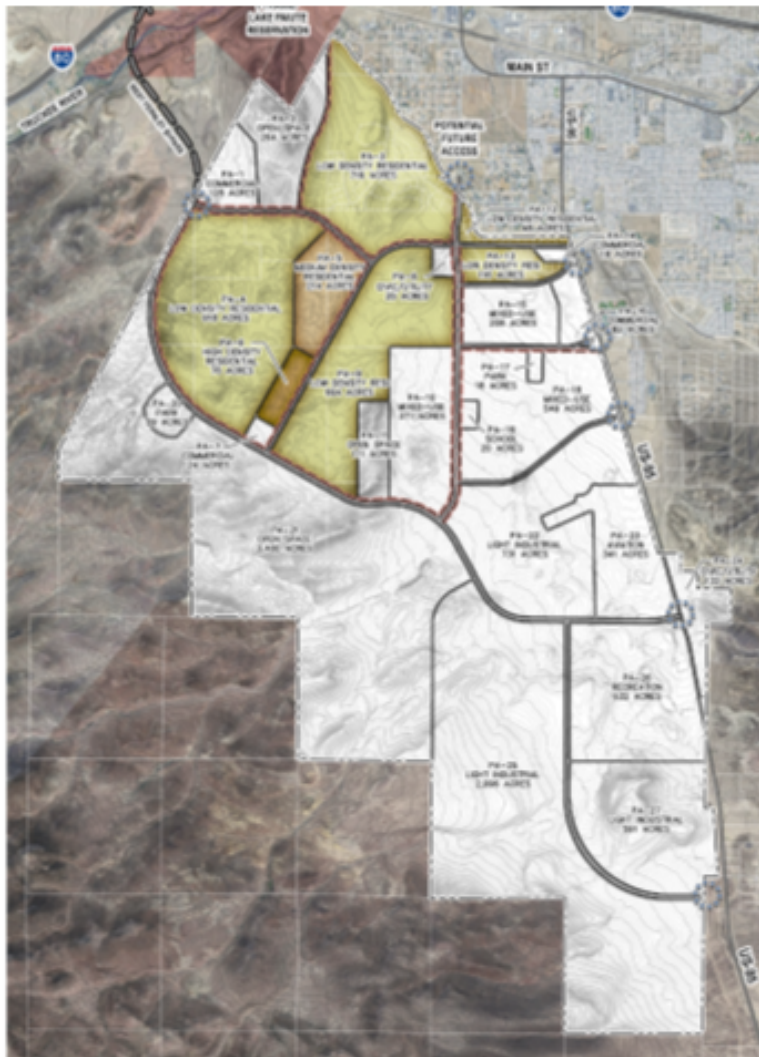


Residential

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.

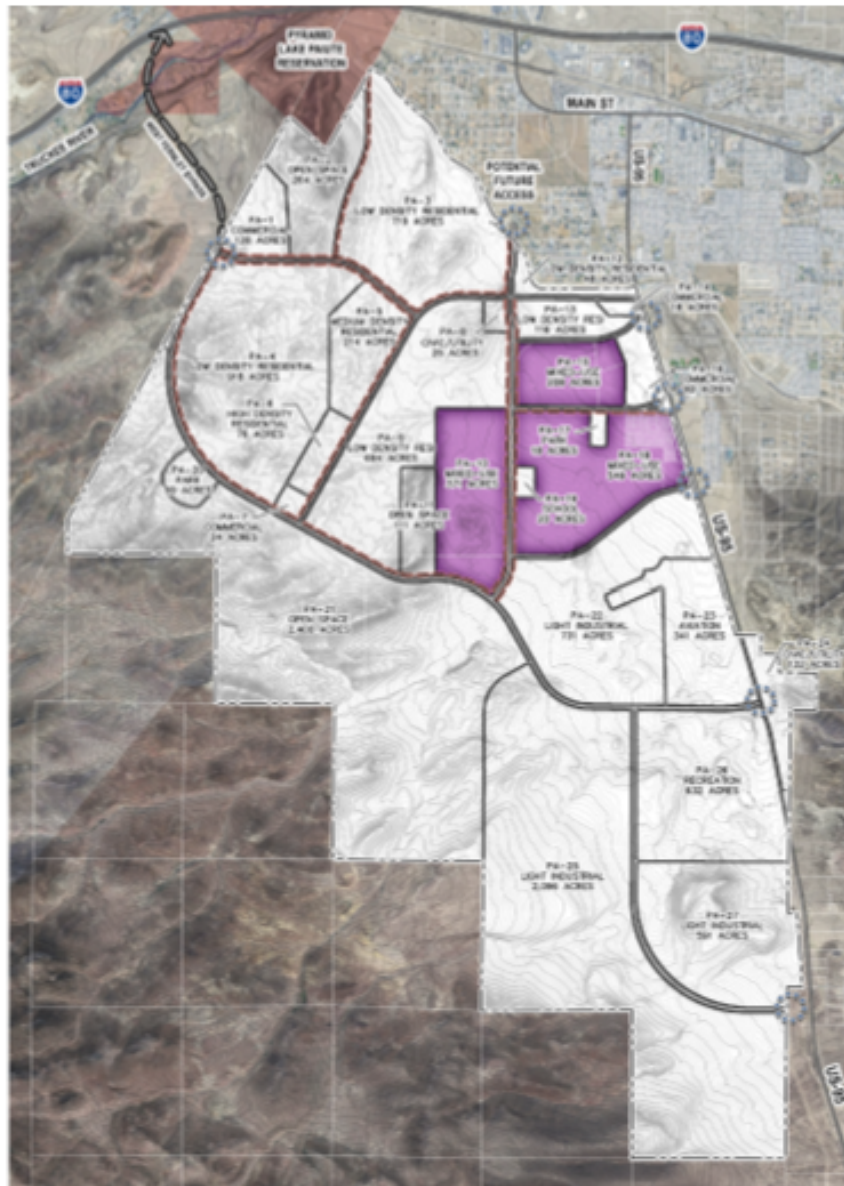
Commercial Areas (Red)



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.

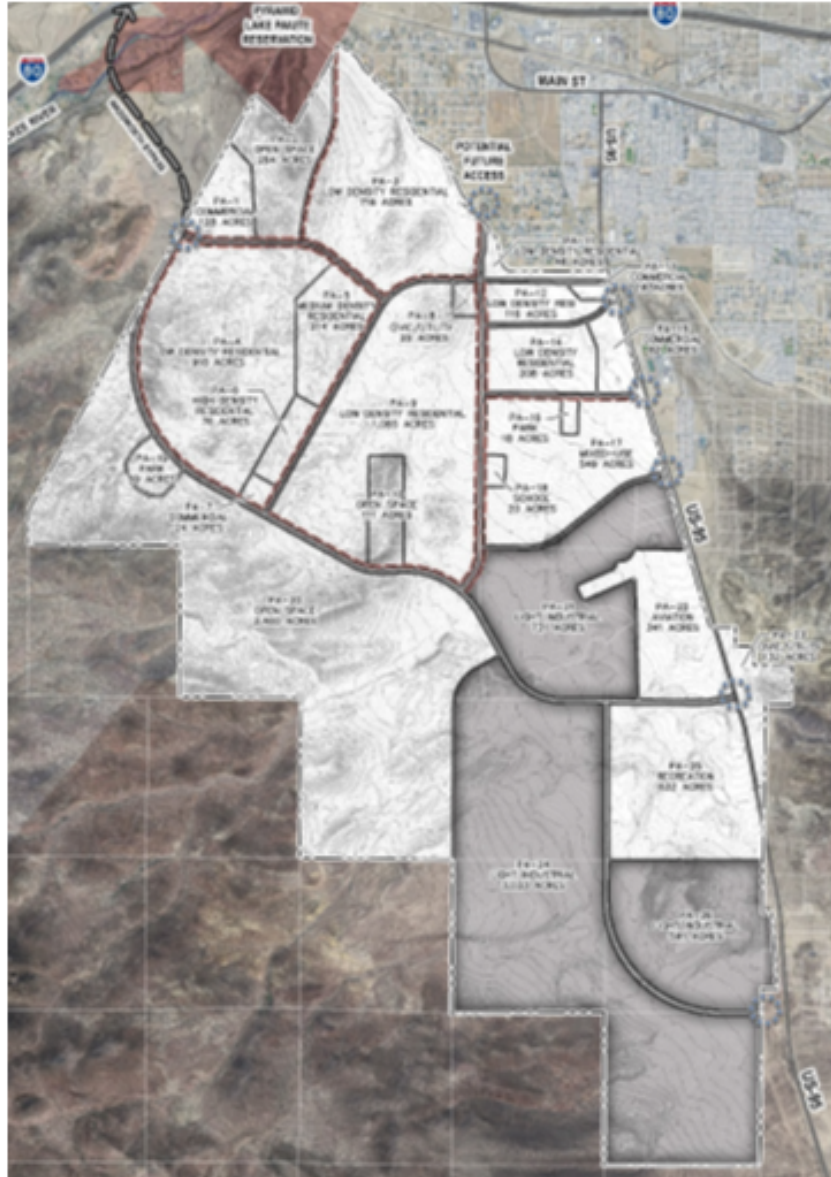
Mixed-Use Areas (Purple)



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.

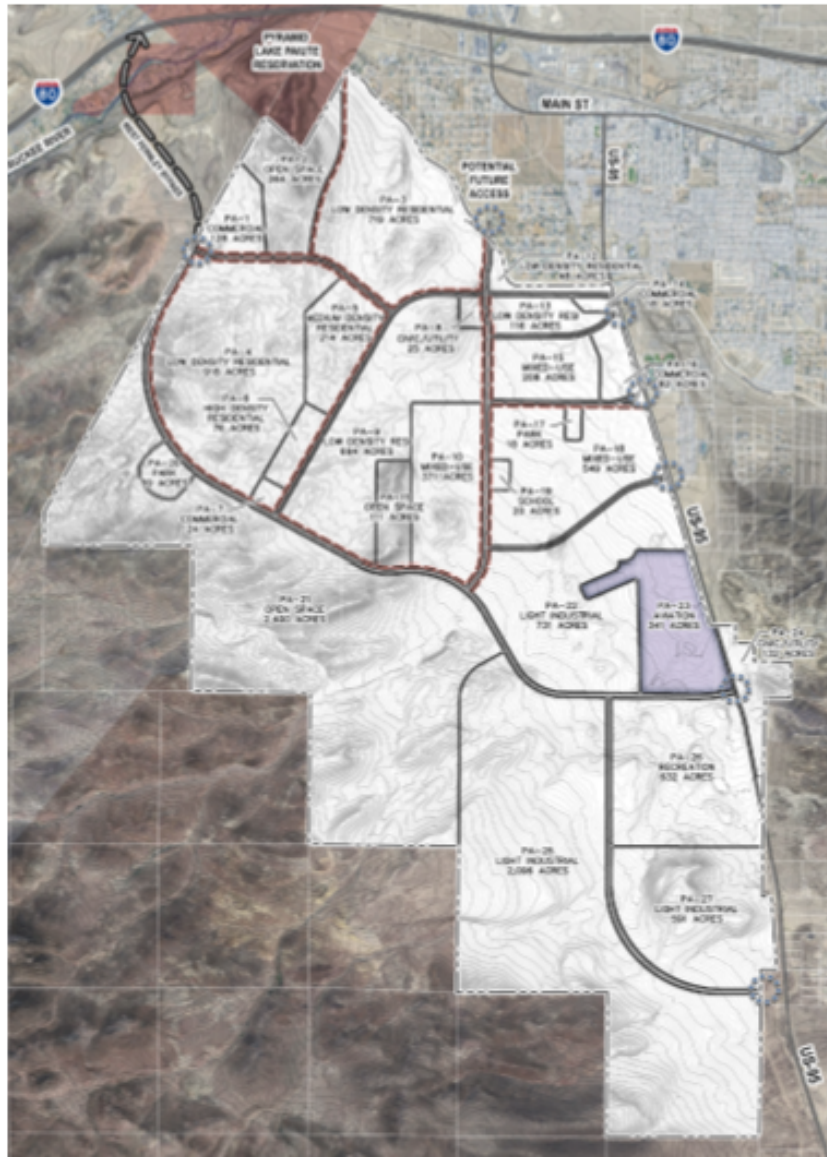
Public Facilities Areas (Blue)



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

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
- Julianne Holt
- Jacob VanderHeiden
- Cody Wagner
- Barry Williams Sr.

City of Fernley

- Benjamin Marchant, City Manager
- Lydia Altick, Deputy City Manager
- Michele Rambo, AICP, Planning Director – Project Manager

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- Ines Galmiche, AICP – Deputy Project Manager, Report Photographer
- Devin Moore, PE – Transportation Lead
- Jessica Rossi, AICP – Market Analysis Lead
- Joseph Cuffari – Public Engagement Lead



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

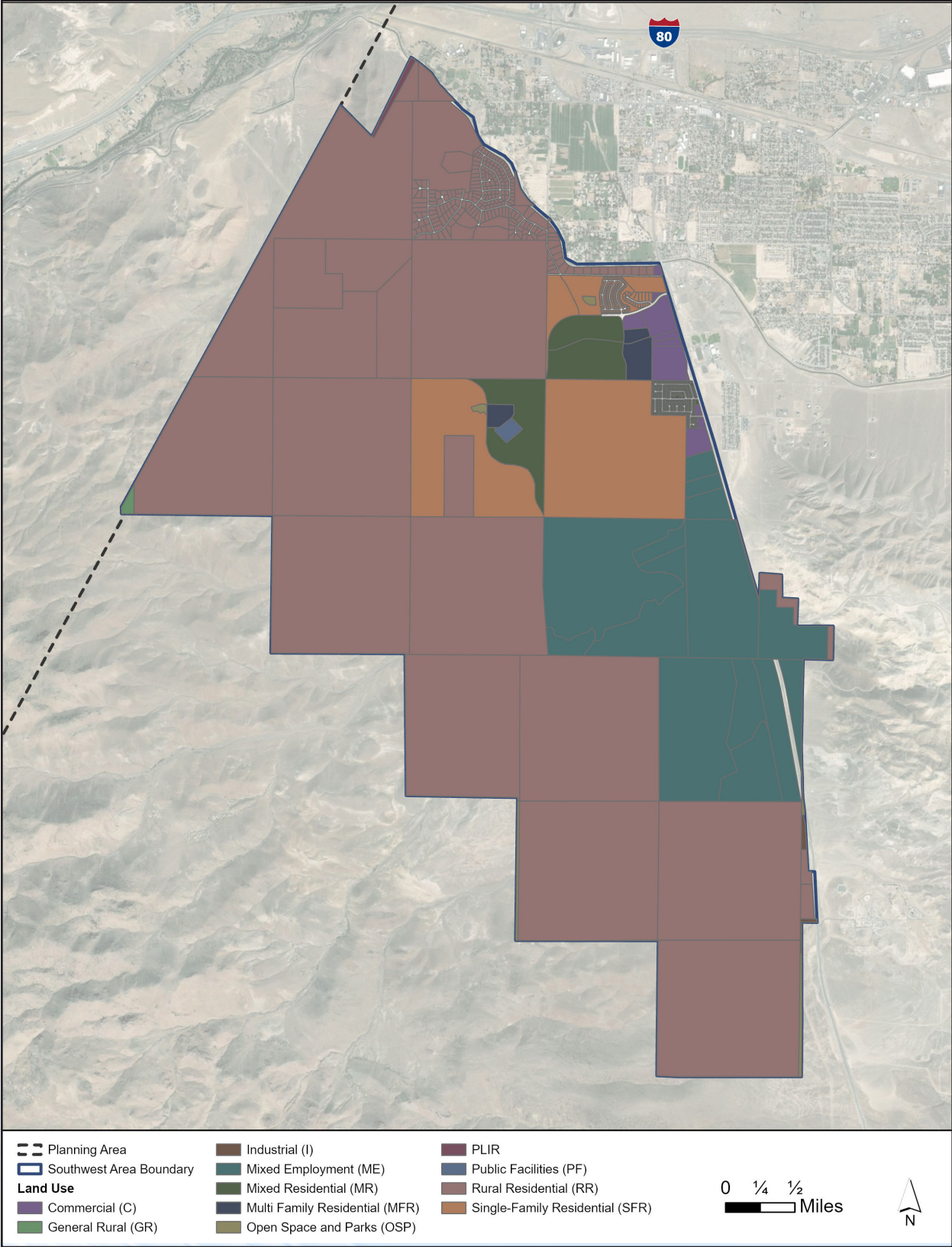
Plan Purpose

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



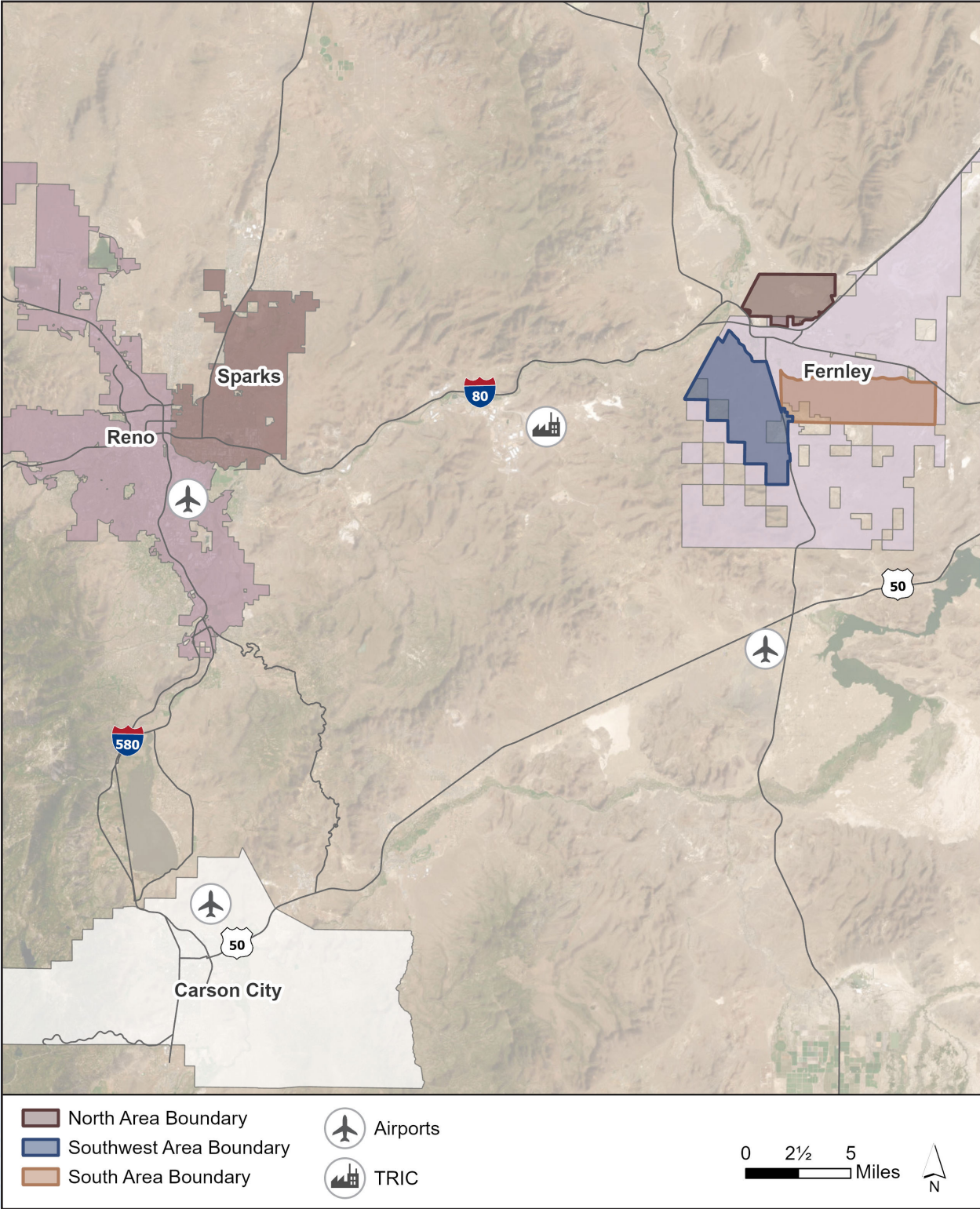
Plan Context

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

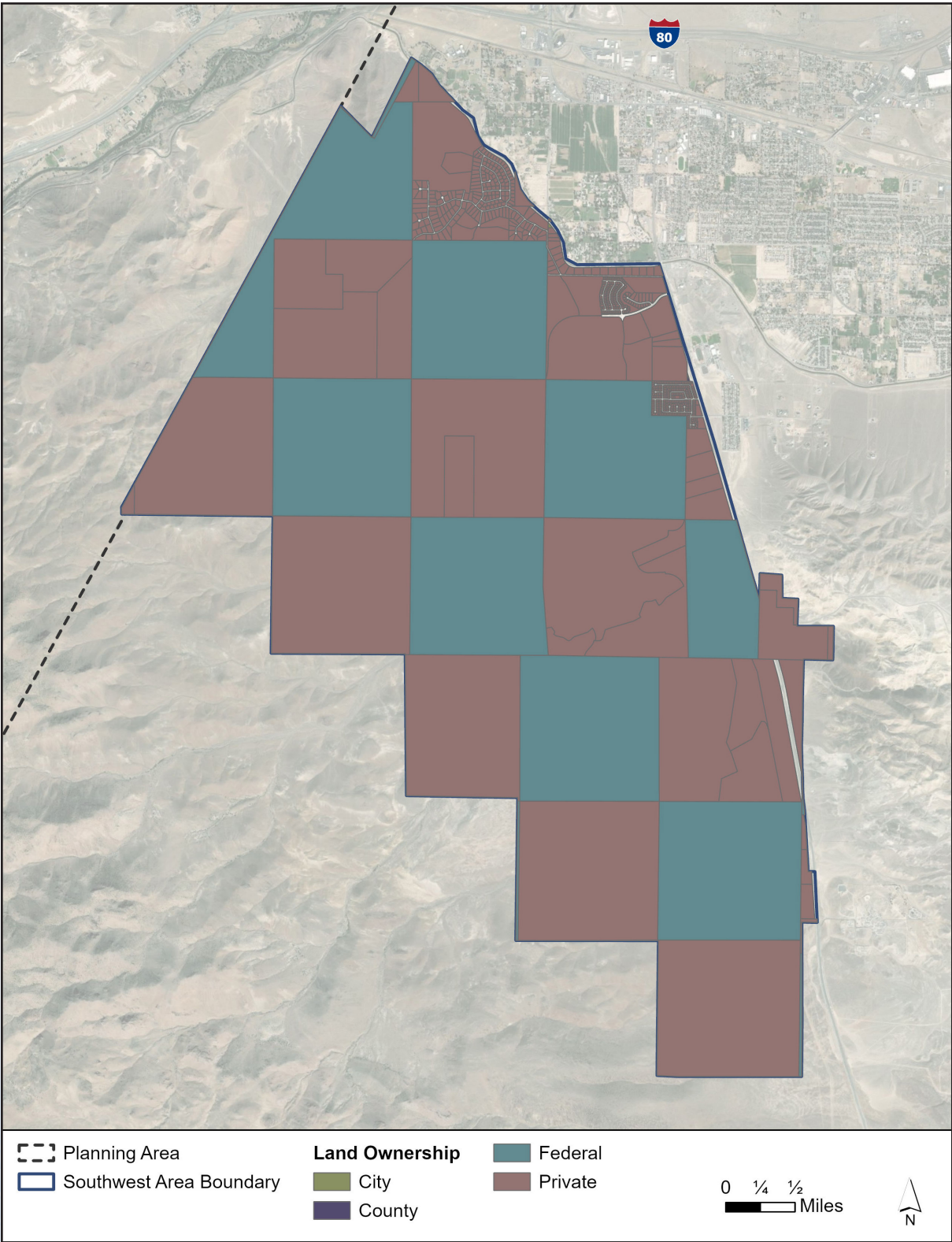
On December 19, 2014, the National Defense Authorization Act (Act) was signed in to law (Public Law 113-291.) Included in this Act is Section 3009(c) titled, “conveyance to the City of Fernley, Nevada,” which is commonly referred to as the “Lands Bill.” Under section 309 (c)(2), the Bureau of Land Management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

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.



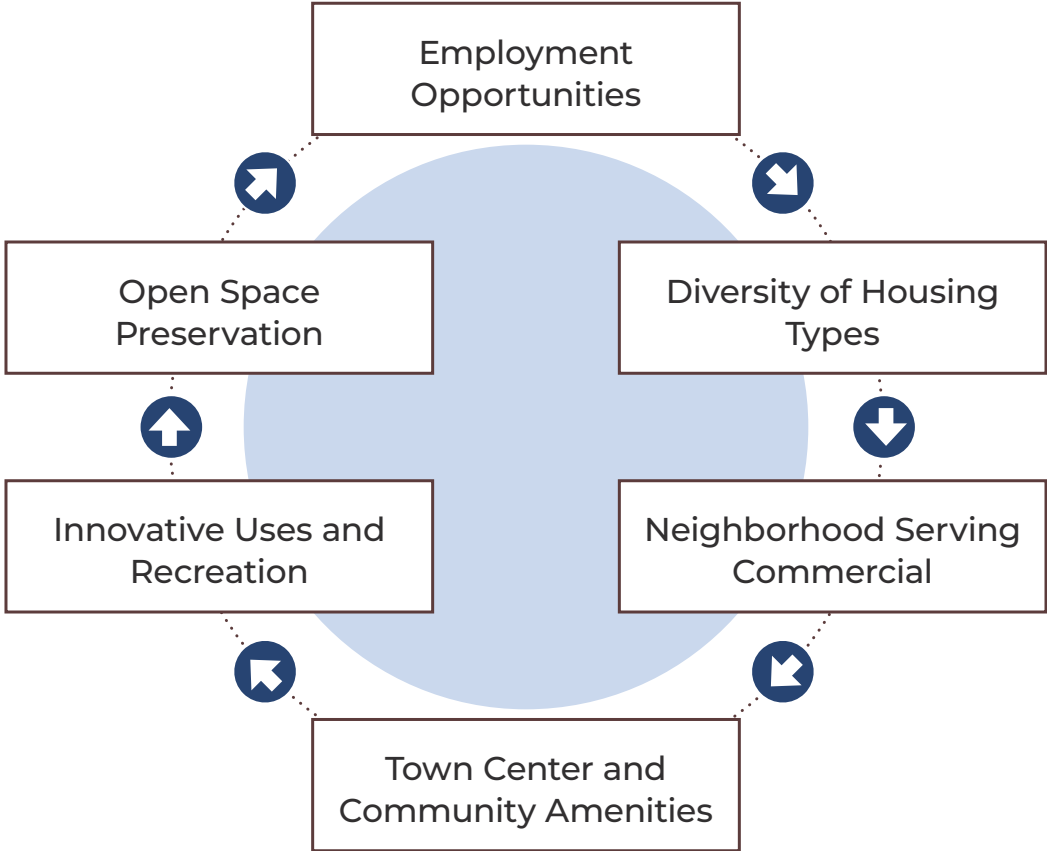


VISION AND GOALS

Southwest Area Plan



Vision and Goals



Goals

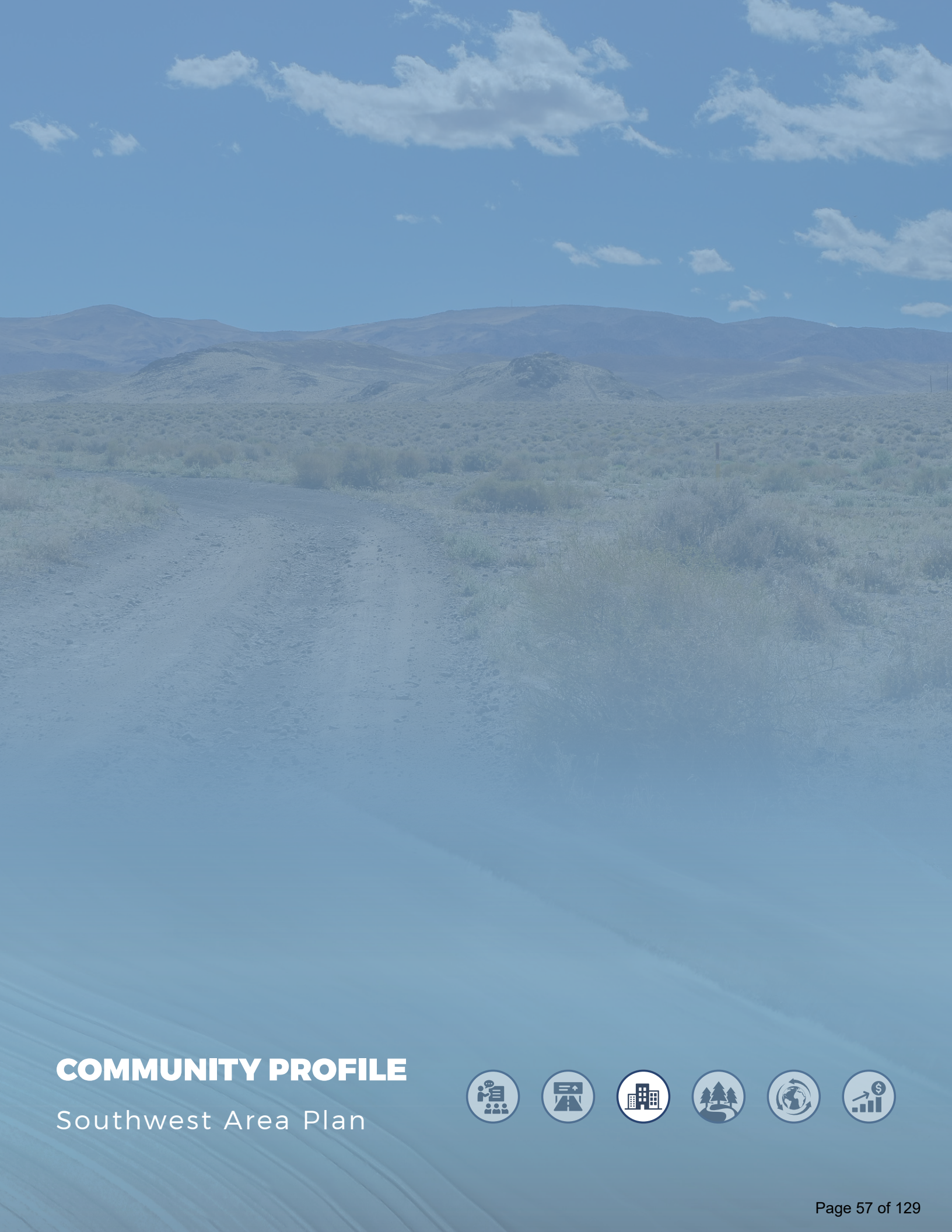
Land Use
Facilitate and promote orderly development.
Encourage compatible mixed-use development that results in decreased travel time and increases access to resources.
Promote housing development that meets the needs of all segments of the community.
Mitigate natural hazards from land uses through appropriate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

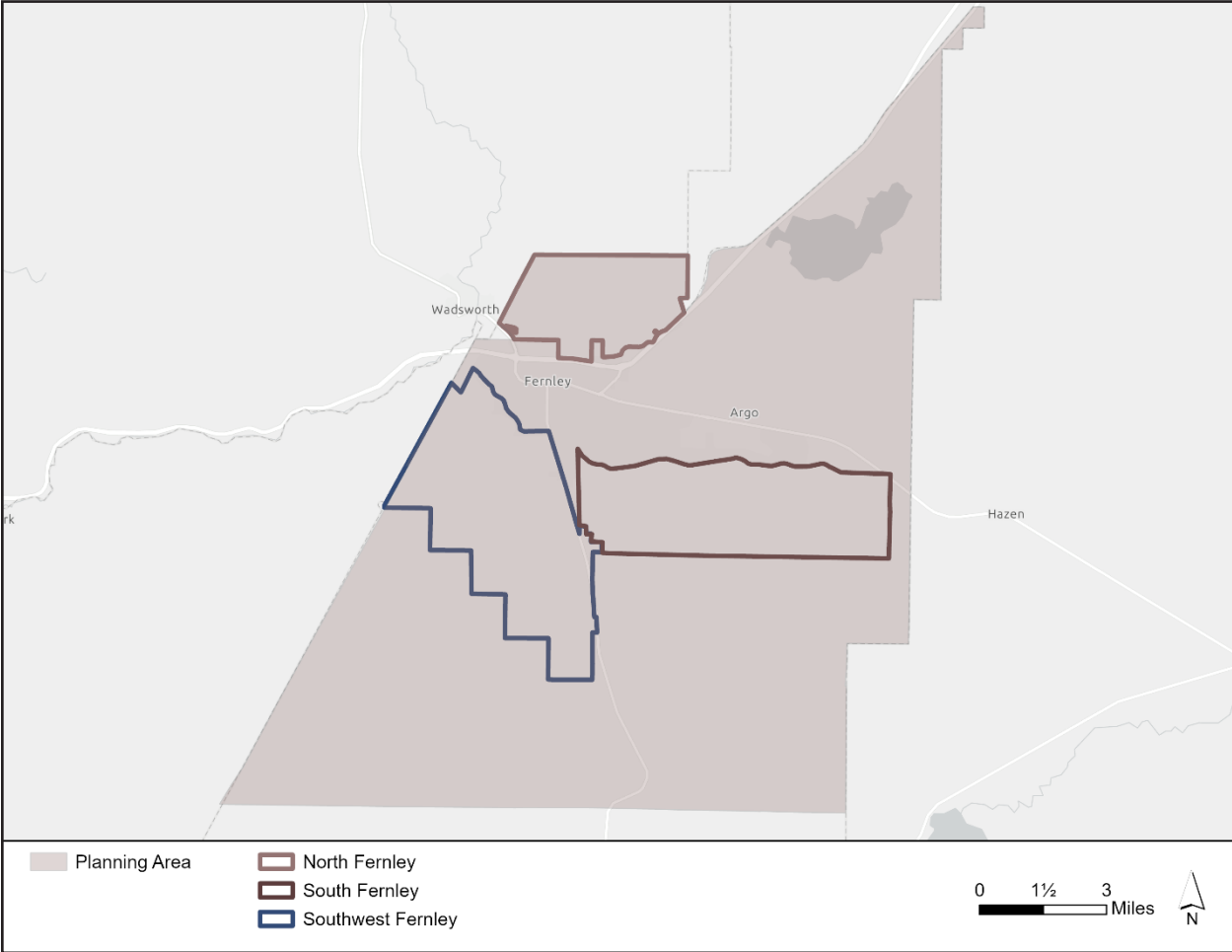


Figure 4. Planning Study Area and CSA

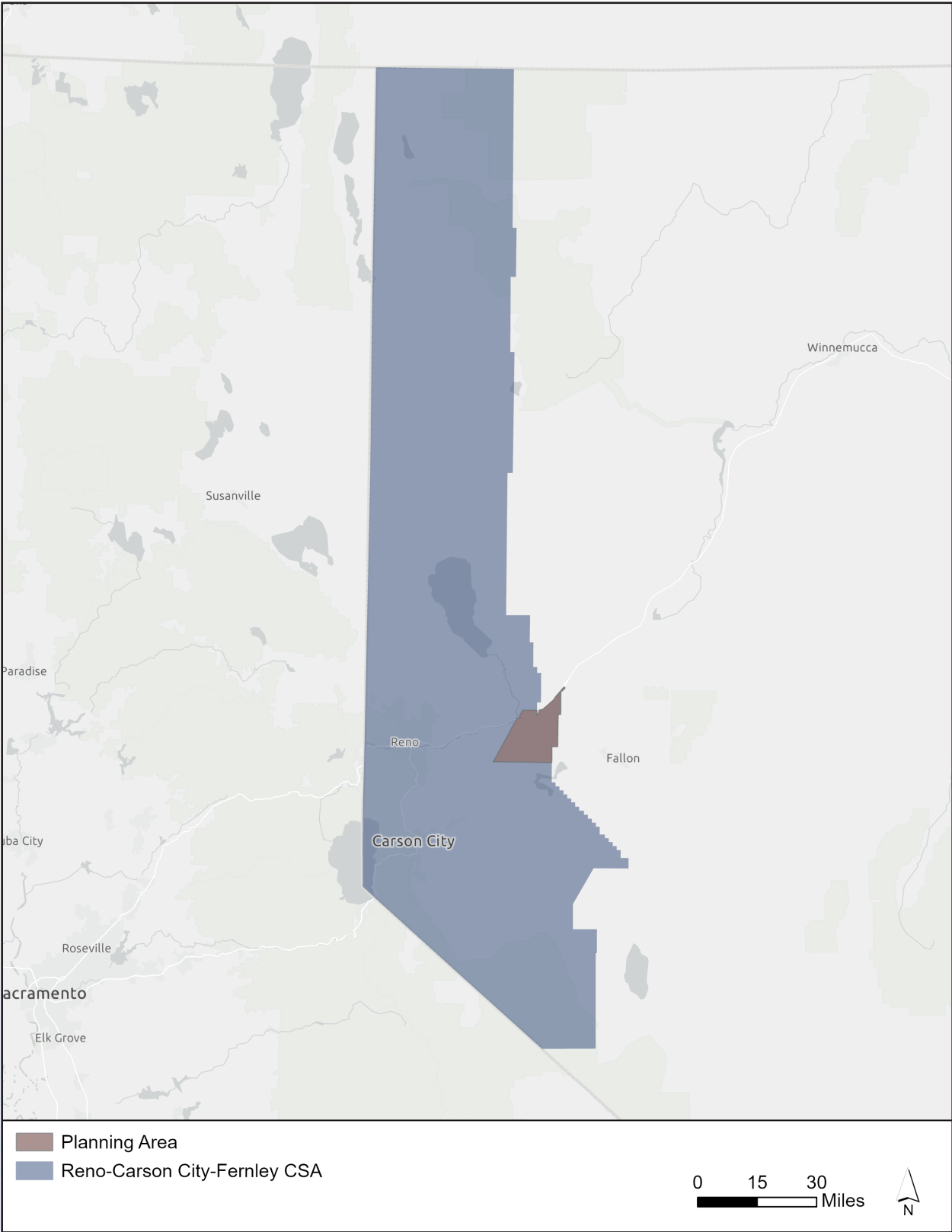
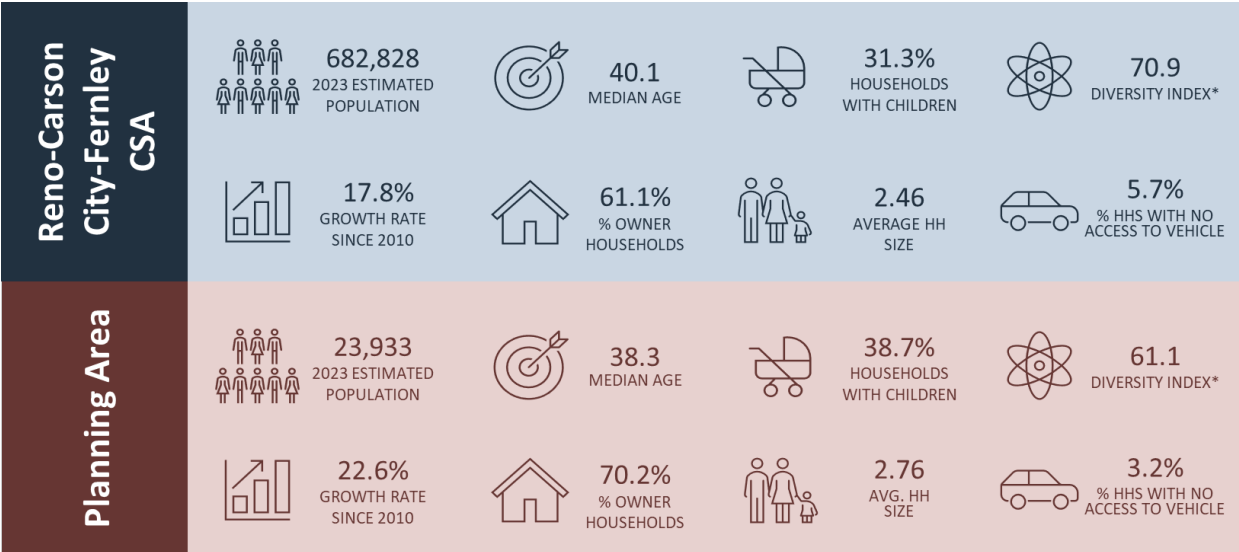


Figure 5. Demographic Summary



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.

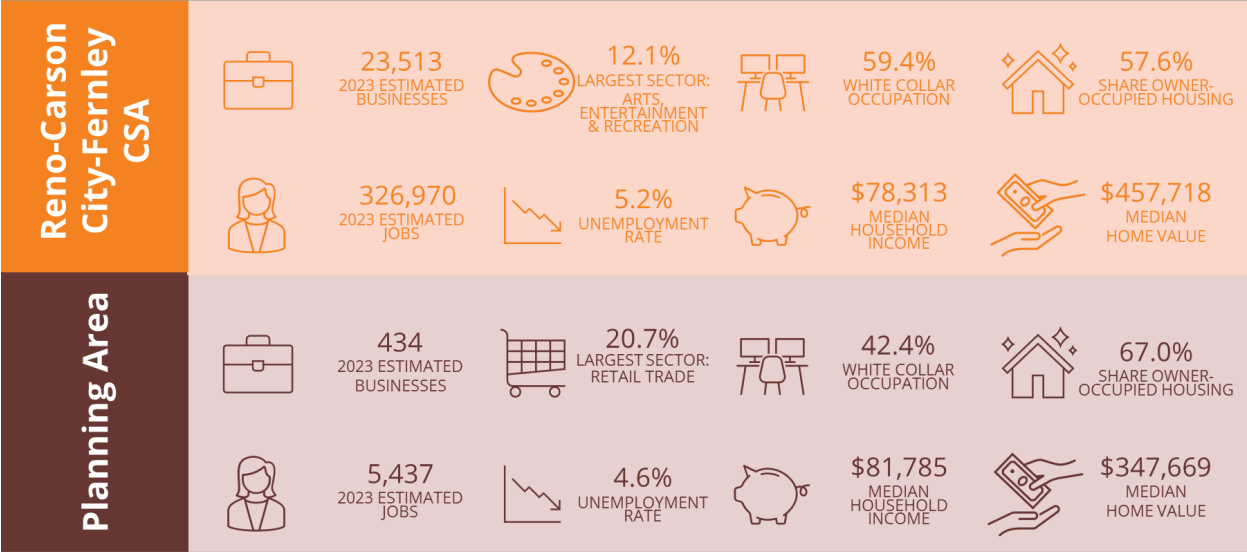
Education and Earnings

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

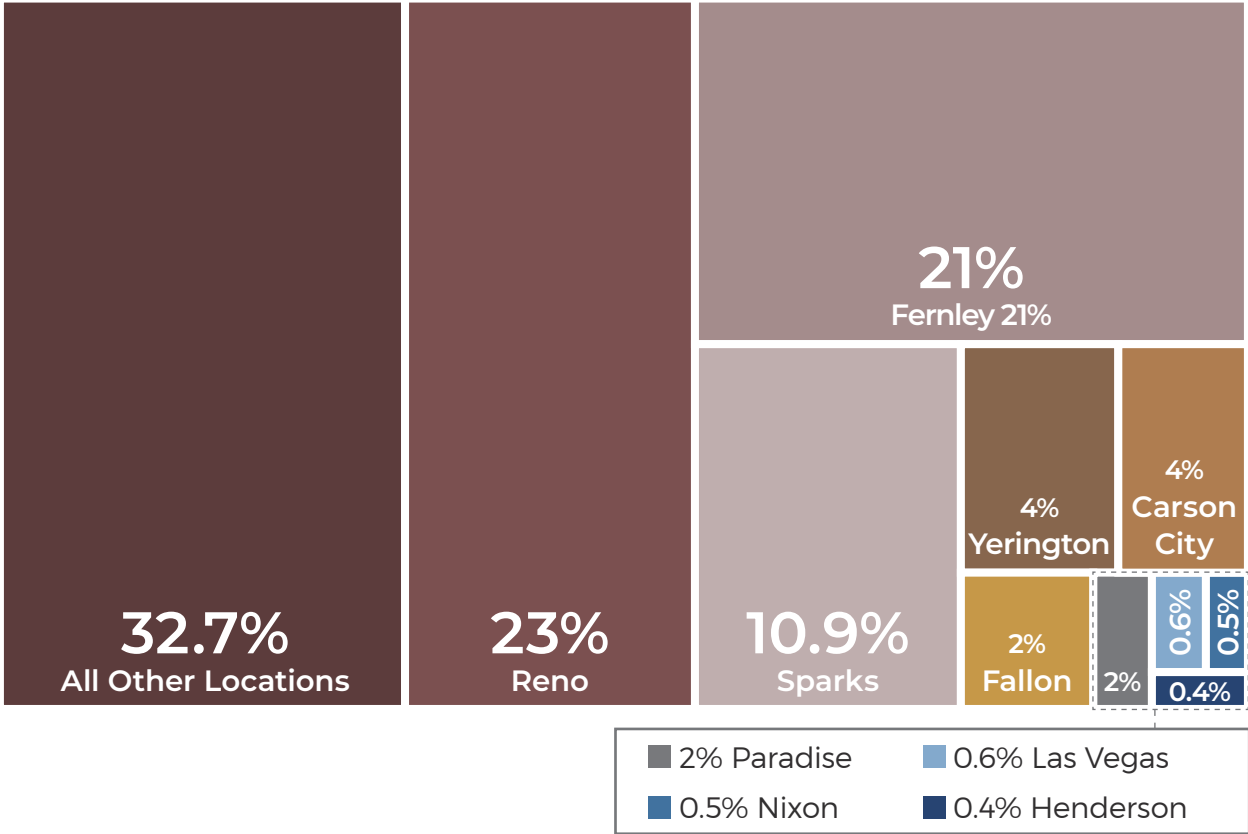


Figure 8. Commuting in the planning area





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.

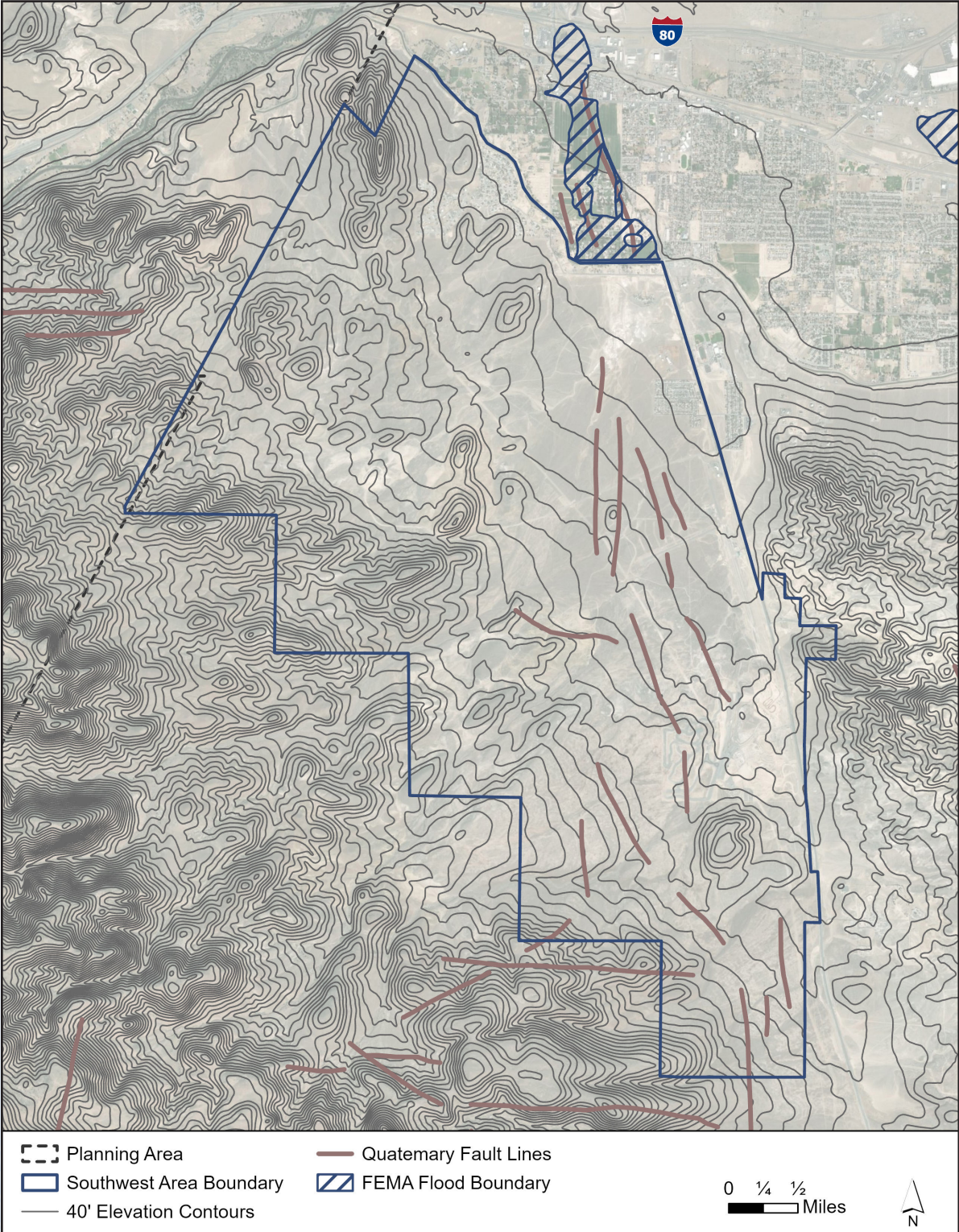
Topography will play a large role in the development of the Southwest Area Plan, as it overlays the Virginia Range, in comparison to the North Area Plan which is relatively flat. The range constrains both access and development potential for large scale building formats at varying points of the western 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.

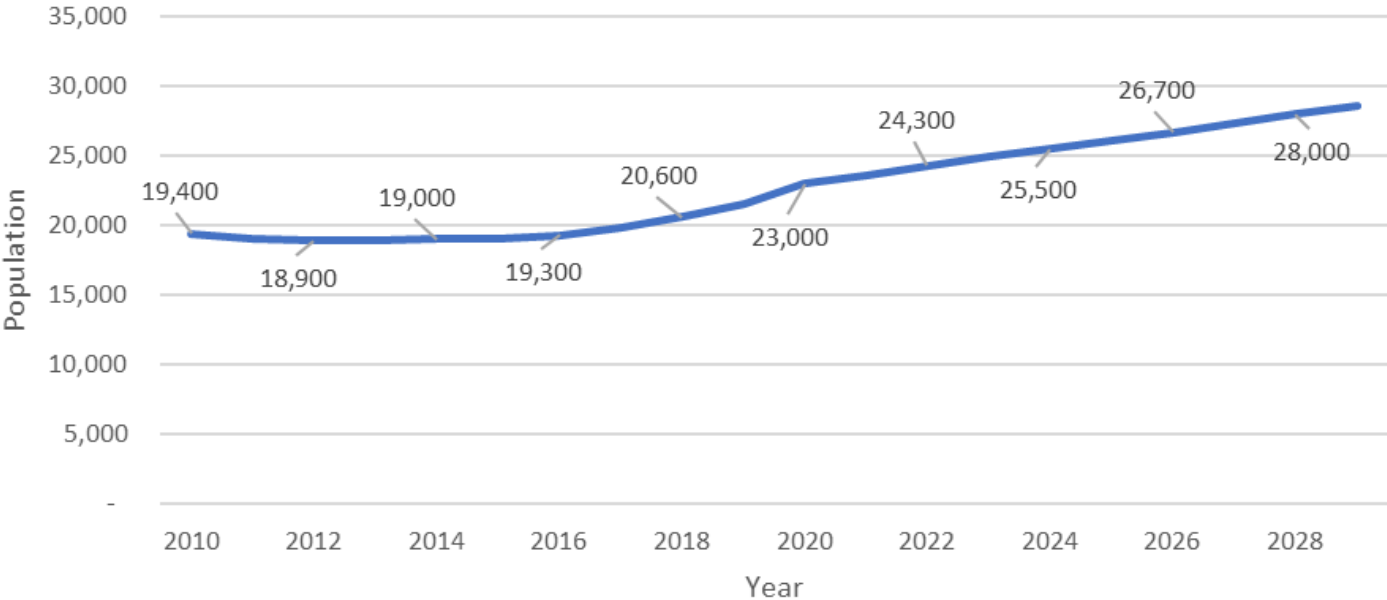
More information on conservation and water resource conditions in Fernley is available in the Fernley Water Resource Plan adopted in January 2020. See the Water Capacity chapter for more information.

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.

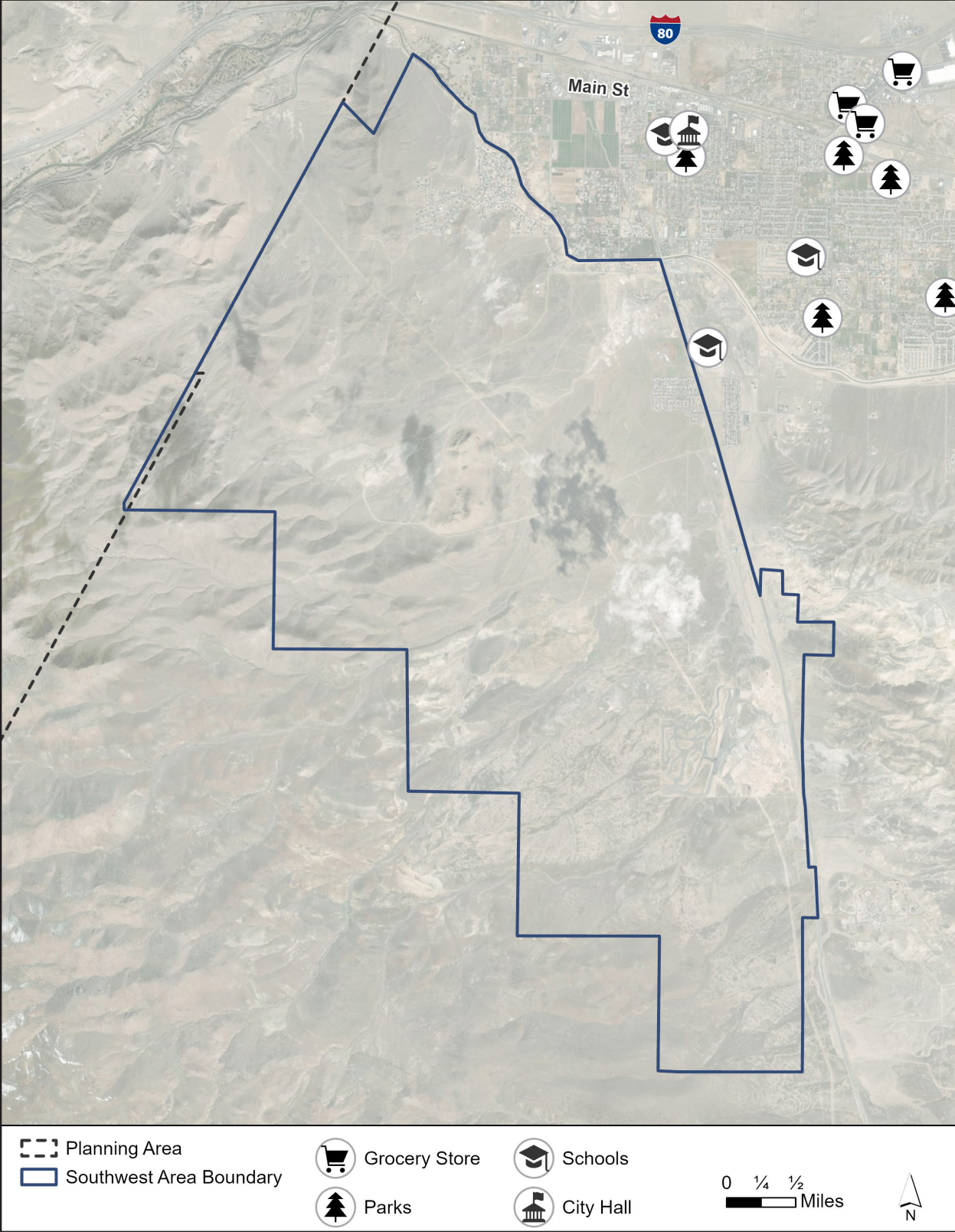
Existing Public Resources

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

Silver Springs

- Transportation and warehousing
- Construction
- Retail trade

Sparks

- Retail trade
- Health care and social assistance
- Manufacturing

Fallon

- Health care and social assistance
- Construction
- Retail trade

Carson City

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

Fernley

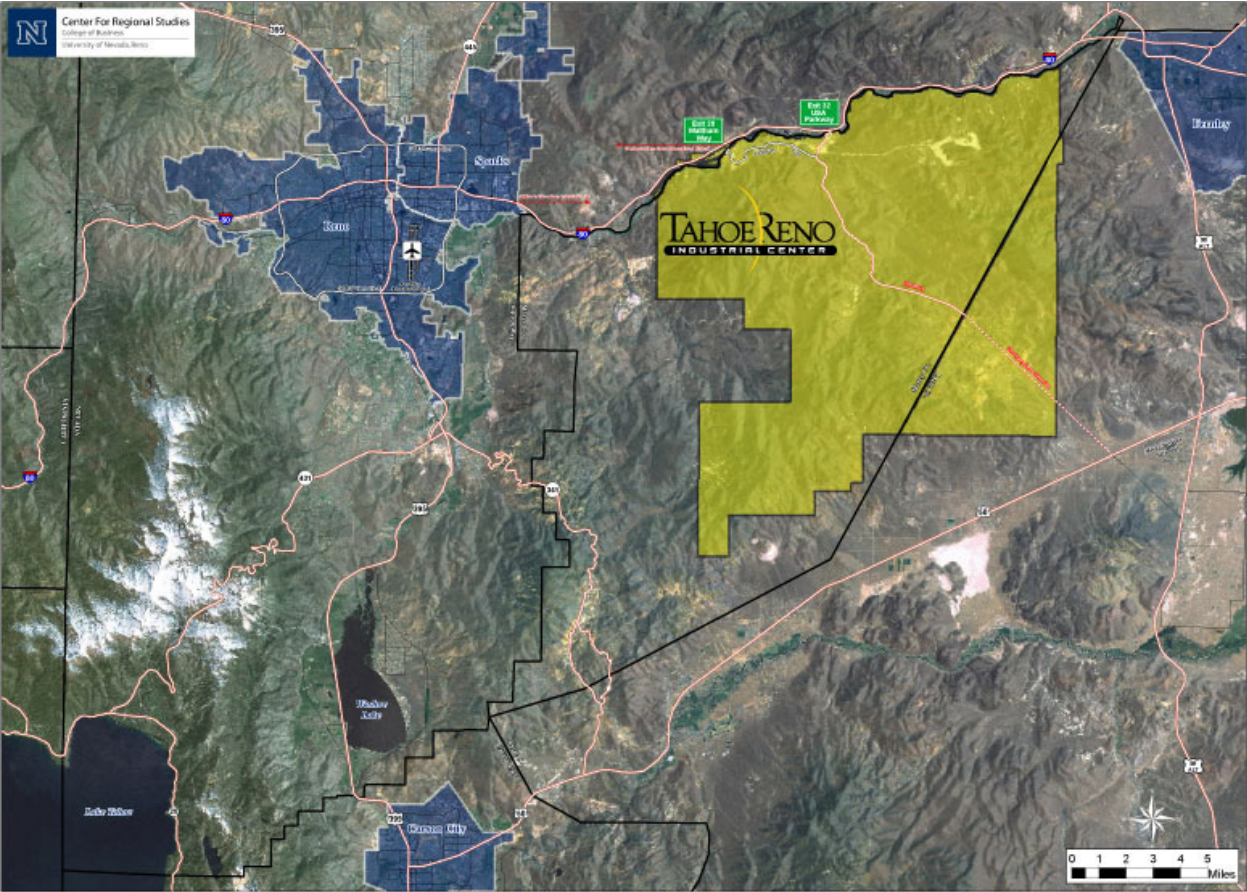
- Manufacturing
- Retail trade
- Health care and social assistance

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.

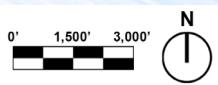
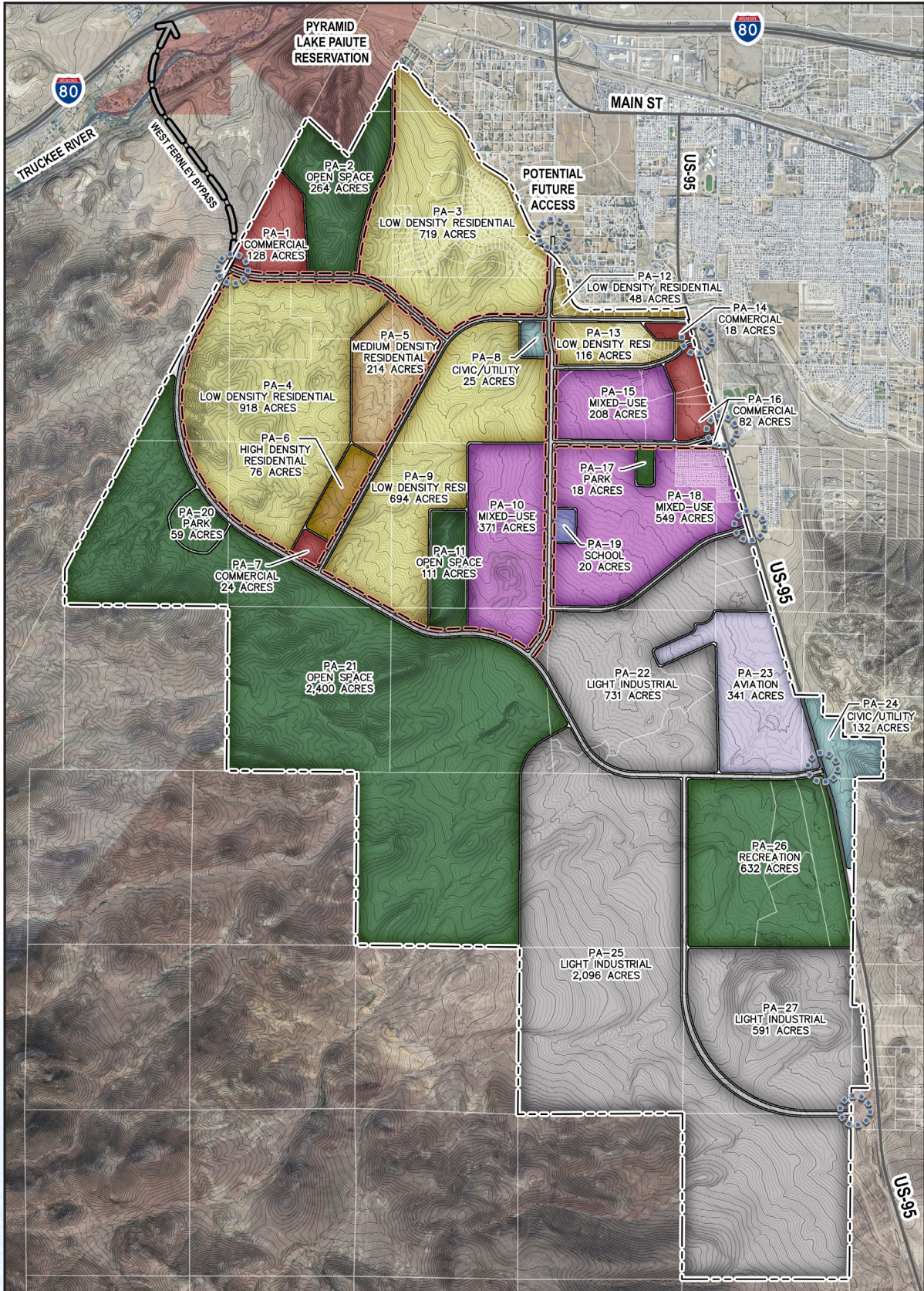
The Future Land Use Map fills in the gaps of this transportation network to communicate a well-organized and market-supportive allocation of land uses in the Southwest Area. Potential land uses¹ include several residential types, mixed use, commercial, light industrial, civic/utility, school, parks and 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

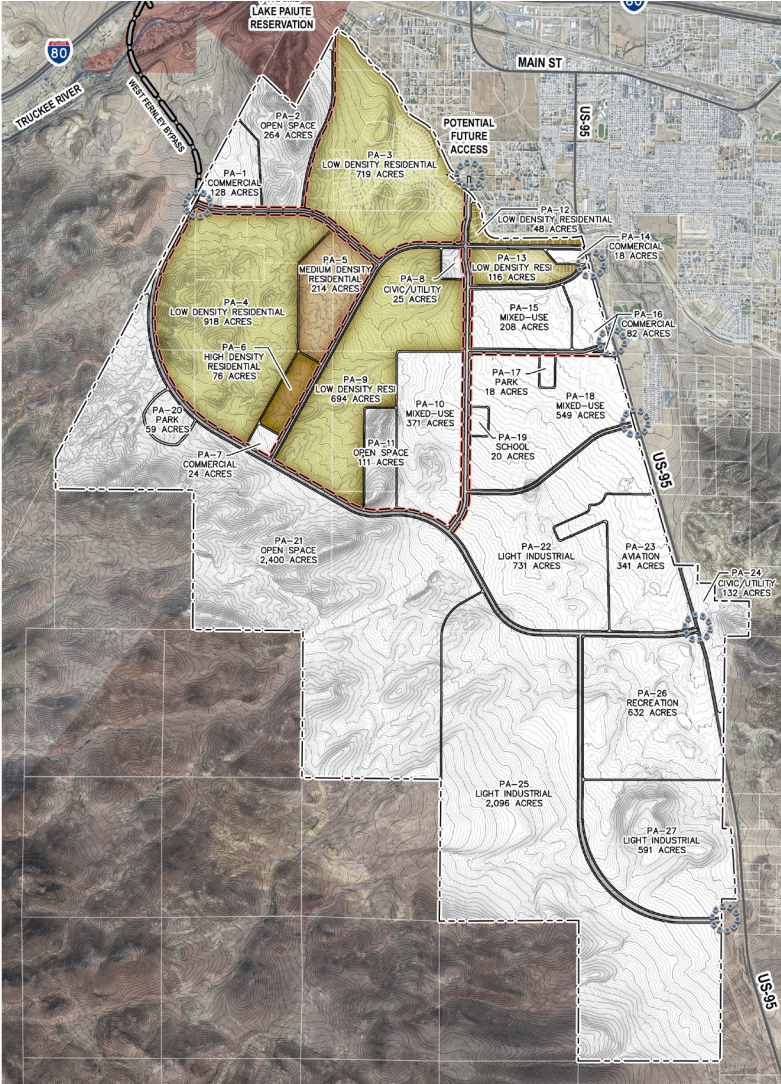


Table 1. Residential Land Uses

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

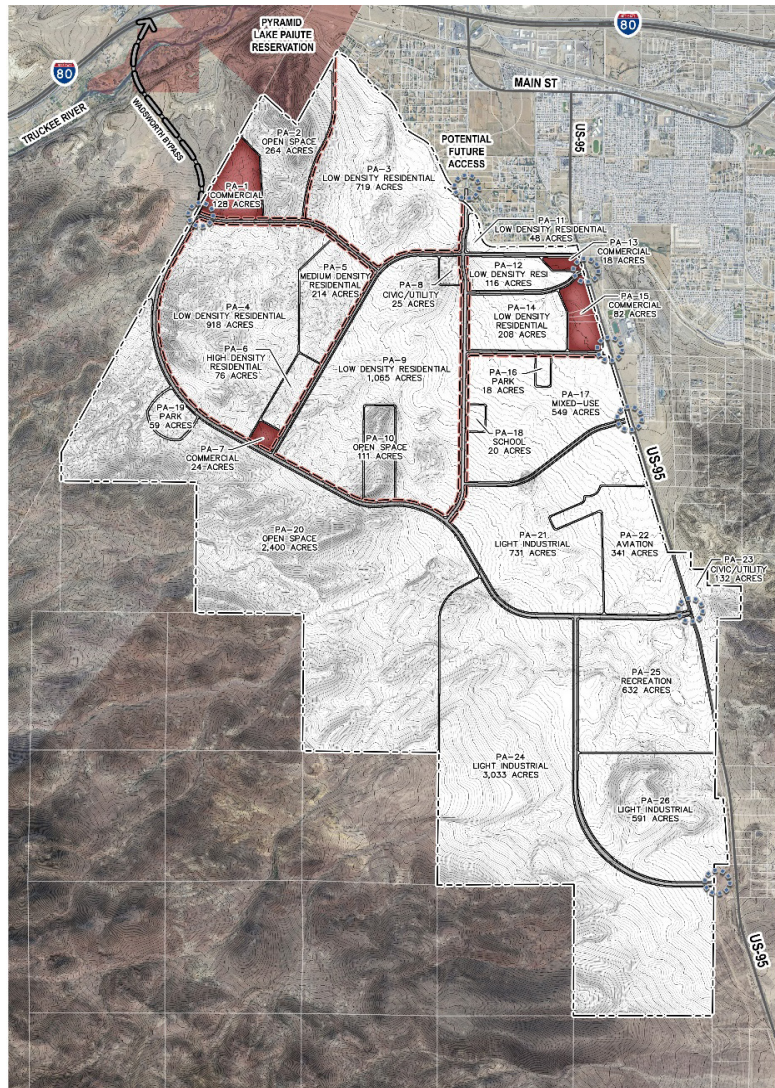


Table 2. Commercial Land Uses

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

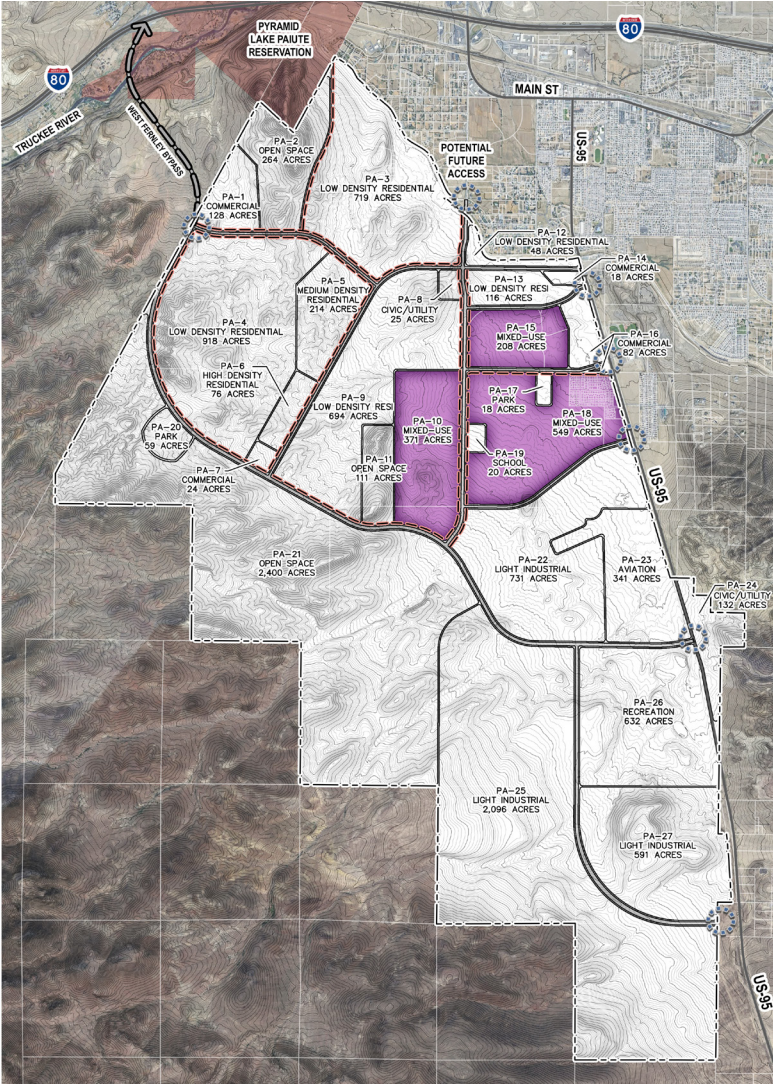


Table 3. Mixed-Use Land Uses

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

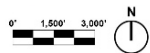
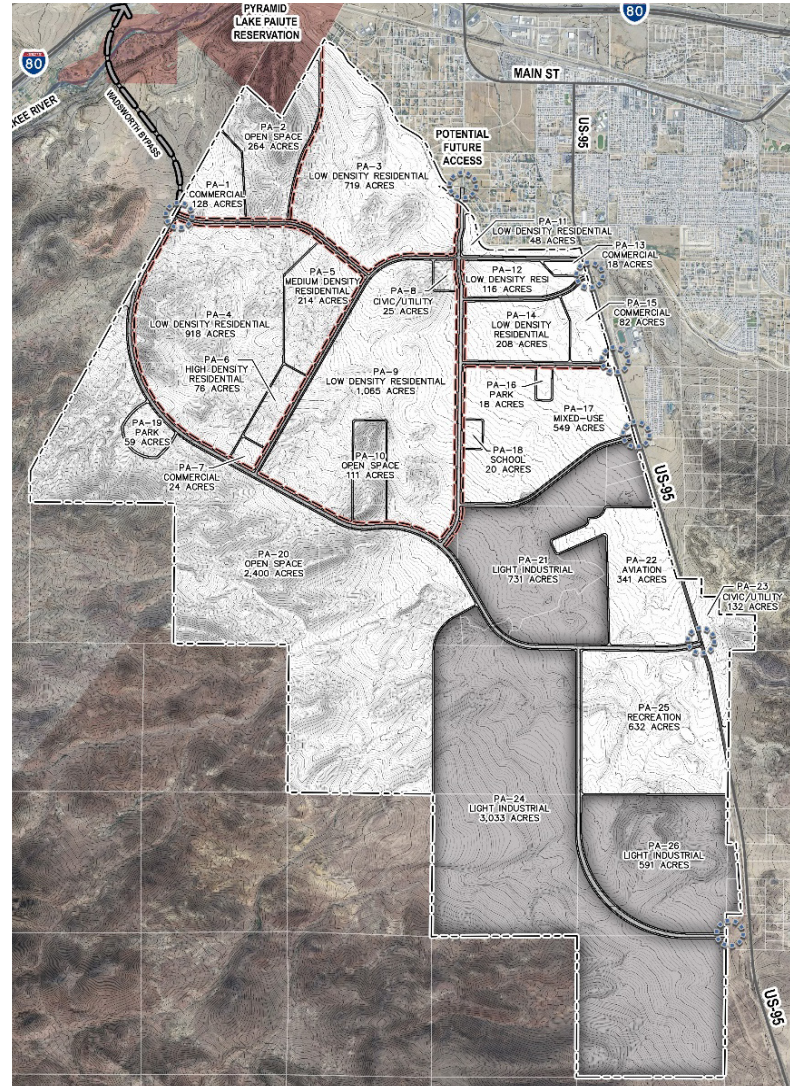


Table 4. Industrial Land Uses

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

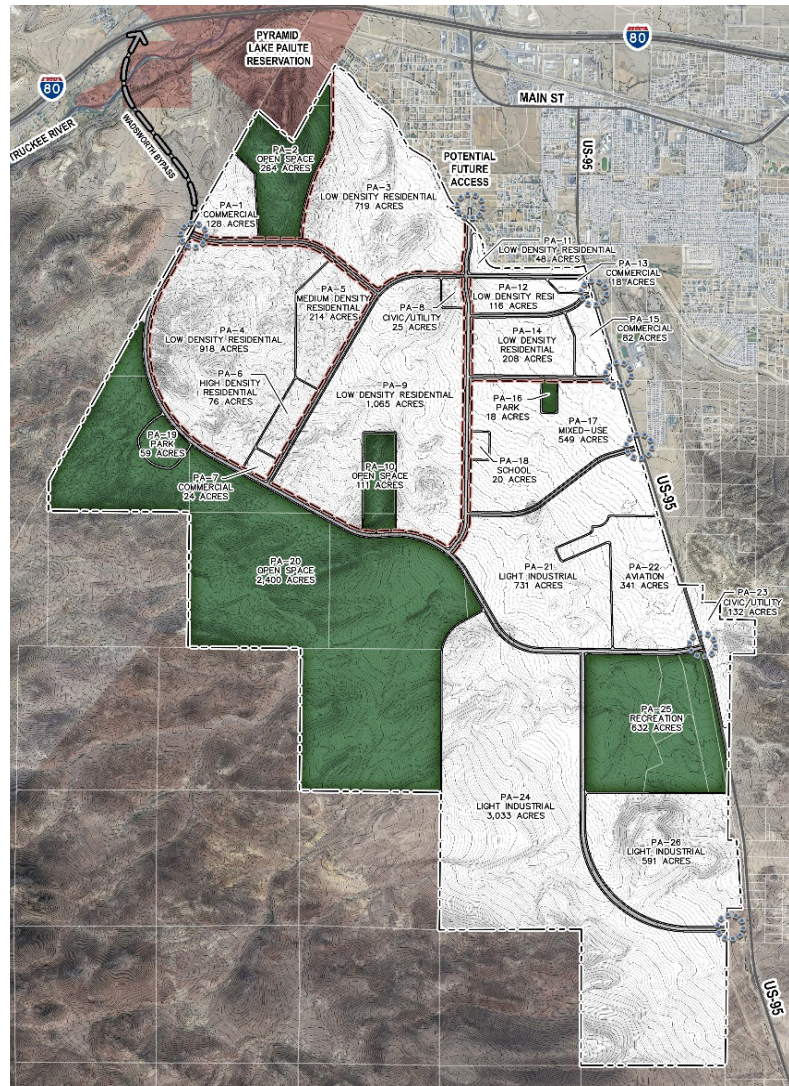


Table 5. Open Space and Recreation Land Uses

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

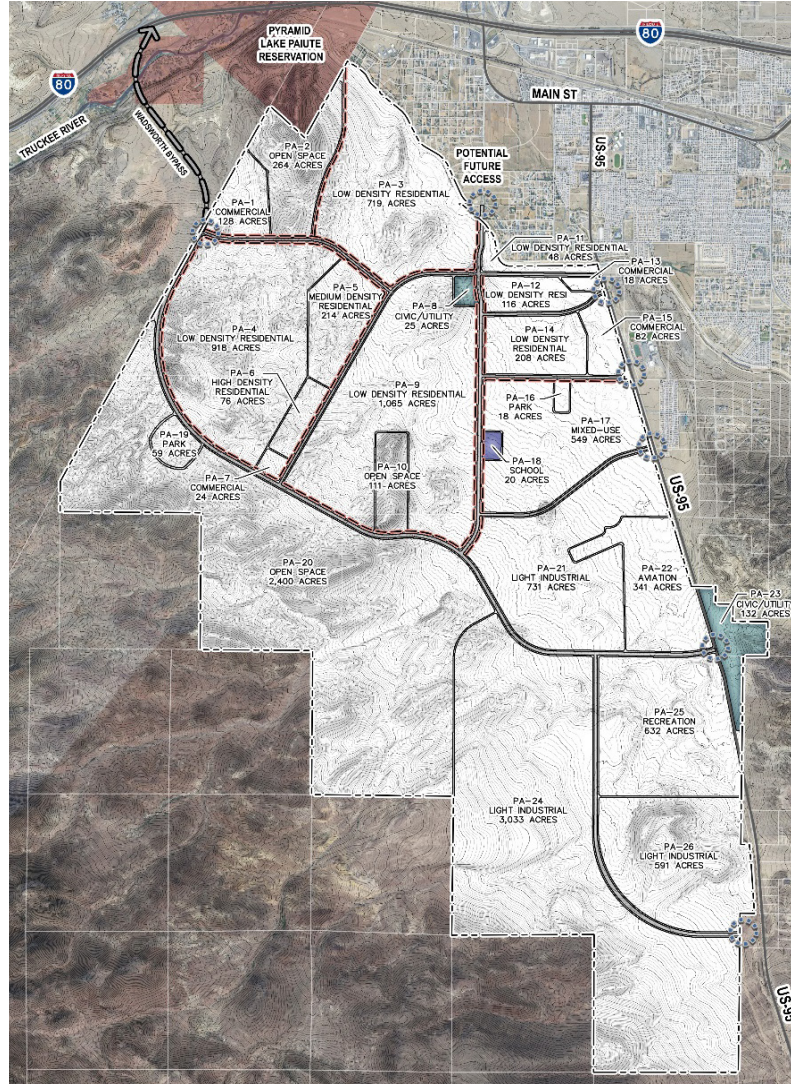




Table 6. Public Facilities Land Uses

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

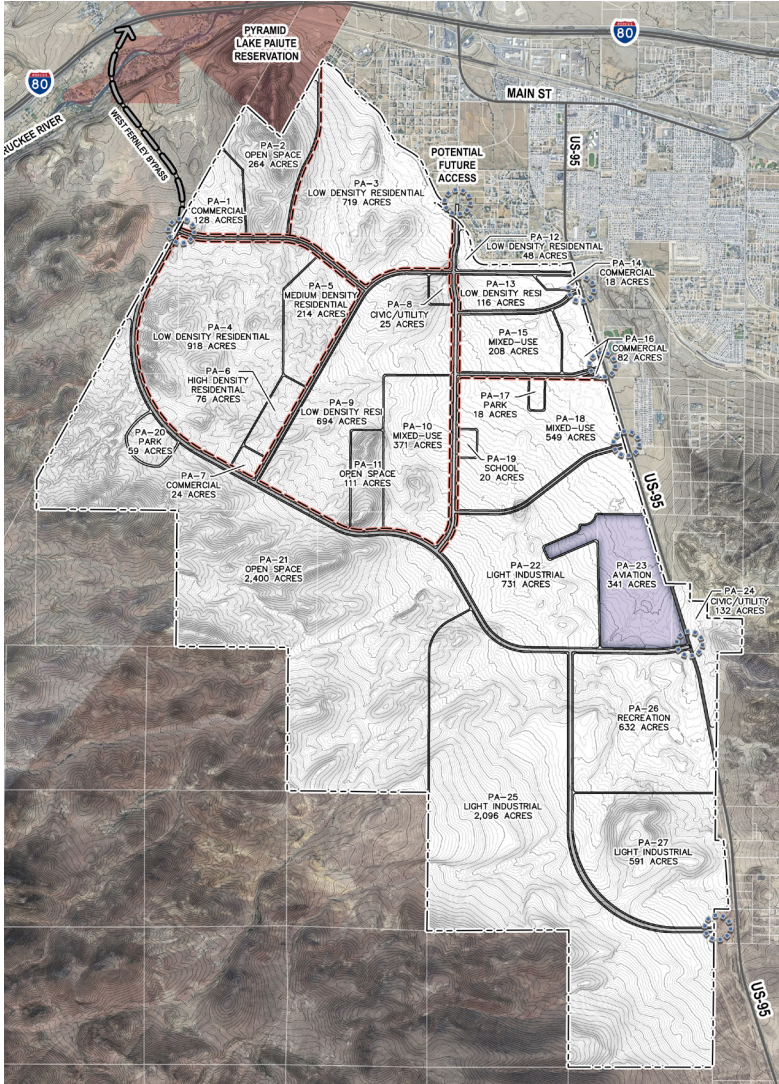


Table 7. Aviation Land Uses

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.

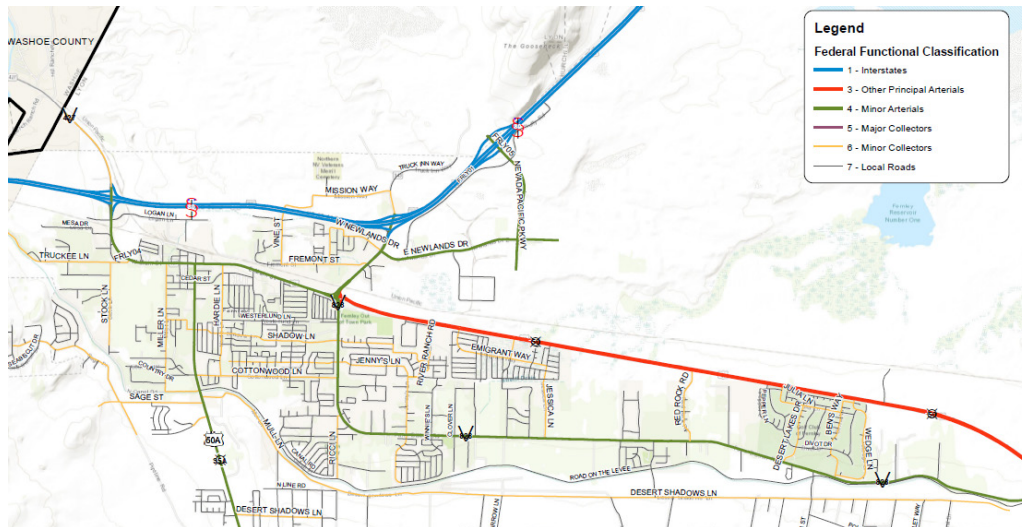
Driving

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

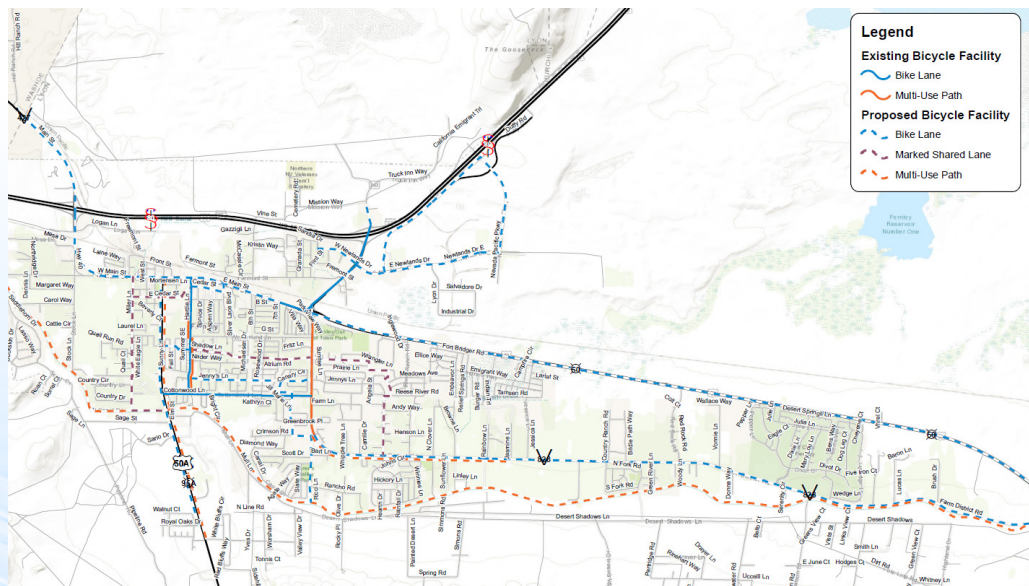
Connectivity to the rest of the City remains limited due to I-80 creating a barrier between the City center and the Southwest Area. Accessibility is limited to Main Street, Vine Street, Truck Inn Way, and Nevada Pacific Parkway.

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.

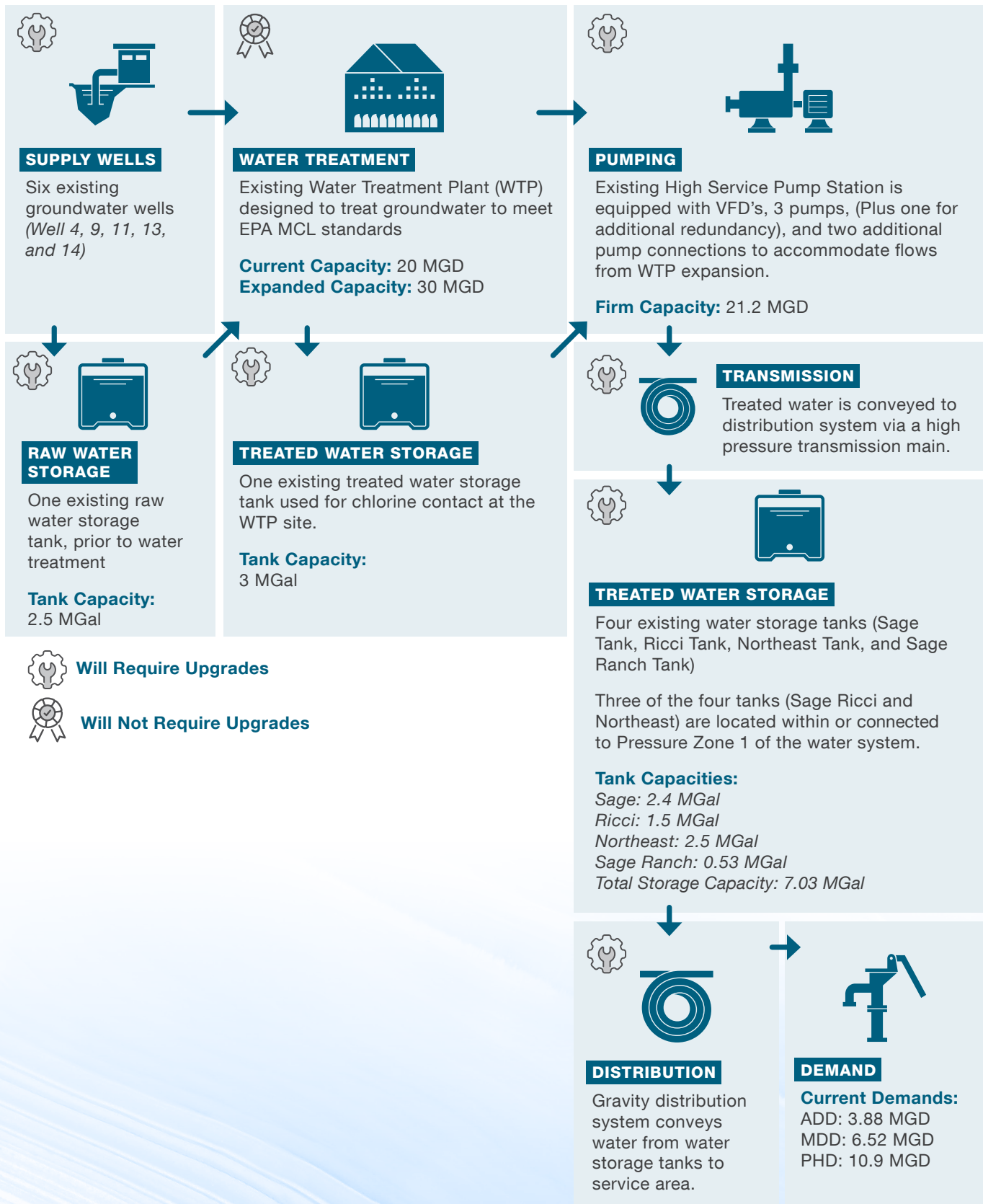
1 Three additional water storage tanks exist within the system, however they were not considered in evaluating the system’s ability to serve the Southwest Area as they either store raw water or act as chlorine contact on the WTP site.

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

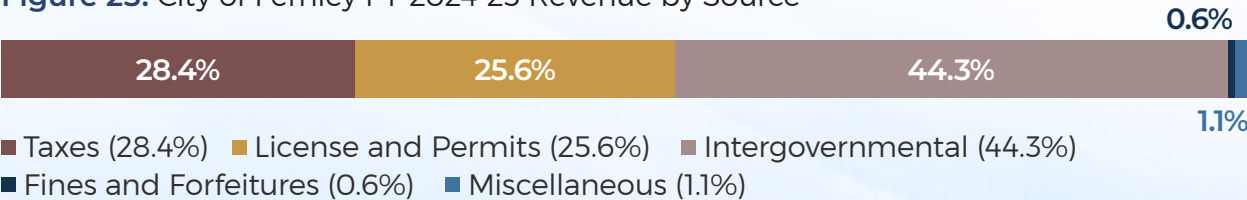
The fiscal impact analysis builds upon the future land use plan to guide the decision-making process throughout the implementation of this plan. This analytical model is a tool to help understand the impact to future revenue associated with the proposed land uses and provides the City a framework in 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.

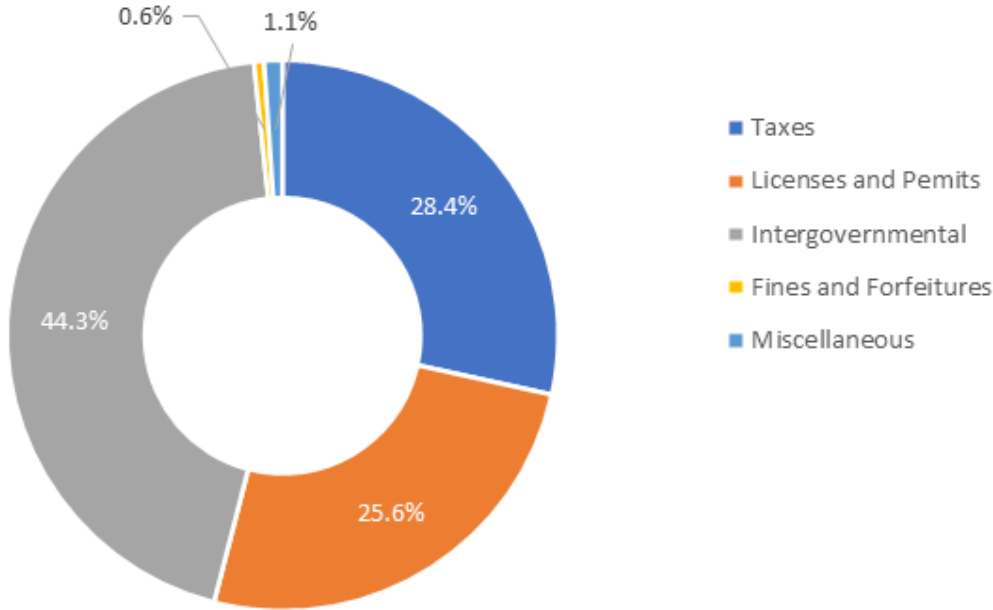
The City of Fernley has a proposed increase of \$600,000 (12.7%) in new revenue associated with property value increases and new development between fiscal years 2024 and 2025. As new projects emerge, the benefits to the City’s tax roll are easy to quickly estimate. When thinking into the future, fiscal 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

Property	Market Adjuster					
	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.



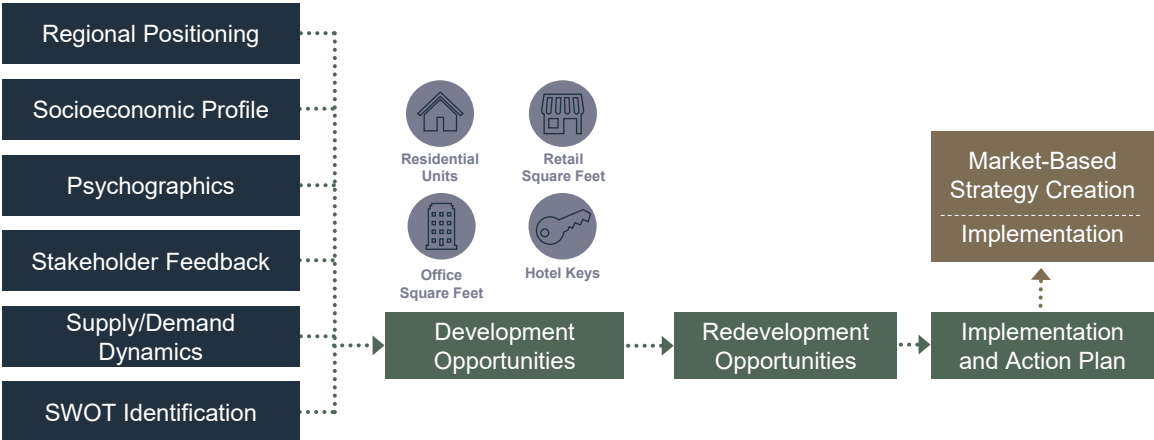
APPENDIX B

Southwest Area Plan



Appendix B: Market Conditions

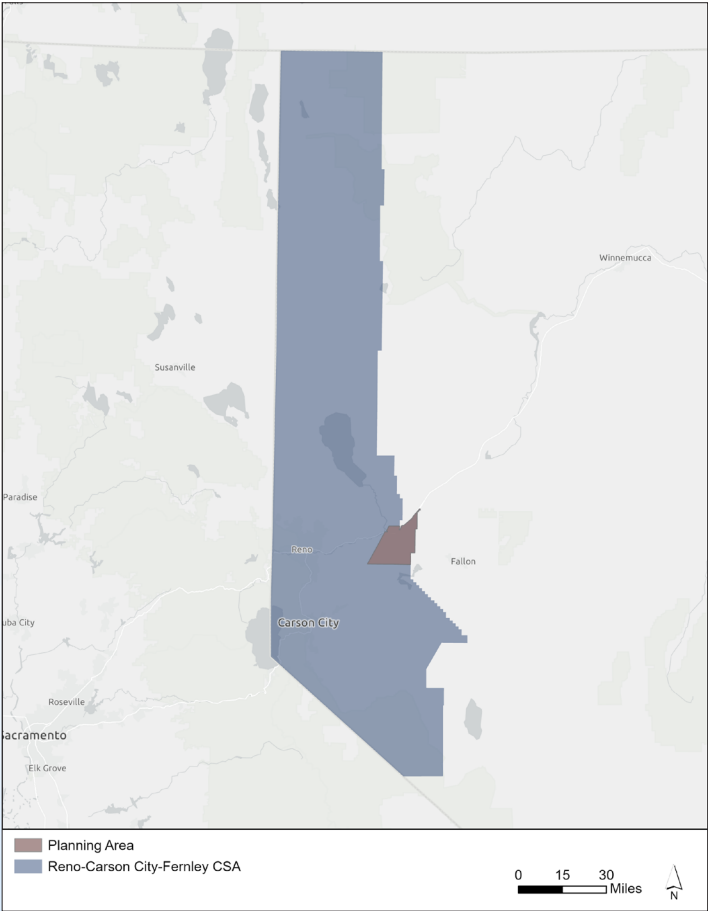
Process



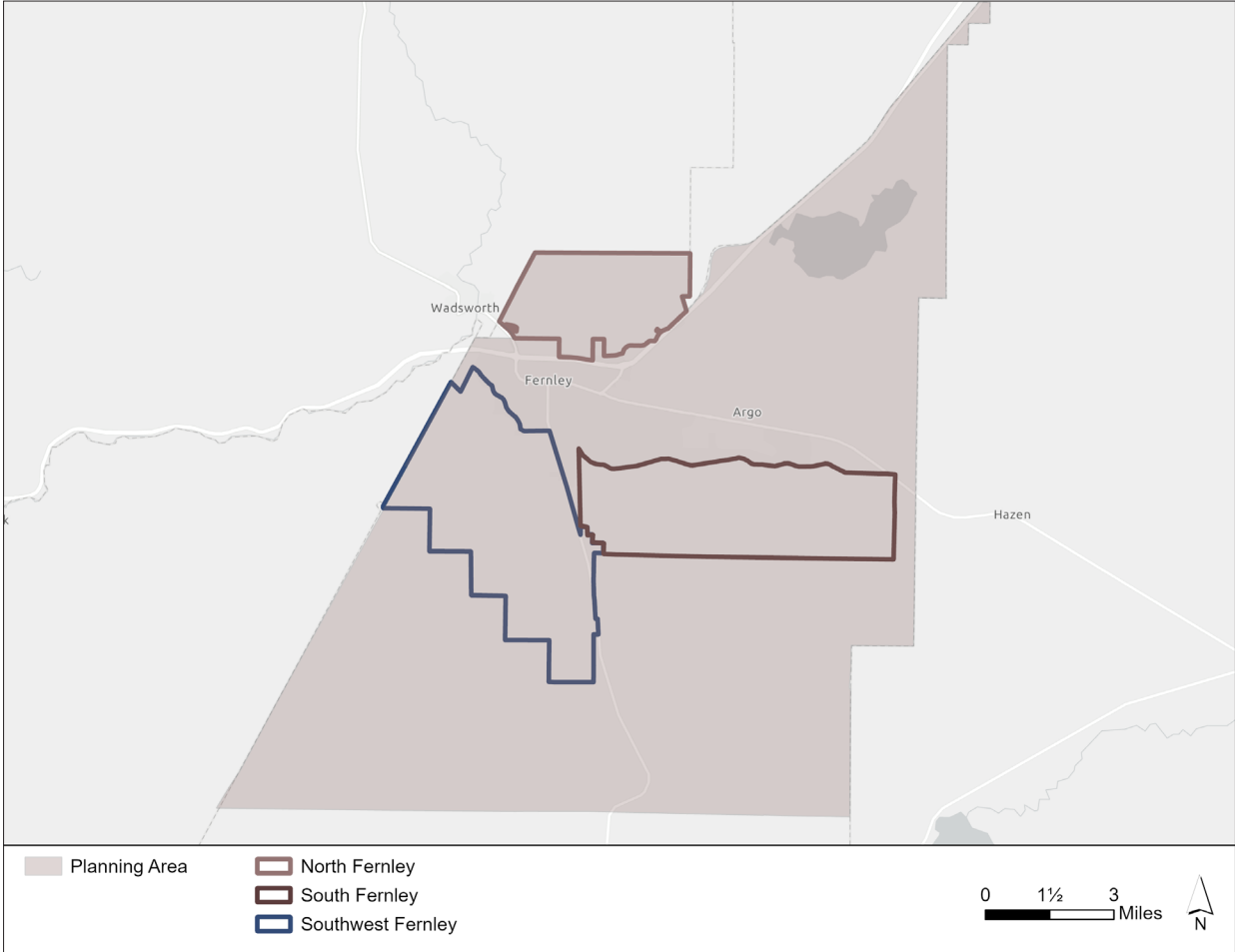
Area Definition

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.

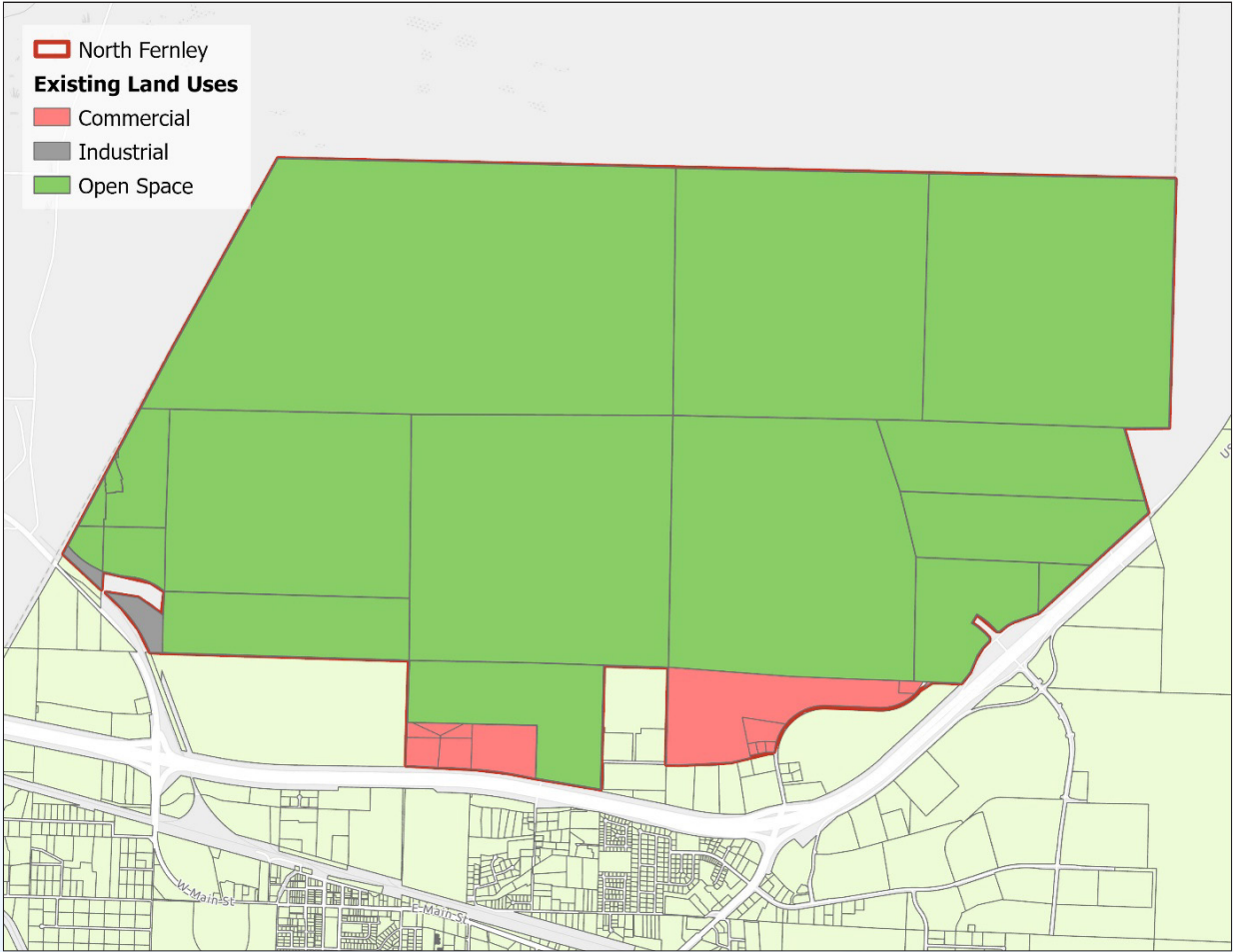


Future Development Areas

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.

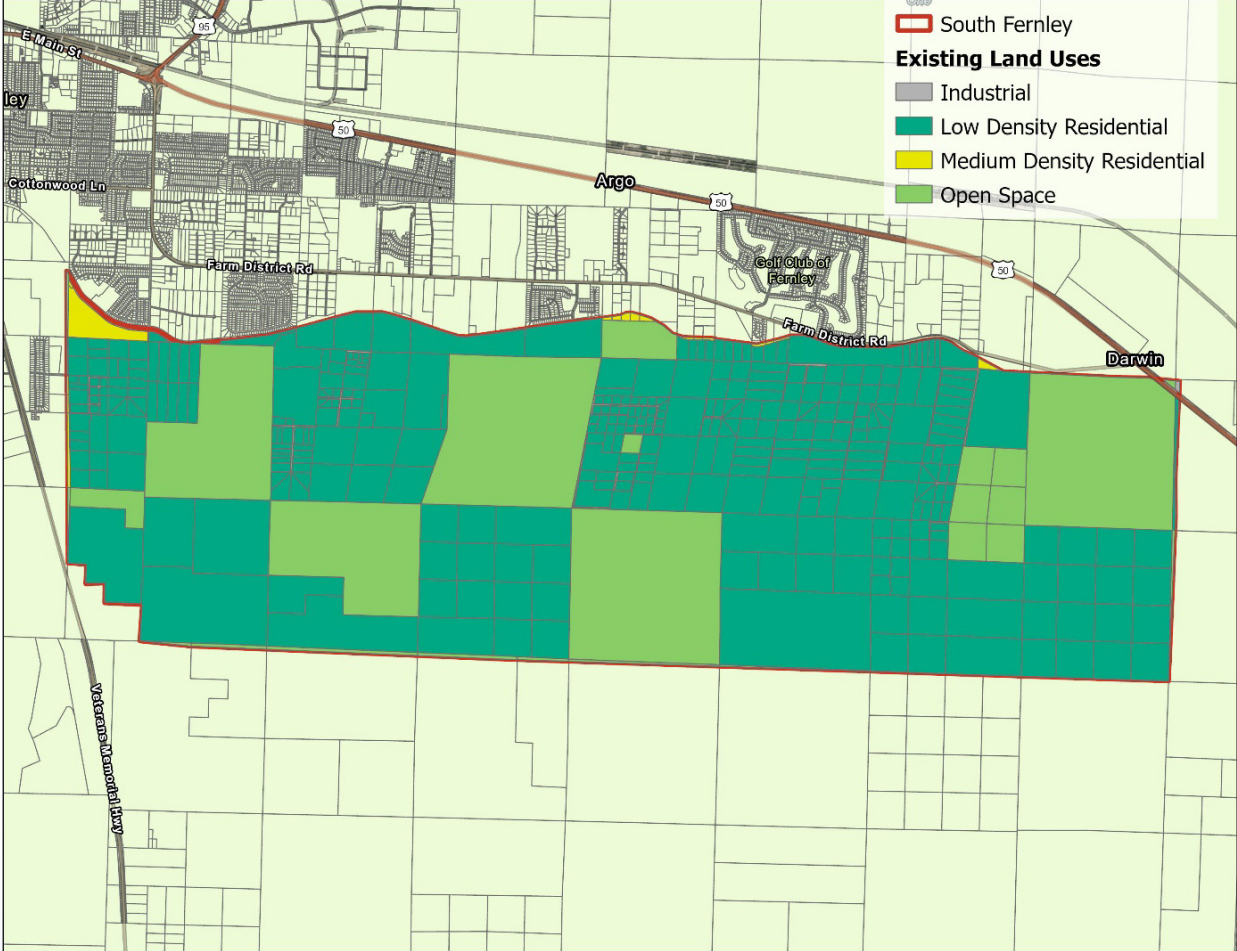
Presently, North Fernley has no existing buildings or residents and is largely undeveloped. Plans to access to the community infrastructure are feasible in the near future. North Fernley FDA is in close proximity to the City’s commercial center



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.

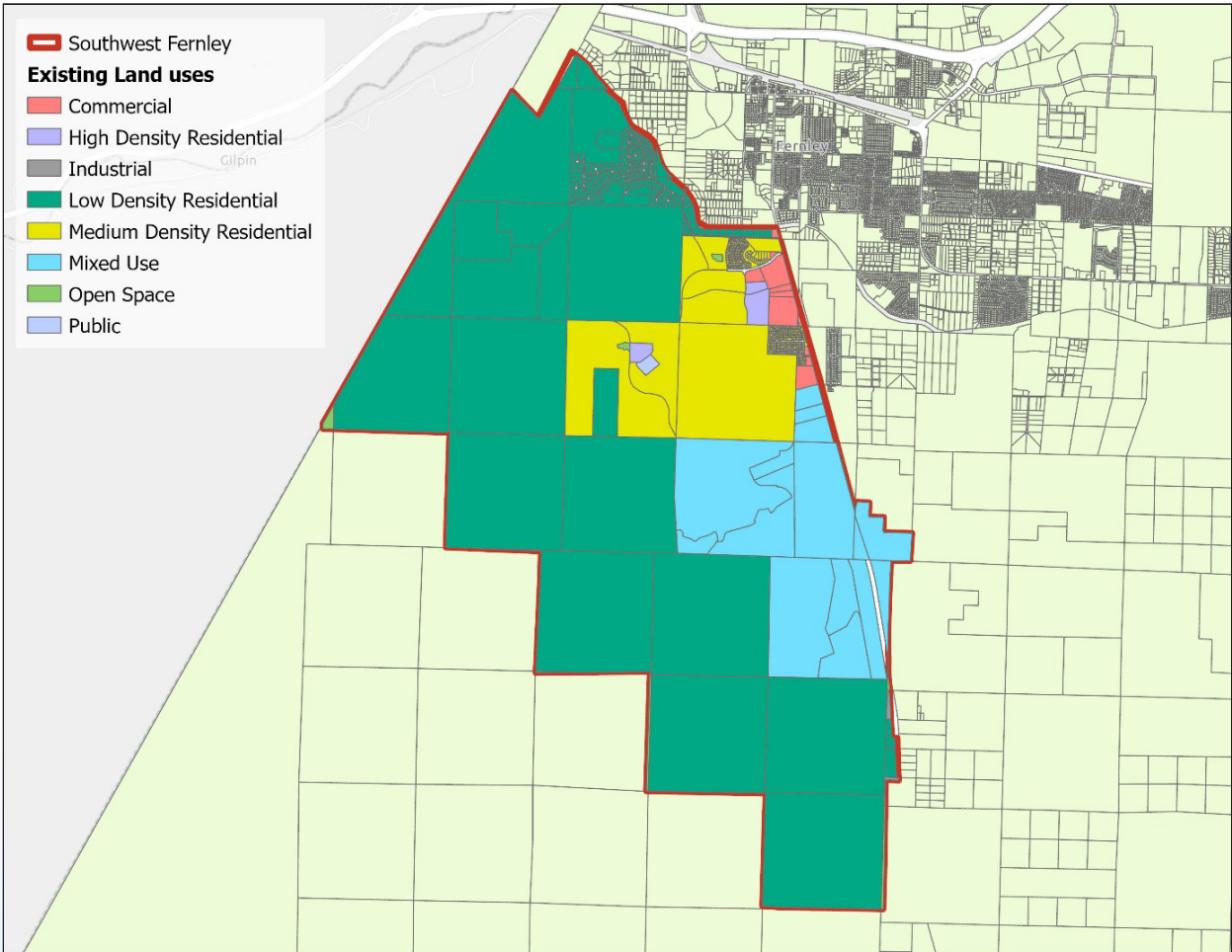
South Fernley FDA is largely undeveloped. The existing land uses consist of low density residential and open space and an estimate of 151 housing units are present. The South Fernley FDA spans about 10,000 acres. Large estate lot subdivisions with curb and gutter are encouraged in this area.



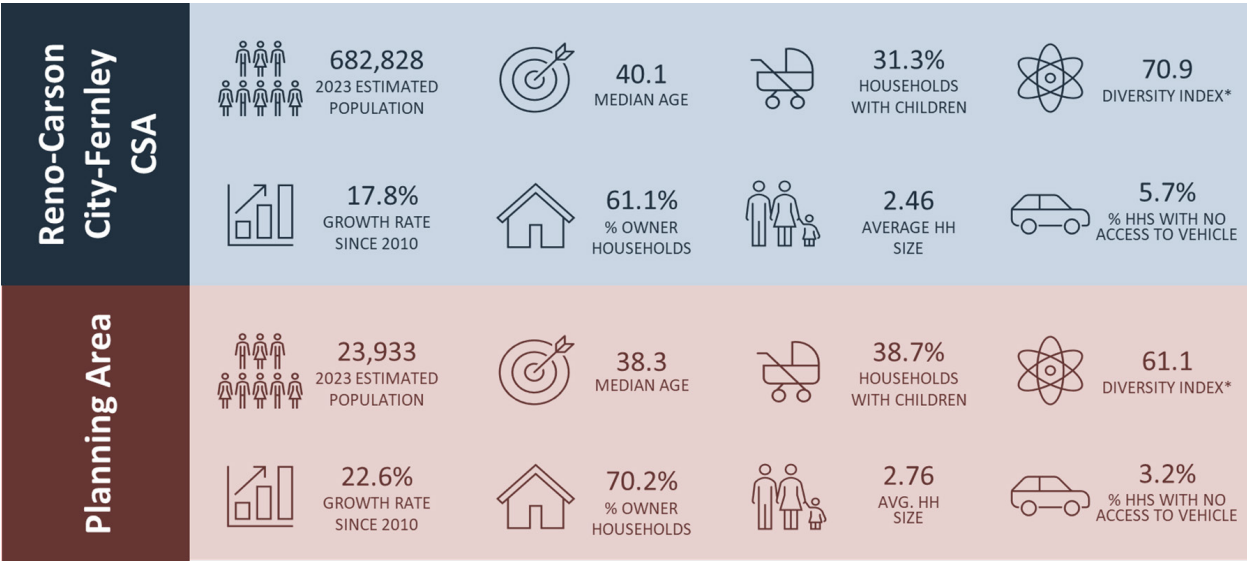
Southwest Fernley

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



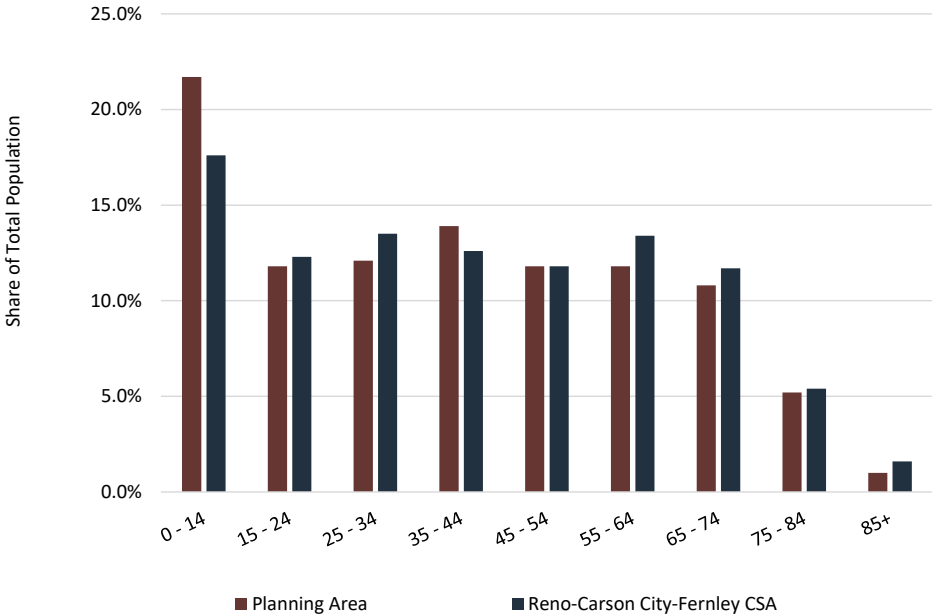
Population Characteristics

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

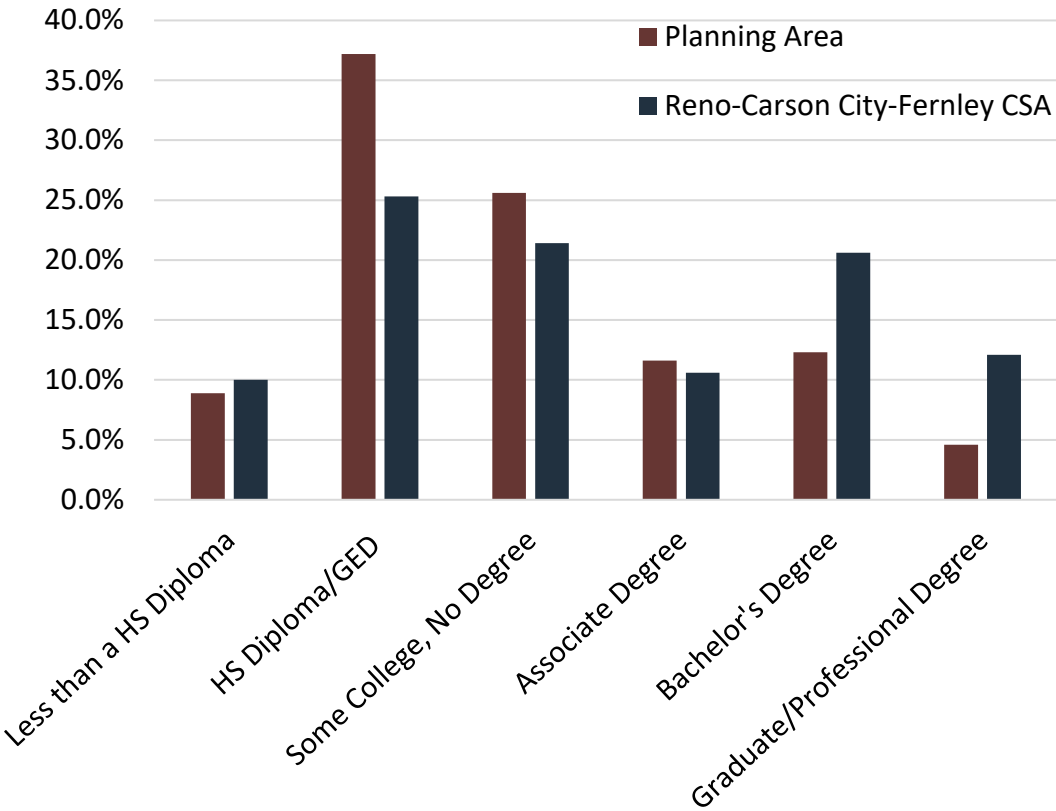
Comparison of Age Cohorts, 2023



Source: ESRI Business Analyst

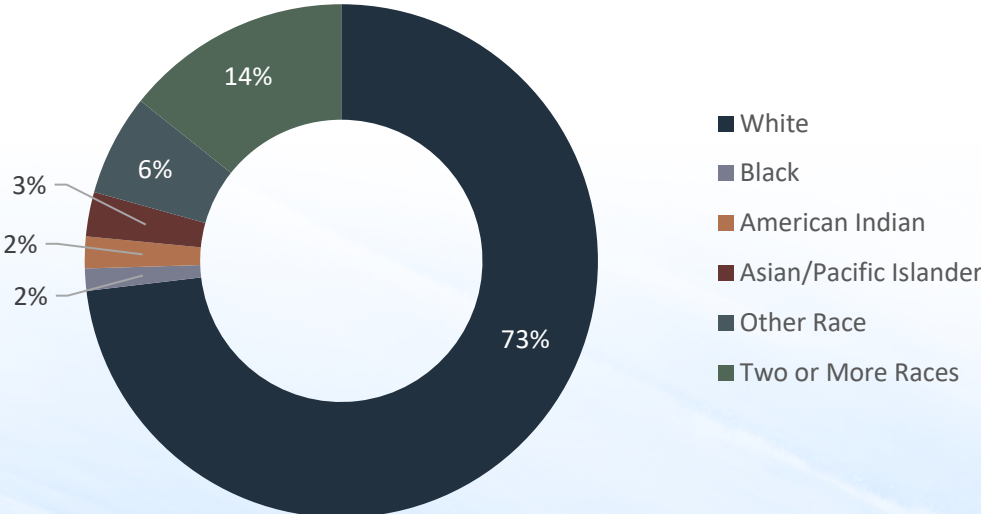
- The Planning Area has seen an annual growth rate of 1.6%, reaching a total population of more than 23,900 in 2023.
- The Planning Area has a median age of 38.3; Over 70% of the area’s residents are under the age of 45.
- The Planning Area hosts more young families, with 38.7% of households having children 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



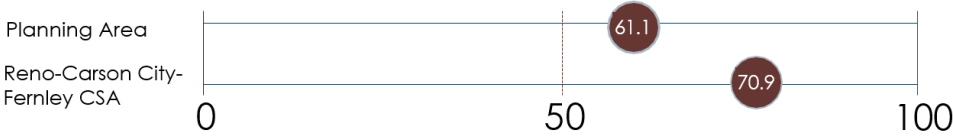
Source: ESRI Business Analyst

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%

Word cloud containing terms such as: traditional, homeowners, pride, low density communities, semi-rural, thrifty, convenience, families with children, outdoor activities, lower labor force participation, young couples, mobile home living, Single-family households.

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.



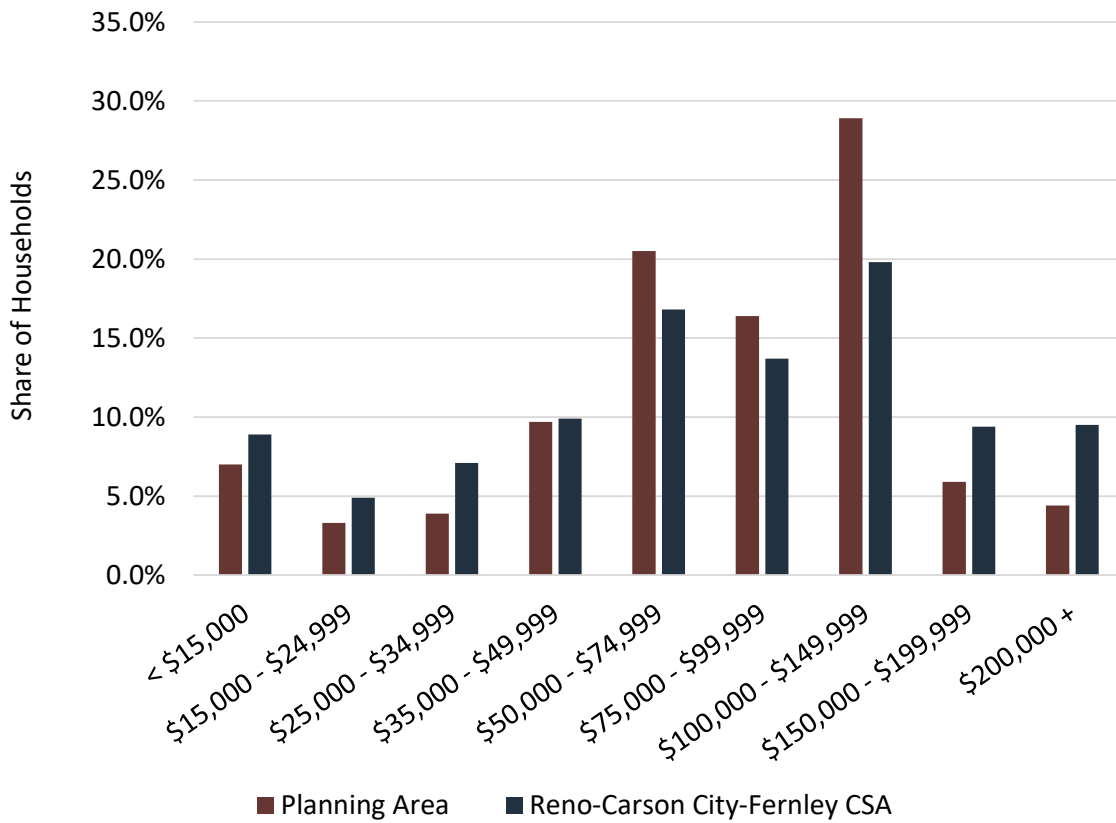
Planning Area



Reno-Carson City-Fernley CSA

Source: ESRI Business Analyst

Comparison of Household Income, 2022



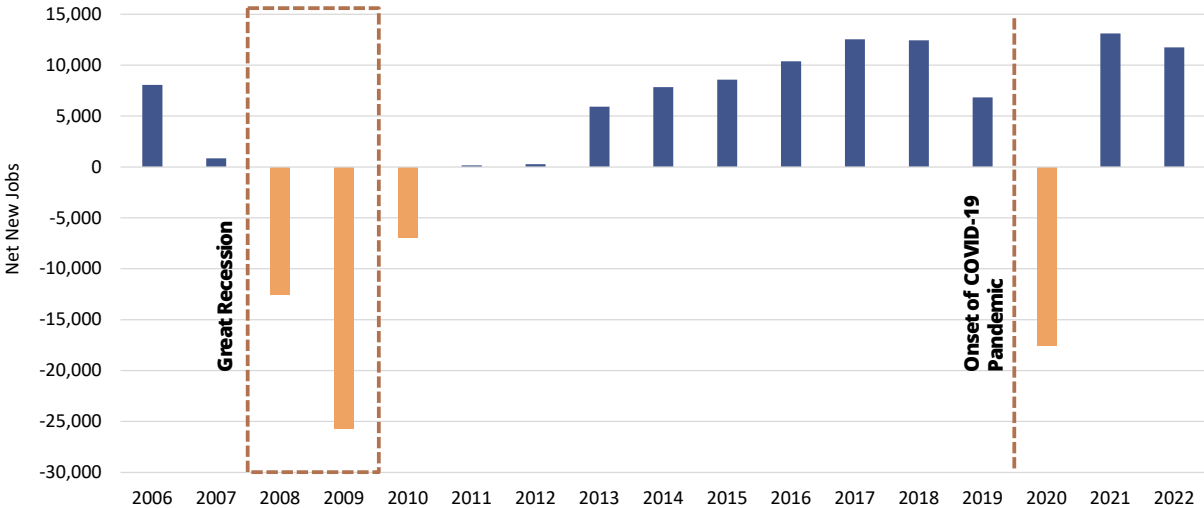
Source: ESRI Business Analyst

Economics & Prosperity Overview

Area	Icon	Value	Icon	Value	Icon	Value	Icon	Value
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

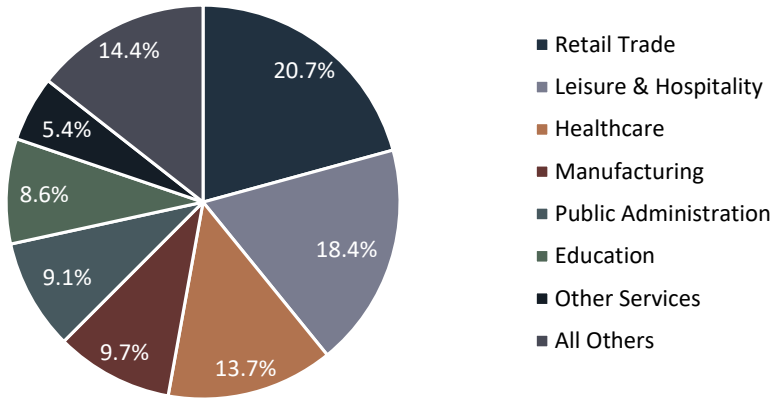


Source: Bureau of Labor Statistics

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

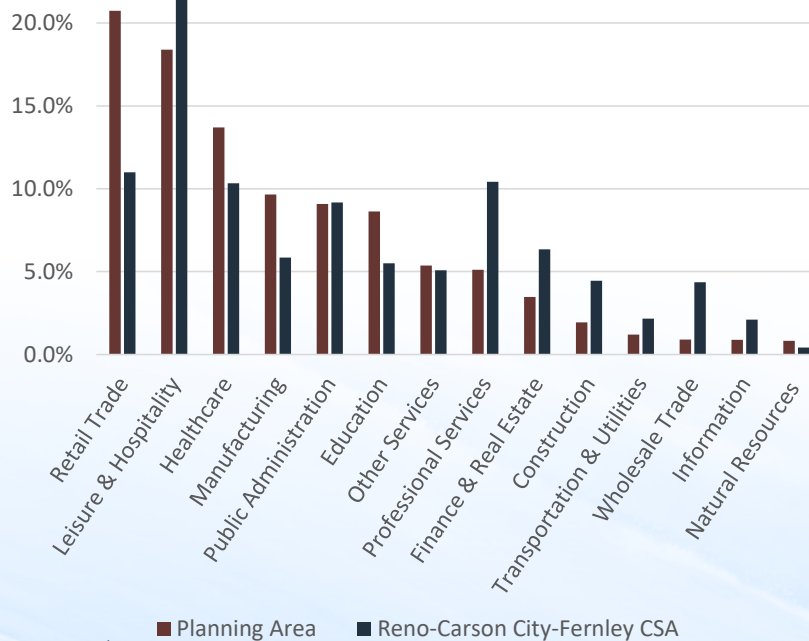


There are 5,437 permanent jobs in the Planning Area, representing 1.7% of the total jobs in the CSA.

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

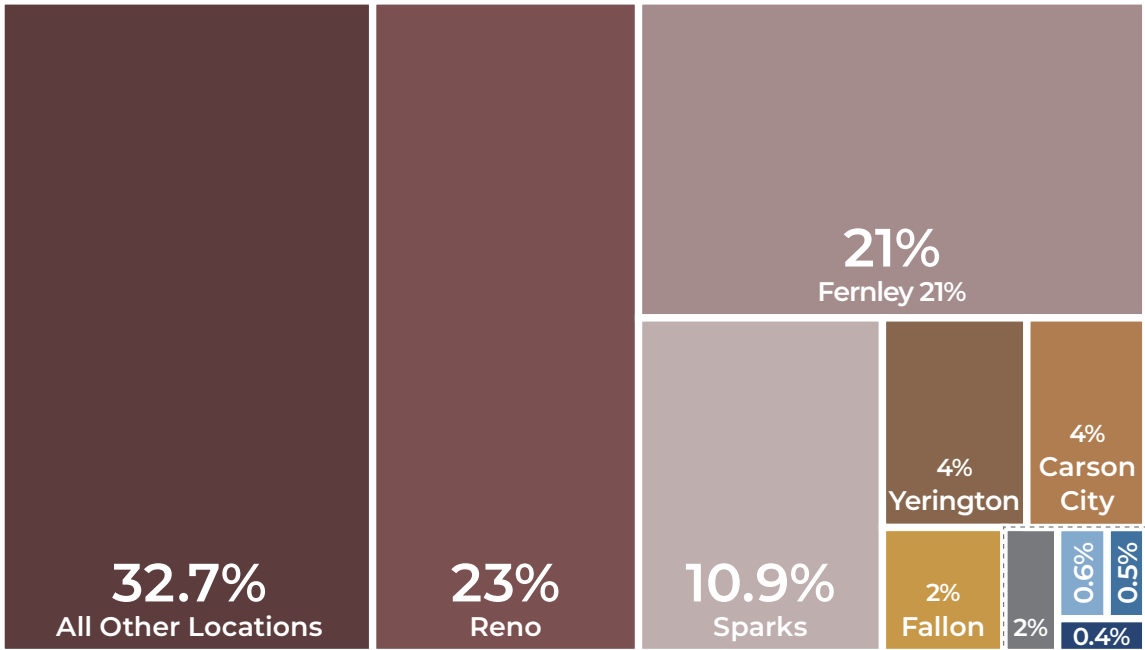


Source: LEHD On The Map

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

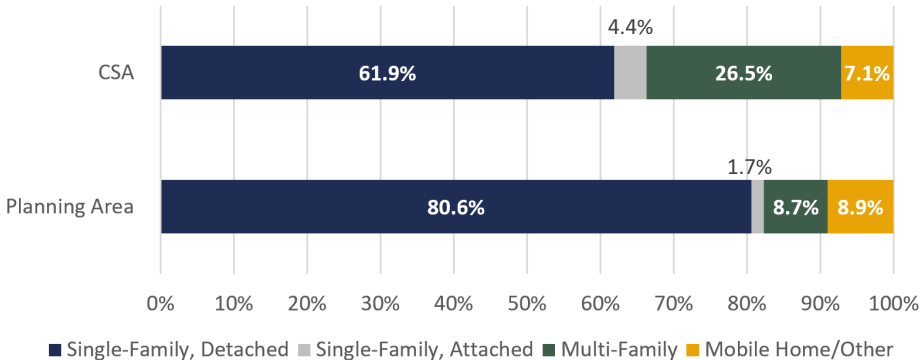
Housing Summary Facts

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

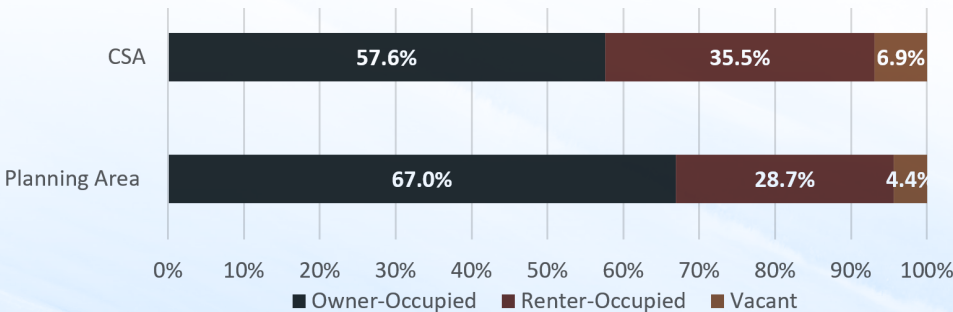
The larger CSA has a comparatively older, yet higher-value housing stock when compared to the Planning Area. The Planning Area has a high owner-occupied housing unit share, when compared to the CSA and a large share of single-family, detached housing.

Housing Units By Type, 2023



Source: ESRI Business Analyst

Housing Units By Tenure, 2023



Source: ESRI Business Analyst