

Carson City Master Plan

Adopted April 6, 2006



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Chapter 1: Plan Overview

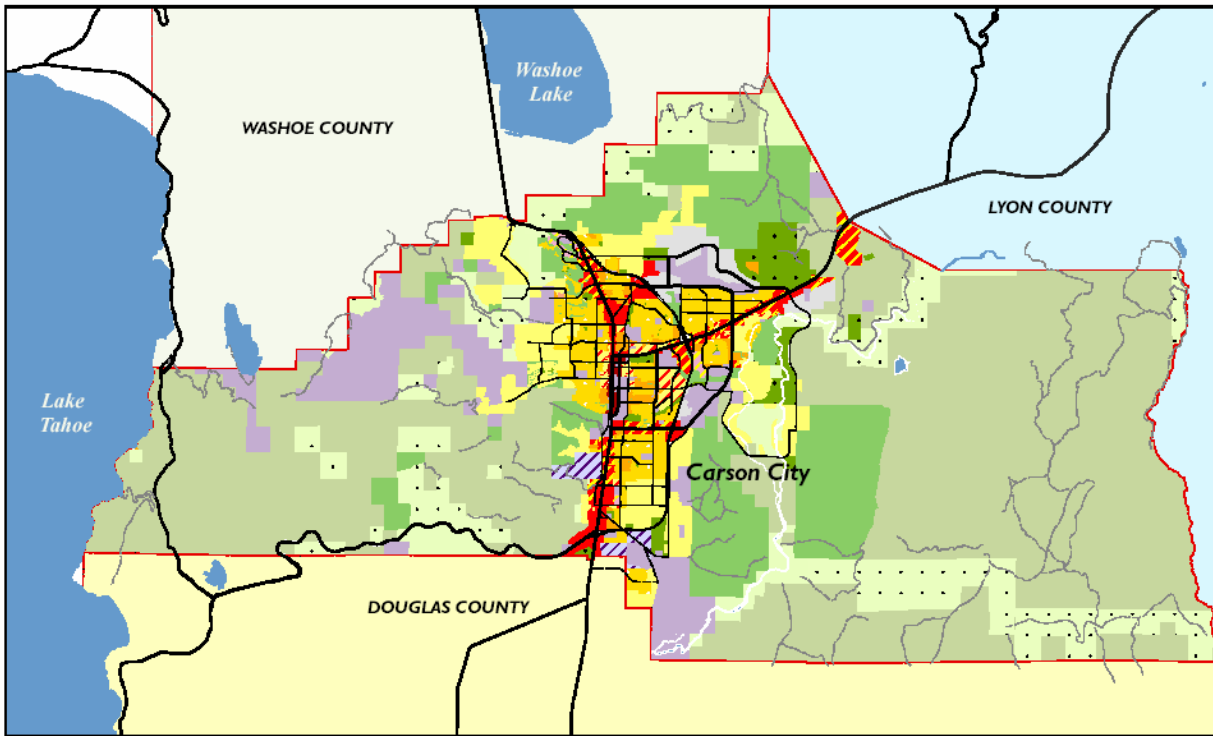
MASTER PLAN BASICS

This Master Plan is an officially adopted advisory document that outlines Carson City's vision and goals for the future and provides guidance for elected and appointed officials in making choices regarding the long-range needs of the community. The written goals and guiding principles, policies, and recommended actions, in combination with the Land Use Map, provide guidance for decisions affecting growth, the use and development of land, preservation of open space and the expansion of public facilities and services. The Master Plan consists of both written policy recommendations and maps, which should be used together when making decisions. It is also recognized that this document should be reviewed annually at a public hearing and revised as needed to reflect the availability of new implementation tools, changes in State and Federal law, changes in funding sources, the results of monitoring the effectiveness of existing policies and the impacts of past decisions, as well to reflect changes in the community's vision for the future.

WHAT IS A COMPREHENSIVE MASTER PLAN?

A Comprehensive Master Plan is a blueprint that provides guidance on where and how the community will grow in the next 20 years. Master Plans typically consist of maps, policy statements, and goals and objectives addressing a number of issues relating to growth, housing, economic development, transportation, environment, parks, recreation, pathways, open space, aesthetics, community character, and historic preservation and conservation.

The primary emphasis of the document is to provide long-range guidance to property owners, citizens, and decision makers on land use issues, such as where residential, commercial and industrial development should occur in the future, and at what densities.



Planning Context

PLANNING AREA

Carson City is a combined city/county municipality and encompasses 146 square miles. Less than ten percent of the City's total land area is currently developed primarily within the Eagle Valley, as nearly seventy-five percent of it is held by the U.S. Forest Service, the Bureau of Land Management, and the State of Nevada. These publicly-owned lands cover over 97 square miles and surround the urbanized area on three sides. The City is adjacent to Washoe County on the north, Douglas County on the south, Lyon County on the east, and the eastern shore of Lake Tahoe along the City's western edge. The westerly portion of the City within the Lake Tahoe basin is also within the jurisdiction of the Tahoe Regional Planning Agency (TRPA).

WHY UPDATE THE MASTER PLAN?

The most recent Master Plan for Carson City was adopted in 1996. Since then, there have been many changes in the community that affect its direction for the future. Several objectives guided the development of this Master Plan. These objectives are outlined below

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and are addressed throughout the Master Plan document that follows this chapter.

Confirm the community's vision for the future.

Most communities revisit and update their comprehensive plan every five to seven years to ensure that it continues to meet the community's vision and goals for the future. The first Carson City Master Plan was adopted in 1958. Since then, Master Plan updates have been adopted in 1977, 1978, 1983, and 1996.

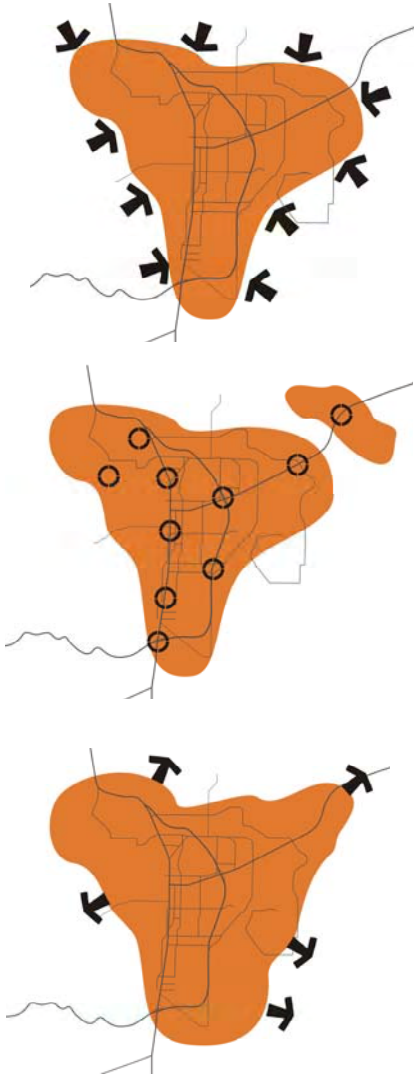
Establish a more unified policy direction for the community.

Prior to this update, the City did not have a "comprehensive" Master Plan that incorporated the various Master Plan Elements—adopted at different times over the years—into one policy document, making it a challenge to understand and use. This Master Plan provides the community with a single, user-friendly document that serves as a source of information and as a policy guide to direct future growth within the City.

Determine where and how the community should grow in the future.

Growth in recent years had left Carson City with limited land to accommodate future development—forcing the community to make tough decisions about where and how the City should grow. As part of the planning process, the community's options for future growth were tested in the form of the three scenarios outlined below:

- **Scenario 1: Compact Urban Growth**—Under Scenario 1, it was assumed that a significant portion of future growth would be focused inward to vacant or underutilized areas within the City's existing "footprint". New development at the urban fringe would be minimized and public lands surrounding the City would remain largely intact, preserving hillsides and major community gateways.
- **Scenario 2: Mixed-Use Activity Centers**—Scenario 2 assumed that a significant amount of future development within the City would occur within strategically located activity centers containing a more diverse mix of land uses than is currently found in the City's developed areas.
- **Scenario 3: Urban Expansion**—Scenario 3 assumed that the City's existing land use types, densities, and basic development patterns would continue to expand in a manner similar to what existed within the community today. Most new development would occur on vacant lands at the periphery of the urbanized



Three growth scenarios for Carson City were considered during the development of the ADOP (top to bottom): Compact Urban Growth; Mixed-Use Activity Centers; and Urban Expansion.

area and publicly-owned lands suitable for urban development would be released to accommodate additional expansion.

Based on community feedback, the goals and policies contained in this Master Plan represent a combination of Scenarios 1 & 2, above.

HOW ARE THE GOALS AND POLICIES OF THE MASTER PLAN IMPLEMENTED?

The Master Plan is a general policy document to guide the physical development of the City. However, the Master Plan does not have the force of law as a regulation or ordinance for the enforcement of its goals and policies. Zoning maps and ordinances must be adopted to create the regulations and enforcement authority to implement the Master Plan. An Action Plan is included in Chapter 9 of this Master Plan to provide a “roadmap” as to how the goals and policies should be implemented.

HOW DOES ZONING OF MY PROPERTY RELATE TO THE MASTER PLAN?

City zoning regulations consist of both a zoning map and a written ordinance that divides the City into zoning districts, including various residential, commercial, and industrial districts. The zoning regulations describe what type of land use and specific activities are permitted in each district, and also regulate how buildings, signs, parking, and other construction may be placed on a lot. The zoning regulations also provide procedures for re-zoning and other planning applications. The zoning map and zoning regulations provide the property “entitlements” to development, while the Master Plan provides a guide for the future development of the property. When changing the zoning of a particular property, it must be consistent with the Master Plan Land Use Map. That is to say, the Land Use Map contained in this Master Plan should guide future re-zoning decisions.

COMPLIANCE WITH NEVADA STATE STATUTES

This Master Plan has been prepared in response to Nevada Revised Statutes 278.150 through 278.170 which state that a Planning Commission and Board of Supervisors (or governing body) shall prepare and adopt a comprehensive, long-term general plan for the

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physical development of the City. According to these statutes, the plan is to be referred to as the Master Plan and is to be prepared so that the following elements may be adopted by the governing body, as appropriate:

- Community Design
- Conservation Plan (refer to: Open Space Plan, 1999)
- Economic Plan
- Historical Properties Preservation Plan (refer to: Carson City Historical/Archeological Properties Preservation Plan, 1996)
- Housing Plan (refer to Appendix D: Affordable Housing Plan)
- Land Use Plan
- Population Plan
- Public Buildings
- Public Services and Facilities
- Recreation Plan (refer to: Parks and Recreation Master Plan, 2006)
- Rural Neighborhoods Preservation Plan
- Safety Plan
- School Facilities Plan
- Seismic Safety Plan
- Solid Waste Disposal Plan (refer to: Wastewater Collection System Master Plan, 2006; Stormwater Master Plan, 2005)
- Streets and Highways Plan (refer to: Carson Area Transportation Plan, 2004)
- Transit Plan (refer to: Carson Area Transportation Plan, 2004)
- Transportation Plan (refer to: Carson Area Transportation Plan, 2004)

The extent to which each of the elements listed above is addressed by this Master Plan varies according to their direct relevance to Carson City. Where elements have been addressed by separate plans, reference to the appropriate document has been provided. This plan replaces the City's 1996 Master Plan, including the Land Use Element and Housing Element, and shall be used as a guide in conjunction with other elements or to update other Master Plan elements as appropriate.

The Statutes also indicate how the Master Plan is to be adopted. In the preparation of the Master Plan and in the subsequent public hearings, the Nevada Revised Statutes were followed.

CONSISTENCY BETWEEN THE MASTER PLAN AND ZONING

Master plans are advisory in nature, serving to guide the community at a policy level and to guide future development decisions. In many instances, land use category designations on a Land Use Map may not directly correspond to a property's underlying zoning. Unless a community chooses to pro-actively re-zone properties that are not consistent with the Land Use Map, the property owner will be required to request re-zoning of the property as part of the development process to bring it into compliance with the master plan.

The zoning of a property provides that "entitlements" to development (i.e. what uses are permitted and at what densities). There is no requirement in Nevada State law requiring that the zoning of properties be brought into compliance with the Master Plan.

Underlying zoning was reviewed and considered throughout the development of this Master Plan to ensure that consistency between planned land uses and zoning could be maintained to the maximum extent feasible. In some instances, land use designations do differ, however, as was necessary to meet the broader objectives of the Master Plan. Re-zoning may be required should the properties develop or redevelop in the future. It should be noted that in many of the cases where inconsistencies do exist, planned land use categories (e.g., mixed-use land use designations) and zoning that would subsequently be required, would allow a much broader range of uses than are allowed today.

PLANNING AND PROPERTY RIGHTS

The Fifth Amendment to the United States Constitution generally states that private property must not be taken for public use without just compensation. Simply defined, a taking occurs when a public agency either condemns property to build public projects (also referred to as eminent domain) or physically occupies or damages property. In the case of a government regulatory action (such as zoning), a "regulatory taking" is considered to be an action that so interferes with the use of private property that it has the same effect as a physical appropriation. In most cases, the test of whether an action is a taking is whether the regulation denies an owner of all economically viable use of the property. It is important to note that the courts have been very clear on this last issue; a taking does not occur simply because a regulatory action may impose limits on the use of property. The Takings Clause is often misconstrued as a prohibition against any regulation that either decreases property value or prohibits individuals from "doing what they

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want with their land." A loss of potential market value is not enough to trigger a takings claim.

When considering regulatory actions, city elected and appointed officials may want to consider the following guidelines to determine whether a proposed action may be found to be a "taking." In all cases, the city attorney or other appropriate legal counsel should be sought when there are concerns about a potential takings claim.

1) Does the regulation or action result in a permanent or temporary physical occupation of private property?

Regulation or action resulting in a permanent or temporary physical occupation of all or a portion of private property will generally constitute a "taking."

2) Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement?

Project-specific dedications of land or easements that are individually bargained for between a public agency and a developer may become a taking when the purpose of the dedication is not sufficiently related to the project being developed (the "nexus" requirement) and the total cost or amount of the condition is not proportional to the impact of the project (the "rough proportionality" requirement). The dedication of property must be reasonably and specifically designed to prevent or compensate for adverse impacts of the proposed development.

3) Does the regulation deprive the owner of all economically viable uses of the property?

If a regulation prohibits all economically viable or beneficial uses of the land, it may constitute a "taking." In this situation, the agency can avoid liability for just compensation only if it can demonstrate that the proposed uses are prohibited by the laws of nuisance or other pre-existing limitations on the use of the property.

Unlike one and two above, it is important to analyze the regulation's impact on the property as a whole, and not just the impact on a portion of the property. It is also important to assess whether there is any economically viable use of the remaining property available. The remaining use does not have to be the owner's planned use, a prior use, or the highest and best use of the property.

4) Does the regulation substantially advance a legitimate governmental purpose?

A regulation may go too far and may result in a takings claim where it does not substantially advance a legitimate governmental purpose.

PLAN ORGANIZATION

The Master Plan is organized around five broad themes, which serve as a framework for the implementation of the community's vision and the related guiding principles, goals, and policies contained in each chapter. In addition to this introductory chapter, the Plan is comprised of the following:

- **Chapter 2: Vision, Themes, and Guiding Principles**—contains a statement of the community's Vision for the future, along with an overview of the broad themes and guiding principles which serve as a framework for the rest of the Plan.
- **Chapter 3: A Balanced Land Use Pattern**—contains goals and broad policy statements pertaining to the community's desire for a balanced land use pattern, a definition of land use categories contained in the Plan, the Land Use Plan map, and detailed land use policies.
- **Chapter 4: Equitable Distribution of Recreational Opportunities**—contains goals and policy statements to reflect the broad objectives of the City's related Parks and Recreation and Open Space Master Plans and their role in the City's land use policy decisions.
- **Chapter 5: Economic Vitality**—contains goals and policy statements pertaining to the City's commitment to a variety of economic development tools.
- **Chapter 6: Livable Neighborhoods & Activity Centers**—contains goals and policy statements pertaining to housing and neighborhood issues, historic preservation, and the creation of a series of mixed-use activity centers to serve the community.
- **Chapter 7: A Connected City**—contains goals and policy statements to reflect the broad objectives of the City's related Transportation, Transit, and Unified Pathways Master Plans and their role in the City's land use policy decisions.
- **Chapter 8: Specific Plan Areas**—contains specific policies pertaining to the four Specific Plan Areas identified on the Land Use Plan, including the: Schulz Ranch (SR-SPA); Brown Street (BS-SPA); Lompa Ranch (LR-SPA); and Eastern Portal—Virginia & Truckee Railroad Gateway (V&T-SPA) Specific Plan Areas.
- **Chapter 9: Action Plan**—contains a discussion of recommended priority actions to be taken to implement the

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Plan, as well as an Action Plan Matrix that summarizes policies by chapter and assigns the priority and timing of the actions so the appropriate resources may be allocated.

- **Appendix A: Related Plans & Implementation Documents**—contains a summary of related policy plans and implementation documents that may need to be consulted for reference or more detailed information in some instances.
 - **Appendix B: Background and Context**—contains “snapshots” of relevant background data used to develop the Plan, including the following subject areas: Land Use, Housing, Transportation, Parks, Recreation, Pathways, Economy, Schools, Infrastructure and Services, Population, and Open Space. Also includes inventory maps and a Capacity Analysis that served as the basis for the development of alternative land use scenarios.
- Appendix C: Interim Mixed-Use Evaluation Criteria**—contains a checklist of Interim Mixed-Use Evaluation Criteria to be used in reviewing mixed-use development projects proposed in areas designated for Mixed-Use Commercial (MUC), Mixed-Use Residential Neighborhood (MURN), and Mixed-Use Employment (MUE) on the Land Use Plan.
- **Appendix D: Housing Plan (Background Data)**—contains background data and supporting information used to develop housing policies contained in Chapter 6.



Chapter 2: Vision, Themes, and Guiding Principles

A vision is a statement that describes the kind of city that residents, business owners, and leaders want their community to become in the future. This Vision for Carson City describes the community's collective values and aspirations and creates an image of the City based upon what it is today and what residents would like it to be in the future. The Vision is founded on the premise that the health of the City and the quality of life of its residents are dependent upon the balancing of multiple factors, including environmental, economic and community/social considerations. These components are interrelated and essential to the continued health and sustainability of the community. Addressing these factors in a comprehensive manner provides a balanced and flexible basis for formulating the City's Master Plan.

VISION

Carson City is a community which recognizes the importance of protecting and enhancing its unique western heritage and distinct character; the scenic and environmental quality of its dramatic natural surroundings; and the quality of life of its residents. It is a city which takes great pride in its role as Nevada's state capital and strives to offer its residents a balanced community with a diverse range of housing, employment, educational, shopping and recreational opportunities; and a vital community which provides financial and social support for quality of life programs.

THEMES AND GUIDING PRINCIPLES

Five broad “Themes” have been identified as the basic principles behind both the community’s Vision and this Master Plan. The Themes reflect the community’s vision at a broad policy level; highlighting areas where the City has opportunities to build on its strengths—as well as those areas where a change in policy direction is needed to improve a condition that is not consistent with the Vision. The five

- ① **A Balanced Land Use Pattern**
- ② **Equitable Distribution of Recreational Opportunities**
- ③ **Economic Vitality**
- ④ **Livable Neighborhoods & Activity Centers**
- ⑤ **A Connected City**

Themes include:

As a subset to each Theme, a series of Guiding Principles are provided to describe the community’s specific aspirations related to each Theme. The Guiding Principles set the stage for the more specific goals and policies contained in subsequent chapters of this plan.



Carson City will maintain a compact development footprint.

① A BALANCED LAND USE PATTERN

Establishing a balance of land uses within the community promotes vitality and long-term economic stability. A balanced community is able to provide employment opportunities for its residents as well as a diverse choice of housing, recreational opportunities, and retail services. Carson City strives to maintain its strong employment base and extensive network of public lands while increasing housing options and the availability of retail services to serve residents of the City and surrounding growth areas.

Principles for achieving a more Balanced Land Use Pattern focus on:

- *Balancing future growth with available water resources and sewer capacity;*
- *Encouraging in-fill and redevelopment within the City’s existing urbanized area;*



- *Maintaining a compact development footprint through the retention of public lands, the acquisition of open space, and the protection of natural areas; and*
- *Providing a citywide mix of land uses to accommodate future housing, jobs, recreation, and retail services.*

Guiding Principle 1: A Compact and Efficient Pattern of Growth

Carson City will have a compact pattern that makes efficient use of the limited land area and water resources it has available for urban growth, that fosters the provision of infrastructure and services in a cost-effective manner, and that balances development with conservation of the natural environment—particularly where public lands abut the urban interface.

Guiding Principle 2: Balanced Land Use Mix

The City will work to broaden and diversify its mix of land uses in targeted areas as well as citywide. Particular emphasis will be placed on expanding housing, retail, and service options to better serve both existing residents and the City’s large non-resident workforce—achieving a better balance as a place to live as well as work.

Guiding Principle 3: Stewardship of the Natural Environment

The City will identify and strive to conserve its natural, scenic, and environmentally sensitive areas including important wildlife habitat, the floodplains of the Carson River and other significant watercourses, and visually sensitive areas, such as prominent hillsides surrounding the community. In addition, the City will plan for future development to minimize the impacts of potential natural disaster events, such as wildfire and flooding, on the community.



By continuing community clean up programs, such as the one above, the City promotes stewardship of its parks and natural environment.

2 **EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES**

Carson City residents are fortunate to have access to an extensive network of open lands both within and surrounding the community, as well as a range of more formal community and neighborhood parks and sports facilities; however, some portions of the community remain underserved. As it continues to grow, the City



The City will look for ways to create more equitable distribution of natural resources for each of its neighborhoods.



Recreational opportunities should meet the needs of existing and future neighborhoods, and provide a diverse range of activities for residents.



seeks to create more equitable (not necessarily equal) recreational resources for each of its neighborhoods, recognizing that the types of resources available in each area will vary based on the specific needs and wants of the community. The City will place an emphasis on establishing more parks with a natural character, where possible, as opposed to non-athletic turf areas, in response to expressed community preference.

Principles for achieving equity in the distribution of Parks, Open Space, and Recreational Opportunities focus on:

- *Balancing the disparity in resources between neighborhoods; and*
- *Ensuring that new facilities are provided as needed to serve new development.*

Guiding Principle 4: An Integrated, Comprehensive Parks, Recreation, and Open Space System

The City will continue to provide a diverse range of park and recreational opportunities to include facilities and programming for all ages and varying interests, both passive and active. These recreational opportunities will serve both existing and future neighborhoods.

3 ECONOMIC VITALITY

Carson City derives its overall health and economic success from its ability to maintain a strong and diverse base of jobs, to provide a supply of varied housing choices for its employees, to provide a range of services and recreational opportunities for residents and visitors, and to generate tourism through the promotion of its unique characteristics and historic amenities. Furthermore, the City recognizes the revitalization of the Downtown as an important component of the community's long-term health and vitality. The Master Plan promotes the continued enhancement of the Downtown and surrounding residential neighborhoods as the focus of the community.

Principles for achieving Economic Vitality focus on:

- *Retaining and enhancing the City's strong employment base;*
- *Diversifying the City's economic base to include a broader range of retail services downtown, along its major gateway*



corridors, and in targeted locations along the Carson City Freeway;

- *Emphasizing the role of technology and knowledge-based industries in the City's economy;*
- *Promoting the City's historic and cultural resources to enhance its tourism base;*
- *Promoting the City's parks, sport complexes, pathway system, open space system, and other recreational amenities and programs as a tool for attracting new businesses to the community;*
- *Promoting Downtown revitalization;*
- *Promoting a collaborative approach to economic development;*
- *Promoting fiscal and economic health; and*
- *Continuing to support redevelopment efforts.*

Guiding Principle 5: A Strong Diversified Economic Base

The City will seek to maintain and enhance its enviable base of primary jobs and to provide a broader range of retail services that serve both residents of Carson City and those in surrounding counties. The City will also seek opportunities to promote its historic and recreational resources and overall quality of life as a means of generating tourism revenue and attracting new employers to the community. The City will strive to approach economic development activities using a collaborative and innovative approach that encourages cooperation between the public and private sector, and with other jurisdictions as appropriate to achieve the objectives of this Master Plan.



Historic and cultural resources, such as the V&T Railroad, will be promoted to enhance the City's tourism base.

4 LIVABLE NEIGHBORHOODS & ACTIVITY CENTERS

Carson City strives to be a city known for its safe, attractive, and diverse neighborhoods, compact mixed-use activity centers, and its vibrant, pedestrian-friendly Downtown. Access to parks, pathways, open space, and recreational facilities will be emphasized and the incorporation of thoughtful design and site planning techniques will be encouraged in all development. New commercial development will be focused in pedestrian-friendly, mixed-use activity centers located along major thoroughfares where they will be readily accessible to surrounding neighborhoods and may ultimately be served by transit. New



The City will seek to provide safe, attractive, and diverse neighborhoods for its residents.

higher-density housing will be encouraged as part of the overall land use mix along the City's major corridors and within the Downtown area to provide a more diverse selection of housing types and price ranges for residents within walking distance of the City's primary job and activity center.

Principles for achieving Livable Neighborhoods & Activity Centers focus on:

- *Increasing the quality of development citywide;*
- *Encouraging infill and redevelopment that blends seamlessly with established areas of the City;*
- *Establishing a hierarchy of mixed-use activity centers to serve the community;*
- *Re-establishing Downtown as a vibrant center for the community;*
- *Creating a more diverse mix of housing and neighborhood options for residents;*
- *Providing connectivity to surrounding land uses; and*
- *Protecting and enhancing the City's historic resources.*



New development will be expected to project a positive image for the community by incorporating a high standard of design and through the use of durable, long-lasting materials.

Guiding Principle 6: Quality Design and Development

Carson City will project a positive image for the community by promoting a high standard of design and the use of durable long-lasting materials for all development, and by ensuring that infill and redevelopment is of a scale and character that is compatible with and enhances surrounding development context.

Guiding Principle 7: Compact, Mixed-Use Activity Centers

Carson City will encourage the creation of compact, mixed-use activity centers in easily accessible and highly visible locations of the community. These activity centers will promote the efficient use of available commercial lands and concentrate retail services in

pedestrian and transit-oriented development nodes that may be easily accessed from and serve surrounding neighborhoods. Activity centers will vary in size and composition (i.e., vertical or "stacked" mixed-use or horizontal or "side-by-side" mixed-use), depending upon their location, context, and level of priority. The



CARSON CITY MASTER PLAN



Downtown district will be the largest and highest priority activity center.

Guiding Principle 8: A Vibrant Downtown Center for the Community

The City will continue to promote a variety of revitalization efforts that support the community’s goal of re-establishing Downtown.

Over the past decades, traffic in Downtown has increased dramatically—in large part due to Carson Street’s role as a state highway—changing it from a once pedestrian-friendly “main street” for the community to a noisy thoroughway. However, with the completion of the Carson City Freeway to Fairview Drive anticipated in 2008 and to South Carson Street by 2010, Downtown will again be subject to change. The freeway is projected to divert approximately ½ of the current traffic volume from Carson Street, giving the City an opportunity to reclaim its former pedestrian-friendly environment in Downtown. In light of this opportunity, Carson City will continue to promote a variety of revitalization efforts that support the community’s goal of re-establishing Downtown as the City’s largest mixed-use activity center.

Guiding Principle 9: Stable, Cohesive Neighborhoods Offering a Mix of Housing Types

Carson City will encourage the development of new neighborhoods that contain a mix of land uses and housing options that meet the varying functional and financial needs of its residents, including single family, attached homes (duplexes, townhomes), multi family dwellings, accessory dwellings, and housing included as part of mixed-use developments. The City will also work to maintain the quality and character of established neighborhoods and ensure that infill and redevelopment is designed in a manner that minimizes impacts on existing neighborhoods, including rural neighborhoods located within the City’s urbanizing areas.

Guiding Principle 10: Protection of Historic Resources

Carson City will seek to preserve and enhance its historic resources by enforcing its existing preservation regulations and ordinances and updating them as needed, and by encouraging historic preservation efforts through the use of financial, building, and other incentives for the restoration and rehabilitation of historic structures and facilities.



The City will seek to provide a variety of housing types (top) and to protect its historic resources (bottom).



5 A CONNECTED CITY

A connected city allows residents to travel within the community, and to other centers within the region, in a variety of ways using a safe, efficient, multi-modal transportation system. Carson City will promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, schools, and recreational amenities with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks. Additionally, the City will seek opportunities to expand existing transit services to increase travel choices for the community and to support a more compact pattern of growth.



Safe transportation systems include well-marked crosswalks and signage for people of all ages.

Guiding Principle 11: A Safe, Efficient, Multi-Modal Transportation System

Carson City will maintain a safe transportation system that facilitates efficient travel both within and through the community using a variety of motorized and non-motorized modes.

Guiding Principle 12: A Unified Pathways System

The City will seek to ensure that most major destinations, parks, schools, and open space areas within the community are accessible from residential neighborhoods via safe routes that are free of vehicular conflicts, and that allow the user to enjoy the natural setting of Carson City without their automobiles—adopting the slogan “Every home is a trailhead.” Carson City is committed to the shared use of most trail corridors by walkers, joggers, horseback riders, rollerbladers, strollers, and off-highway vehicles. The City will also seek to provide access to all feasible portions of the pathway system and open space areas for persons with disabilities.

The City is committed to the shared use of most trail corridors.



Chapter 3: A Balanced Land Use Pattern

Establishing a balance of land uses within the community promotes vitality and long-term economic stability. A balanced community is able to provide employment opportunities for its residents as well as a diverse choice of housing, recreational opportunities, and retail services. Carson City strives to maintain its strong employment base and extensive network of public lands while increasing housing options and the availability of retail services to serve residents of the City and surrounding growth areas.

Principles for achieving a more Balanced Land Use Pattern focus on:

- Balancing future growth with available water resources and sewer capacity;
- Encouraging infill and redevelopment within the City's existing urbanized area;
- Maintaining a compact development footprint through the retention of public lands, the acquisition of open space, and the protection of natural areas; and
- Providing a citywide mix of land uses to accommodate future housing, jobs, recreation, and retail services.



Carson City will maintain a compact pattern of growth—avoiding future development in areas not feasible to be served by City infrastructure and on surrounding hillsides.

GUIDING PRINCIPLE 1: A COMPACT AND EFFICIENT PATTERN OF GROWTH

Carson City will have a compact pattern that makes efficient use of the limited land area and water resources it has available for urban growth, that fosters the provision of infrastructure and services in a cost-effective manner, and that balances development with conservation of the natural environment—particularly where public lands abut the urban interface. The City will utilize its existing redevelopment areas and other tools to promote the reuse and revitalization of established but underutilized areas of the community, such as its major gateway corridors and Downtown.

GOAL 1.1—PROMOTE THE EFFICIENT USE OF AVAILABLE LAND AND RESOURCES

1.1a—Balanced Land Use Plan

Ensure that the City's Land Use Map represents a level of growth that may be accommodated with available water resources and sewer capacity. The City should monitor growth trends and conduct periodic reviews of the City's growth capacity to ensure the Master Plan is consistent with the recommendations of the City's Water and Wastewater Master Plans.

1.1b—Urban Service Area

Discourage growth in locations not currently served by urban services or not planned to be served by the city's water and wastewater infrastructure by prohibiting the rezoning of lands for urban development intensities in locations not served or planned to be served by urban services, as identified in the City's Water and Wastewater Master Plan.

1.1c—Water Conservation

Continue to encourage water conservation efforts at a community-wide and household level through education and incentive-based programs such as Carson City's Every Drop Counts—Be Water Smart program, which promotes low-water landscaping, provides incentives for the installation of low-flow fixtures, irrigation system timers, and other water saving devices.

1.1d—Growth Management Ordinance

The City shall continue to review applications for proposed residential development in accordance with the Carson City 1988 Growth Management Ordinance, as contained in Chapter 18.12 of the City's Municipal Code.

1.1e—Sustainable Construction Techniques

Encourage the use of sustainable building materials and construction techniques, through programs such as the US Green Building Council's LEED (Leadership in Energy Efficiency and Design) program which provides voluntary national standards and certification for a range of new construction types to promote the development of energy efficient, sustainable buildings.



The City will encourage the use of sustainable building materials and construction techniques.



I.1f—Energy Conservation

Encourage the incorporation of site planning and other design techniques that promote solar and wind efficiency in the construction of new homes and non-residential development (e.g., maximizes solar exposure to capture energy and speed snow melt during winter months). Encourage the use of new and emerging technologies that lead to increased energy conservation for both residential and non-residential uses.

GOAL 1.2—PROMOTE INFILL AND REDEVELOPMENT IN TARGETED AREAS

I.2a—Priority Infill and Redevelopment Areas

Two levels of priority have been identified for areas identified for potential infill and redevelopment on the Land Use Map. Areas targeted for infill and redevelopment can be distinguished by their mixed-use land use categories and include downtown, mixed-use activity centers, and major gateway corridors, among others. Levels of priority are intended to help guide the future allocation of staffing and other resources and are generally defined as follows:

- **High Priority Areas**—Implementation Strategies should be occurring concurrent with the adoption of the Master Plan or soon after. The City will take an active role encouraging infill and redevelopment activity in these locations in the short to mid-term (6 month to 3-year timeframe) by conducting targeted infrastructure improvements, streamlining zoning tools, pursuing public/private partnerships, or offering incentives. Downtown is considered a High Priority Area.
- **Moderate Priority Areas**—Some Implementation Strategies may begin soon after adoption (e.g., mixed-use zone districts could be established—perhaps as an optional overlay that provides additional flexibility and incentive for property owners, or a streamlined development process could be offered for projects in these locations). Focus in these areas is important and infill and redevelopment will be encouraged, however, they are viewed as secondary to Downtown in terms of citywide priorities and investments. Areas designated for mixed-use development along the City’s major gateway corridors are considered Moderate Priority Areas.



Downtown (top) will be the highest priority for infill and redevelopment within the City, although it will also be encouraged along major gateway corridors, such as North Carson (bottom).

The above priorities should be periodically reviewed and updated to reflect ongoing development activities, changing market dynamics, and other related factors.

1.2b—Redevelopment Area Boundaries

The City currently has two redevelopment areas, the largest of which encompasses a large portion of the Downtown area as well as portions of Highway 50 east. Existing boundaries should be reviewed periodically and adjusted as appropriate to support redevelopment objectives and to reflect priorities identified in policy 1.2a, above.

1.2c—Prioritize Infrastructure Improvements

Place a high priority on necessary transportation, water, and wastewater improvements in areas targeted by the Master Plan for infill and redevelopment to ensure adequate services are in place to accommodate increased densities.



State and Federal Lands serve as a valued community amenity for the City's residents.



Growth occurring within the Urban Interface (at the edge of the City's urbanized area) will undergo a higher level of review to ensure adequate access can be provided and that impacts to views and natural features are protected.

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GOAL 1.3—PROMOTE THE PRESERVATION OF STATE AND FEDERAL LANDS AS A COMMUNITY AMENITY

1.3a— State and Federal Land Disposal

Discourage the future disposal of State and Federal Lands identified as Public Conservation on the Land Use Map for private development. Continue to coordinate with the BLM to ensure that its Urban Interface Plan is consistent with the Land Use Plan.

1.3b—State and Federal Land Transfers

Monitor lands slated for potential disposal and identify opportunities for the transfer of such lands to City ownership (where lands are needed for public facilities, parks, trail access, or similar functions) through the Federal Lands Bill and other programs, particularly within the urbanized area of the City.

GOAL 1.4—MANAGE THE IMPACTS OF FUTURE GROWTH WITHIN THE URBAN INTERFACE

1.4a—Vehicular and Pathway Access

Ensure that vehicular and pathway access to surrounding public lands are maintained as development occurs within the Urban Interface—the area at the fringe of the City's core area that borders



both urban development and open lands. Require pathways, bicycle facilities, and roadway easements through future developments as identified in the Unified Pathways Master Plan.

I.4b—Cluster Development

Encourage the use of cluster development techniques at the Urban Interface to maintain views, preserve steep slopes, and maximize the preservation of open space. Update current cluster practices to ensure that the resulting density of the clustered development is consistent with the parcel's land use designation, the surrounding development pattern, and the level of roadway improvements that currently exist or will be required to be provided to the site. Cluster developments that result in urban levels of density in an area with an otherwise rural character and that do not represent progressive expansion of existing urban densities should be prohibited.

I.4c—Protection of Existing Site Features

Ensure that development at the Urban Interface is designed to minimize disturbances to existing stands of mature trees, distinctive topographic features (hillsides/ridgelines), and other character-defining features, particularly those that are visible from other locations in the community. Require a detailed site analysis for any development at the Urban Interface to identify unique features to be protected.



Development at the Urban Interface should be designed to minimize disturbances to existing stands of mature trees, distinctive topographic features, and other character-defining features.

GOAL 1.5—FOSTER COOPERATION ON MASTER PLAN ISSUES

I.5a—Coordination with Adjoining Counties

The City shall coordinate with Lyon, Washoe, and Douglas Counties to minimize land use conflicts at shared boundaries, identify opportunities for shared recreational access or amenities, and to ensure that applicable Master Plans for each jurisdiction are mutually compatible with the goals and policies of this Master Plan.

I.5b— Coordination with State and Federal Agencies

The City shall coordinate with State and Federal Agencies, including the Bureau of Land Management and Forest Service, whose land holdings are adjacent to the City, to minimize land use conflicts within the urban interface, identify opportunities for shared recreational access or amenities, and to ensure that future plans for federal landholdings are mutually compatible with the goals and policies of this Master Plan.



The City will promote diversity in its land use mix and will encourage the incorporation of mixed-use developments and higher density housing.



The City will seek to expand its housing variety—encouraging the incorporation of a wider range of attached living options, such as these fourplexes (top) and lofts (bottom).

1.5c—Coordination with Regional Planning Agencies

The City shall coordinate with regional planning organizations, such as the Carson Area Metropolitan Planning Organization (CAMPO), Tahoe Regional Planning Agency (TRPA), and the Truckee Meadows Regional Planning Agency (TMRPA) to ensure that the City is appropriately engaged in ongoing regional planning activities and that adopted regional plans are mutually compatible with the goals and policies of this Master Plan.

1.5d—Coordination of Services

The City shall coordinate with internal service departments as well as other governmental organizations, such as the School District, that provide services to residents, to ensure that existing and new neighborhoods have adequate services and school sites.

1.5e—Sierra Pacific Power and Southwest Gas

The City shall coordinate with Sierra Pacific Power and Southwest Gas on the location of new power lines and future facilities necessary to serve the community.

GUIDING PRINCIPLE 2: BALANCED LAND USE MIX

The City will work to broaden and diversify its mix of land uses in targeted areas as well as citywide. Particular emphasis will be placed on expanding housing, retail, and service options to better serve both existing residents and the City's large non-resident workforce—achieving a better balance as a place to live as well as work.

GOAL 2.1—ENCOURAGE DIVERSITY IN CITYWIDE LAND USE MIX

2.1a—Range of Land Use Opportunities

Ensure that the Land Use Map provides opportunities for a range of mixed-use, residential, commercial, and employment uses at a variety of scales and intensities.

2.1b—Mixed-Use Development

Encourage mixed-use development patterns (both vertically and horizontally mixed-use as appropriate given the surrounding



development context) along major gateway corridors, in designated activity centers, downtown, and in other locations as identified on the Land Use Map.

2.1c—Specific Plan Areas

Encourage the use of the Specific Plan Area as a tool to allow urban intensity developments with unique characteristics in terms of their size, location, or development context to incorporate a broader mix of uses than would otherwise be permitted.

2.1d—Land Use Friction Zones

Discourage rezoning of properties that create “friction zones” between land uses—for example, placing incompatible land uses such as industrial and residential adjacent to one another. Enforce standards for transitions between residential and commercial uses and develop standards for mixed-use development to address compatibility issues.

GOAL 2.2—EXPAND HOUSING VARIETY

2.2a—Variety of Housing Types

Encourage a mix of housing models and densities for projects within the urbanized area based upon their size, location, surrounding neighborhood context, and applicable land use policies, as contained in Chapter 3. In general, larger neighborhoods should incorporate the largest variety while a smaller site surrounded by existing housing may be more limited by required transitions, etc.

2.2b—Mixed-Use Development

Encourage the incorporation of complementary attached housing types in conjunction with employment and commercial uses, as supported by the policies for the Mixed-Use Employment, Mixed-Use Residential Neighborhood, Mixed-Use Commercial, and Downtown Mixed-Use land use categories contained in Chapter 3.

2.2c—Accessory Dwellings

Encourage opportunities for accessory dwelling units within established neighborhoods as a means of promoting affordable housing opportunities and increasing citywide housing diversity. Accessory dwellings should be limited in size and should be designed to be compatible with the primary dwelling and the surrounding neighborhood context.



The City will seek to conserve its scenic quality.

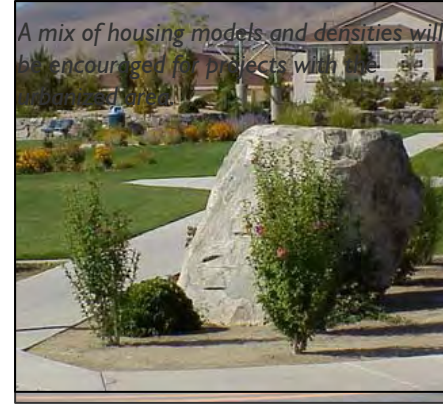
GOAL 2.3—PROVIDE OPPORTUNITIES FOR A RANGE OF RETAIL SERVICES

2.3a—Inventory of Retail Sites

Maintain an inventory of land for potential neighborhood, community, and regional scale retail sites on the Land Use Map.

2.3b—Mixed-Use Development

Encourage the incorporation of complementary retail development in conjunction with employment and residential uses, as supported by the policies for the Mixed-Use Employment and Mixed-Use Residential land use categories contained in Chapter 3.



GUIDING PRINCIPLE 3: STEWARDSHIP OF THE NATURAL ENVIRONMENT

The City will identify and strive to conserve its natural, scenic, and environmentally sensitive areas including important wildlife habitat, the floodplains of the Carson River and other significant watercourses, and visually sensitive areas, such as prominent hillsides surrounding the community. In addition, the City will plan for future development to minimize the impacts of potential natural disaster events, such as wildfire and flooding, on the community.

GOAL 3.1—PROTECT ENVIRONMENTALLY SENSITIVE AREAS

3.1a—Carson River Master Plan

Ensure that the goals and policies contained in the Master Plan and the uses designated on the Land Use Map are consistent with those contained in the Carson River Master Plan.

3.1b—Environmentally Sensitive Areas

Environmentally Sensitive Areas within the community should be protected using available tools, such as development setbacks, dedication, or other mechanisms.



Future hillside development will be limited to protect the City's visual resources.

GOAL 3.2—PROTECT VISUAL RESOURCES

3.2a—Hillside Development

Limit future hillside development through the retention of public lands at a Local, State, or Federal level, and by discouraging hillside development on private lands through the use of existing cluster development and steep slope provisions as contained in Chapter 18.08 of the City's zoning ordinance.

3.2b—Dark Skies

Protect visibility of the City's dark skies, encourage energy conservation, and limit the impacts of light pollution on the community and surrounding public lands by reducing light trespass and glare created by urban development and the lighting of recreational areas, particularly at the Urban Interface and near the Western Nevada Community College Observatory.

3.2c—Communication Facilities and Equipment

Ensure that communication facilities and equipment, such as cellular towers, are located and designed so as to not detract from the City's visual quality. Facilities and equipment will be evaluated according to Chapter 18.15 of the City's Municipal Code.

3.2d—Carson City Freeway Corridor

Establish and maintain signage controls for the Carson City Freeway Corridor prior to completion of construction to establish the height, type, size, and quantity of signs that will be permitted for future development.

3.2e—Eastern Portal

Ensure that future development occurring within the Eastern Portal is consistent with the policies contained in the V&T-SPA, located within Chapter 8 of this Master Plan.



Future development occurring within the Eastern Portal should be consistent with the policies contained in the V&T-SPA.

GOAL 3.3—MINIMIZE IMPACTS OF POTENTIAL NATURAL DISASTER EVENTS ON THE COMMUNITY

3.3a—Coordination

Continue to work with FEMA and other Local and State agencies to promote disaster prevention through strategic planning and coordination.

3.3b—Neighborhood Design

Ensure new neighborhoods, particularly at the Urban Interface, are designed to minimize the impacts of potential natural disaster events (e.g., provide multiple access points, maintain defensive space in forested areas, and construct homes and outbuildings of fire resistant materials).

New neighborhoods occurring at the Urban Interface should be designed to minimize the impacts of potential natural disaster events, such as wildfires.



3.3c—Public Awareness

Increase public awareness of the potential hazards presented by living and building within the Urban Interface by continuing to educate existing residents on appropriate measures to be taken to minimize the potential loss of life and property in the event of a wildfire or other natural disaster.

3.3d—Floodplain and Hazard Area Development

Continue to discourage development within the 100-year floodplain and other hazard areas and require development on flood prone properties to be clustered out of the 100-year floodplain as defined by FEMA.

3.3e—Geologic Hazards

Continue to require any development with an identified earthquake fault on site to have a professional geotechnical report to establish required setbacks from the fault to structures and other mitigation measures.



Development will continue to be discouraged within the 100-year floodplain and other hazard areas.



LAND USE PLAN

This section includes the Land Use Map, Land Use Category Definitions, and specific Land Use Policies and is intended to be used as a tool for elected and appointed community leaders, city staff and administrators, and the community-at-large for evaluating and making decisions regarding the location and design of land uses within the City. Defining characteristics for each land use identified on the Land Use Map are provided and include appropriate mixes of uses, preferred location of uses, variety of housing types, appropriate density ranges, and other design criteria for consideration. The detailed land use policies and criteria defined within this section are intended as a guide for future development, and should be used in conjunction with the other policies contained in this Master Plan.

LAND USE MAP

The Land Use Map identifies locations within the City where various land uses may occur during the next 10 to 20 years and where the City would support the development of these uses (see Land Use Map). The Map establishes broad guidelines for land use patterns and should be applied in combination with the goals, guiding principles, and policies contained in the Master Plan document. The land use categories illustrated on the Land Use Map reflect the vision, themes, and guiding principles identified in Chapter 2. These concepts emerged during the planning process and served as the foundation for the Master Plan goals and policies. They represent the community's commitment to a more compact, mixed-use pattern of development for the City's future.

LAND USE CATEGORIES

Table 1 summarizes each of the land use categories identified on the Land Use Map. The table is intended as a quick reference guide to be used in conjunction with the Land Use Map. Detailed criteria for the location, density, layout, design, desired character, and size of each land use category are provided in the policy section of this Chapter. Residential densities are assumed to be based on gross acreages.



A Balanced Land Use Pattern



Insert Land Use Map



A Balanced Land Use Pattern



LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
RESIDENTIAL				
Conservation Reserve (Private)-(CR)	Minimum 20 acres per dwelling unit.	<p><i>Primary:</i> Open lands, agriculture, ranching, or single-family residential.</p> <p><i>Secondary:</i> N/A</p>	<ul style="list-style-type: none"> ▪ Private properties located in rural areas of the city that are currently vacant or primarily vacant, located in floodplains or are constrained by other significant environmental or topographic feature (e.g. steep slopes or access constraints). ▪ While properties are entitled to rural residential development based upon their current zoning, maintaining these properties as open lands where possible is desirable through the use of conservation easements, purchase, or other means. ▪ <i>Relationship to previous Master Plan:</i> Conservation Reserve is a new land use category which replaces the Open Space/Recreation/Rural Residential and Agricultural Residential. 	CR, A
Rural Residential (RR)	5-20 acres per dwelling unit.	<p><i>Primary:</i> Large-lot single-family residences</p> <p><i>Secondary:</i> Accessory farm structures, animal keeping.</p>	<ul style="list-style-type: none"> ▪ Typically found in rural settings on the urban fringe. ▪ Lot size and layout varies. ▪ Typically not served by urban utilities, but may be depending on location. ▪ <i>Relationship to previous Master Plan:</i> Rural Residential is an established land use category. 	SF5, A
Low Density Residential (LDR)	1/3-5 acres per dwelling unit (0.2-3 dwelling units per acre)	<p><i>Primary:</i> Single-family residences.</p> <p><i>Secondary:</i> Complimentary uses include schools, parks, recreation, and open space in a planned neighborhood setting.</p>	<ul style="list-style-type: none"> ▪ Mix of low density housing types in a neighborhood setting. ▪ Suburban development standards generally apply (e.g. no curb/gutter/sidewalk, minimal street lighting). ▪ Clustering of residential units is encouraged as a means of preserving open spaces while retaining a suburban density character and developments should be well-incorporated into the parks, pathways, and open space system. ▪ The LDR category contains a number of established neighborhoods—change is not anticipated or encouraged in these areas. ▪ <i>Relationship to previous Master Plan:</i> Low Density Residential combines the former Low Density Residential and Suburban Residential categories into a single category. 	SF21, SF1A, MH1A, SF2A

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
Medium Density Residential (MDR)	3-8 dwelling units/ acre.	<p><i>Primary:</i> Single-family residences.</p> <p><i>Secondary:</i> Complementary duplexes or townhomes on individual lots in a planned neighborhood setting, as well as parks, pathways, places of worship, schools, and other civic uses.</p>	<ul style="list-style-type: none"> Medium-density residential neighborhoods should contain a mix of housing types in a neighborhood setting. Each neighborhood should have a recognizable center. Centers will vary in size and composition, but may include a combination of higher-density residential uses, parks and/or recreation facilities. Neighborhoods should contain connective green spaces that unify the development and provide transitions between other areas and uses. <i>Relationship to previous Master Plan:</i> Medium Density Residential combines the former Medium Density Residential and MDR/Mobile Home categories into a single category. 	SF6, MH6, SF12, MH12
High Density Residential (HDR)	8-36 dwelling units per acre.	<p><i>Primary:</i> Apartments, condominiums, townhomes, four-plexes and duplexes.</p> <p><i>Secondary:</i> Complimentary uses include parks and recreation amenities, places of worship, schools, and other civic uses.</p>	<ul style="list-style-type: none"> Designed to create opportunities for higher-density neighborhoods in an urban and suburban setting. <i>Relationship to previous Master Plan:</i> High Density Residential is an established land use category. 	MFA, MFD, MHP
COMMERCIAL/EMPLOYMENT				
Community/Regional Commercial (C/RC)	Typically between 10 and 30 acres.	<p><i>Primary:</i> Typically anchored by large format national retailers, which may provide sales of a variety of general merchandise, grocery, apparel, appliances, hardware, lumber, and other household goods, often under one roof.</p> <p><i>Secondary:</i></p>	<ul style="list-style-type: none"> Mix of retail and commercial services in a concentrated and unified center that serves the local community. May also include larger retail centers with unique stores or characteristics that serve as a regional draw. Concentrated, unified design allows center to meet a variety of community needs in a “one-stop shop” setting. Single use highway-oriented commercial activities will continue to occur in some areas; however, this pattern of development is generally not encouraged. <i>Relationship to previous Master Plan:</i> Community/Regional Commercial replaces the previous Commercial land use category. 	GC, RC, NB,TC



LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
		Complementary uses, such as restaurants, specialty markets, specialty stores (such as furniture, computers, office supplies, or clothing stores).		
Neighborhood Commercial (NC)	Typically around 5 acres, but may vary, ranging from as small as 1-3 acres to as large as 10-15 acres.	<p><i>Primary:</i> Supermarkets, restaurants, movie rentals, drycleaners, drugstores, filling stations, smaller specialty shops, retail and health services and business and professional offices.</p> <p><i>Secondary:</i> Plazas and squares.</p>	<ul style="list-style-type: none"> ▪ Intended to provide a range of services. ▪ Will vary in scale and character. Smaller, limited use centers may be fully integrated into the surrounding neighborhood and be accessed primarily by pedestrian or bicycle; while larger centers will function more independently, providing ample parking and numerous stores. ▪ <i>Relationship to previous Master Plan:</i> Neighborhood Commercial replaces the previous Neighborhood Business land use category. 	NB
Industrial (I)	N/A	<p><i>Primary:</i> Light and heavy manufacturing, warehousing and distribution, indoor and screened outdoor storage, and a wide range of other industrial services and operations.</p> <p><i>Secondary:</i> Airport supportive uses and commercial uses.</p>	<ul style="list-style-type: none"> ▪ Uses typically involve more intensive work processes, and may involve manufacturing or basic resource handling. ▪ <i>Relationship to previous Master Plan:</i> Industrial combines the previous Industrial and Rural Industrial land use categories. 	GI, LI, AIP

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
MIXED USE				
Downtown Mixed-Use (DT-MU)	Typical floor area ratios (FARs) of between 0.75 and 3.	<p><i>Primary:</i> Variety of civic, cultural, retail, casinos, commercial, business, hotel/convention, professional offices, and financial institutions.</p> <p><i>Secondary:</i> Variety of medium/high density housing types; plazas, squares, and pocket parks.</p>	<ul style="list-style-type: none"> Traditional downtown urban fabric with a compact, pedestrian-friendly scale. Intended to allow for and encourage a broader mix of uses than exist today, including high-density residential. Unique historic character and importance to the broader community. <i>Relationship to previous Master Plan:</i> Downtown Mixed-Use is a new land use category. 	DC, DT-MU (will replace current DC zoning)
Mixed-Use Commercial (MUC)	Typical floor area ratios (FARs) of between 0.5 and 2, although they may be significantly higher within designated activity centers, or along major gateway corridors.	<p><i>Primary Uses:</i> Commercial retail and offices.</p> <p><i>Secondary Uses:</i> Up to 25% higher density residential is encouraged in Mixed-Use Commercial areas, including live-work units. Open space, parks, trails, schools, places of worship, and other public uses, and senior housing facilities are also appropriate.</p>	<ul style="list-style-type: none"> The intent is to allow for vertical or horizontal mix of uses on sites, including some higher-density residential. These developments are generally located along major gateway corridors, within designated activity centers, and along collector or arterial streets. Mixed-use commercial development should be located where it may be readily served by existing or future transit and should be designed with clear pedestrian connections to transit stops and surrounding development. <i>Relationship to previous Master Plan:</i> Mixed-Use Commercial is a new land use category. 	TBD
Mixed Use Employment (MUE)	Varies depending upon location and development context.	<p><i>Primary:</i> High quality employment facilities, such as corporate office headquarters, medical facilities and offices, research and development, and educational</p>	<ul style="list-style-type: none"> Intended to provide concentrated areas of employment, combined with a mix of complementary residential and commercial uses. Office/Research Park developments may be incorporated into a master planned neighborhood, or located in close proximity to residential areas. May include smaller live-work complexes consisting of a single building or several buildings that are not located within a typical 	TBD



LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
		<p>facilities in a planned, “campus-like” setting.</p> <p><i>Secondary Uses:</i> Up to 25% higher density residential or commercial uses (or some combination of the two) are encouraged in Mixed-Use Employment areas. Open space, parks, pathways, schools, and other public uses, and senior housing facilities are also appropriate.</p>	<p>office park setting, but are located on infill sites within established areas of the City.</p> <ul style="list-style-type: none"> ▪ Activities typically take place indoors and outdoor storage or other more industrial types of uses are typically not permitted. ▪ <i>Relationship to previous Master Plan:</i> Mixed-Use Employment replaces the previous Office land use category. 	
<p>Mixed-Use Residential (MUR)</p>	<p>3-36 dwelling units per acre.</p> <p>Typical floor area ratios (FARs) of between 0.5 and 1 for non-residential uses.</p>	<p><i>Primary Uses:</i> A range of medium to high-density residential housing types, such as small lot single-family residences, duplexes, patio homes, townhomes, apartments, condominiums, and live-work units.</p> <p><i>Secondary Uses:</i> Convenience retail and services such as supermarkets, restaurants, drugstores, smaller specialty shops, retail, health services, professional offices, and civic uses. Open</p>	<ul style="list-style-type: none"> ▪ Intended to promote self-supporting neighborhoods which contain medium to high-density housing predominantly (with a mix of types and intensities), but that also include retail, offices or live-work units. ▪ Appropriate adjacent to designated activity centers and along major corridors where infill and redevelopment is encouraged, as well as on larger vacant parcels within the urbanized area where larger scale planning is possible. ▪ <i>Relationship to previous Master Plan:</i> Mixed-Use Residential Neighborhood is a new land use category, but also incorporates some uses formerly designated as Office. 	<p>TBD</p>

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
		space, parks, pathways, schools, and other public uses are also appropriate.		



LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
PUBLIC/INSTITUTIONAL				
Public/Quasi-Public (P/QP)	N/A	<p><i>Primary:</i> Schools, government offices, community centers, fire stations, airport, libraries, hospitals, cemeteries, churches, and other places of worship. Also include facilities needed for essential public services such as electrical substations, water and wastewater facilities, and other similar uses.</p>	<ul style="list-style-type: none"> ▪ Provided by the City, special districts, or by a quasi-public organization. ▪ Churches are also an acceptable use in residential and some commercial areas and may not be designated as Public/Quasi-Public. ▪ <i>Relationship to previous Master Plan:</i> Public/Quasi-Public replaces the Public Neighborhood, Public Community, and Public Regional land use categories. 	P, PN, PC PR
Washoe Tribe	N/A	<p><i>Primary:</i> A range of residential and non-residential uses associated with the Washoe Tribe.</p>	<ul style="list-style-type: none"> ▪ Properties owned by the Washoe Tribe are not within the City’s jurisdiction. ▪ Proposed land use changes occurring adjacent to Washoe Tribe properties will require coordination with the Tribe’s designated planning representative. ▪ <i>Relationship to previous Master Plan:</i> Washoe Tribe is an existing land use category. 	
PARKS, RECREATION, AND OPEN LANDS				
Parks and Recreation (PR)	Varies, ranging from as small as 1-3 acres to 40+ acres for regional facilities.	<p><i>Primary:</i> Parks, pathways, and recreational facilities.</p> <p><i>Secondary:</i> Utilities (e.g. municipal wells).</p>	<ul style="list-style-type: none"> ▪ Intended to provide for the active and passive recreational needs of the community. ▪ Generally provided by the City, however, privately operated facilities which also serve recreational needs, such as golf courses, are also included. ▪ <i>Relationship to previous Master Plan:</i> Parks and Recreation replaces the Open Space/Recreational/Public Regional and Public Neighborhood land use categories. 	P, PN, PC, PR

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
Open Space (OS)	N/A	<p><i>Primary:</i> Publicly-owned and accessible lands preserved by the City, other government agencies, or as part of a private development (e.g. planned unit development) for conservation, resource protection, or recreational use. May also be preserved without public access to protect sensitive natural areas.</p> <p><i>Secondary:</i> Utilities (e.g. municipal wells or other utility structures).</p>	<ul style="list-style-type: none"> Provides wildlife habitat, view protection and/or recreational linkages between different areas of the City. Public access may be provided with designated trails or bicycle facilities; however, in other areas lands may be left intact as visual buffers along an important scenic corridor or gateway, or to protect significant ridgelines visible from various areas of the community. May be purchased outright by the City for public use, donated to private land trusts, or protected using another method, such as conservation easements, signage restrictions, and design controls. <i>Relationship to previous Master Plan:</i> Open Space replaces the Open Space/Recreational/Rural Residential land use category. 	OS, P, PN, PC, PR
Public Conservation (PC)	N/A	<p><i>Primary:</i> Publicly-owned and accessible lands preserved for conservation, resource protection, or recreational use by the Bureau of Land Management (BLM), United States Forest Service (USFS), or State of Nevada Forest Service (SNFS).</p> <p><i>Secondary:</i> Utilities (e.g. municipal wells or other utility structures).</p>	<ul style="list-style-type: none"> Large tracts of property that have been preserved through public ownership. Provides natural resource protection, view protection, protection of steep slopes or other sensitive areas. Active uses include unimproved trails for hiking, biking, equestrian use, and off-road vehicle use. Public access is generally provided through formal or informal trails and roadways; however, in other areas lands may be left intact as visual buffers along an important scenic corridor or gateway, or to protect significant ridgelines visible from various areas of the community. <i>Relationship to previous Master Plan:</i> Public Conservation replaces the Open Space/Public Regional land use category. 	P, PN, PC, PR, CR



LAND USE POLICIES

The detailed land use policies and criteria contained in this section are intended as a guide for future development, and should be used in conjunction with the other policies contained in this Master Plan.

COMMERCIAL/EMPLOYMENT

*Commercial and employment uses are intended to provide concentrated nodes of community services and employment. The Land Use Map identifies three types of commercial and employment uses: **Neighborhood Commercial**, **Community/Regional Commercial**, and **Industrial** uses. Policies for each category are provided below along with several generally applicable policies for all commercial uses. To reinforce the City’s goal of achieving a more compact and efficient pattern of development, commercial uses should be focused in concentrated nodes where possible, as opposed to linear, “strip” type patterns as is typical along the City’s major gateway corridors today.*



Clear, safe, direct pedestrian connections should be provided through parking areas.

GENERAL COMMERCIAL POLICIES—ALL CATEGORIES:

C I.1—Circulation and Access

Clear, safe, direct pedestrian connections should be provided through parking areas to building entrances and to surrounding neighborhoods or streets. Integrate main entrances or driveways with the surrounding street network to provide clear connections between uses for vehicles, pedestrians, and bicycles.

C I.2—Parking Design and Location

Uninterrupted expanses of parking should be avoided. Parking areas should be broken into smaller blocks divided by landscaping and pedestrian walkways that are physically separated from vehicular drive isles. To the maximum extent feasible, parking areas should be distributed between the front and sides of buildings, or front and rear, rather than solely in front of buildings. Structured parking is also encouraged where feasible.

C I.3—Architectural Character

Commercial centers shall be required to meet design standards for development as specified in Carson City's *Development Standards* to address the compatibility with surrounding areas, foster quality design, and mitigate negative visual impacts such as uninterrupted wall planes, parking areas, and service and loading areas. While the City's design standards apply to all commercial, office, multi-family, public, industrial and institutional development, they are particularly important to consider for larger footprint retail buildings. Standards with particular relevance to commercial uses include:

- Architectural style, massing, proportion, design, and color of a building should be compatible with and complement its surroundings;
- Buildings should be designed at a human-scale using windows, awnings, arcades, plazas, courtyards and roof overhangs;
- Variations of building details, form, line, color and materials shall be employed to create visual interest;
- Buildings which give the appearance of "box-like" structures, and/or are oriented in a "strip" or straight row with parking along the frontage shall be discouraged;
- Primary entries and/or facades of buildings should be oriented towards the street or main parking area; and
- Detached storage buildings, trash enclosures, attached mechanical equipment, and other ancillary functional building features shall be screened with the use of walls, fencing, and/or landscaping.



Commercial centers should incorporate a variety of architectural detailing as specified in the City's Development Standards.

NEIGHBORHOOD COMMERCIAL (NC)

NC I.1—Characteristics

NC centers are intended to provide a range of services, including supermarkets, restaurants, movie rentals, drycleaners, drugstores, filling stations, smaller specialty shops, retail and health services and business and professional offices, for residential areas. Centers will vary in scale and character. Smaller, limited use centers may be fully integrated into the surrounding



Neighborhood centers are intended to provide a range of services and will vary in scale and character.



neighborhood and be accessed primarily by pedestrian or bicycle; while larger centers will function more independently, providing ample parking, numerous stores, and serving more than one neighborhood.

NC 1.2—Location

NC centers should generally be located at the intersection of two collector streets, or at the intersection of a collector and a local street, provided they are designed to be compatible with and provide appropriate transitions to the surrounding neighborhood.

NC 1.3—Size

NC centers typically require around 5 acres, but may vary, ranging from as small as 1-3 acres to as large as 10-15 acres.

NC 1.4— Relationship to Surrounding Neighborhood

NC centers should be designed to be compatible with and reflect the character of the surrounding neighborhood, incorporating buildings with a similar height and scale as surrounding residences and utilizing similar materials and architectural details. Transitions between uses can be accomplished by stepping down the height of taller structures to meet residences, providing landscape buffers or screening, or similar means. Walling off residential areas from NC centers is strongly discouraged.



Community/Regional Commercial centers will typically be anchored by large format national retailers which provide a variety of general merchandise.

COMMUNITY/REGIONAL COMMERCIAL (C/RC)

C/RC 1.1—Characteristics

C/RC centers provides a mix of retail services in a concentrated setting that serves the local community, but may also include larger retail centers with unique stores or characteristics that provide a regional draw. C/RC centers are typically anchored by large format national retailers, which may provide sales of a variety of general merchandise, grocery, apparel, appliances, hardware, lumber, and other household goods, often under one roof.

Complementary uses, such as restaurants, specialty markets, specialty stores (such as books, furniture, computers, audio, office supplies, or clothing stores) are also appropriate. The concentrated, unified design of C/RC centers allows a variety of community needs to be met in a “one-stop shop” setting.

Although some single use highway-oriented commercial activities will continue to occur in some areas, this pattern of development is generally not encouraged.

C/RC I.2—Location

C/RC centers are generally located at the intersection of a state or interstate highway and an arterial or at the intersection of two arterials. Large footprint retail buildings (often known as “big-box” stores) shall only be permitted in areas of the City where adequate access and services can be provided.

C/RC I.3—Size

C/RC centers are typically between 10 and 30 acres, but retail centers may be as large as 60 acres.

C/RC I.4—Unified Site Design

A unified site layout and design character (buildings, landscaping, signage, pedestrian and vehicular circulation) should be established for C/RC centers to guide current and future phases of development. Creative building orientation and site design techniques should be used to create visual interest and establish a more pedestrian-oriented scale between primary building(s) and associated pad sites.

C/RC I.5—Relationship to Surrounding Development

Where C/RC centers abut lower-intensity land uses, particularly residential areas, buffering and transition space should be designed to minimize visual and noise impacts from parking areas and loading zones.

C/RC I.6—Access

Vehicular access to C/RC developments should be consolidated where possible to minimize the impacts of ingress-egress traffic on adjacent roadways. Vehicular and pedestrian connections should be provided between adjacent parking areas to facilitate access to multiple centers from a single location.



Appropriate transition between commercial/regional commercial center and adjacent residential neighborhood.



INDUSTRIAL (IND)

IND 1.1—Characteristics

The IND designation is intended to provide locations for light and heavy manufacturing, warehousing and distribution, indoor and screened outdoor storage, airport-related industrial, and a wide range of other industrial services and operations. Uses typically involve more intensive work processes, and may involve manufacturing or basic resource handling.

IND 1.2—Location

Industrial uses should generally be located away from residential neighborhoods, particularly those uses which generate significant noise and/or traffic. Industrial sites should have access to one or more major arterials or highways capable of handling heavy truck traffic. Light industrial uses can typically be located in areas that also contain some C/RC uses, and might benefit from close proximity and better access to their local customer base.

IND 1.3—Screening

Storage, loading and work operations should be screened from view along all industrial area boundaries (when adjacent to non-industrial uses) and along all public streets.



Typical industrial use.

RESIDENTIAL

The Land Use Map identifies five residential use designations: Conservation Reserve, Rural Residential, Low Density Residential, Medium Density Residential, and High Density Residential. Residential land use categories are intended to protect the character of established neighborhoods and provide opportunities for new residential neighborhoods. While some complementary uses within the residential land use designations are allowed, and mix of housing types is encouraged in medium and high density residential neighborhoods, these uses are intended to be predominantly residential. Opportunity to provide a broader mix of uses is provided by the four mixed-use categories outlined in this Chapter. Specific policies for each residential category are provided below.

CONSERVATION RESERVE (CR)

CR 1.1—Characteristics

The Conservation Reserve category includes private properties located in rural and isolated areas of the city that are currently vacant or primarily vacant, located in floodplains or are constrained by other significant environmental or topographic features (e.g. steep slopes or access constraints). While properties are entitled to rural residential development based upon their current zoning, maintaining these properties as open lands where possible is desirable through the use of conservation easements, purchase, or other means.

CR 1.2—Density Range

Minimum of twenty acres per dwelling unit.

CR 1.3—Location

CR development is typically located at the fringe of the urbanized area in floodplains or in other areas with environmental or topographical constraints.

CR 1.5—Roadway Design

Access road and driveway configurations should follow the natural contours of topographic features to minimize slope disturbances, maximize scenic views, and conserve natural features and vegetation.

RURAL RESIDENTIAL (RR)

RR 1.1—Characteristics

The RR designation provides a rural setting for large-lot single-family housing on the urban fringe. Lot sizes and layouts for RR developments will vary dependent upon topographical and access constraints found in some areas of the community. In some cases, large portions of a lot may remain in an undeveloped state, reinforcing the rural character of this development pattern. Residences within the RR designation are not typically served by urban utilities, but may be depending upon location.

RR 1.2—Density Range

The RR designation allows for lots ranging from 5 to 20 acres per dwelling unit.



RR 1.3—Location

RR development is typically located at the fringe of urbanized area. In some cases, RR development serves as a transition between more intense urban neighborhoods and open space or public lands, or existing rural neighborhoods that should be protected.

RR 1.5—Roadway Design

Access road and driveway configurations should follow the natural contours of topographic features to minimize slope disturbances, maximize scenic views, and conserve natural features and vegetation.

LOW DENSITY RESIDENTIAL (LDR)

LDR 1.1—Characteristics

LDR neighborhoods will primarily include single-family residences; however, the designation allows for a range of complementary secondary uses that include schools, parks, recreation, and open space in a planned neighborhood setting. Suburban development standards generally apply (e.g. no curb/gutter/sidewalk, minimal street lighting).

LDR 1.2—Density

The LDR designation allows for lots ranging from 1/3-5 acres per dwelling unit (0.2-3 dwelling units per acre). Lot sizes for new development should be varied where possible to respond to the surrounding development context. For example, larger lots should be used to provide a transition between open lands or rural residential development and more urban development intensities.

LDR 1.3—Location

LDR neighborhoods are generally located at the urban fringe and are often located adjacent to conservation and open space uses.

LDR 1.4—Variety of Housing Models

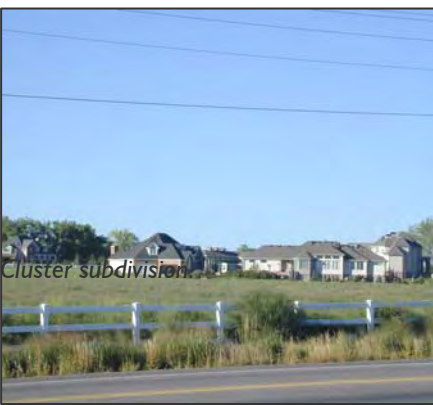
To avoid monotonous streetscapes, the incorporation of a variety of housing models is strongly encouraged for all LDR neighborhoods.

LDR 1.5—Cluster Development

Clustering of residential units is encouraged as a means of preserving open spaces, creating transitions between urban development



Typical low-density residential neighborhood.



Cluster subdivision

intensities and open lands, and providing open space for the common use and enjoyment of residents while retaining a suburban density character.

LDR 1.6—Open Space and Park Linkages

Open space and parks designated through fee purchase, private lands dedication, clustering, or other means should be organized so as to preserve topographic features or views, and provide strong visual and physical connections to the surrounding open space and pathway network, both existing and planned.



The rural character of established equestrian neighborhoods within the LDR designation should be preserved.

LDR 1.7—Compatibility with Rural Uses

The rural character of established equestrian neighborhoods within the LDR designation should be preserved. Lot splits and infill development should be avoided within these areas and infill development occurring at potential conflicts with equestrian and small-scale livestock uses found in these areas.

LDR 1.9—Access

LDR neighborhoods will be required to have multiple vehicular access points to ensure the safety of residents in the event of an emergency, such as a wildfire or flood. Trail access to surrounding public lands is an important characteristic of LDR neighborhoods and should be coordinated with the City's Unified Pathways Master Plan.



MEDIUM DENSITY RESIDENTIAL (MDR)

MDR 1.1—Characteristics

MDR neighborhoods should contain a mix of single-family residences, duplexes, and/or townhomes on individual lots in a planned neighborhood setting. MDR neighborhoods should be designed to include a recognizable center or gathering space. Centers will vary in size and composition, but may include a combination of higher-density residential uses, parks and/or recreation facilities.

MDR 1.2—Density Range

The MDR designation allows for densities of 3-8 dwelling units per acre.

MDR 1.3—Location

MDR neighborhoods will typically be located within the urbanized area of the City and should be located close to arterial streets and be bounded by collector streets where possible.

MDR 1.4—Variety of Housing Types

MDR neighborhoods should incorporate a variety of housing types; however, the range of housing types will vary dependent upon the scale of the neighborhood and the surrounding development context. Generally, larger developments will be expected to provide a broader range of housing types.

MDR 1.5—Variety of Home Models

To create visually appealing, pedestrian-friendly streetscapes, a variety of home model designs should be provided. This should include variations in the placement of windows and doors, different building materials, size and massing of houses, design and placement of front porches, and a variety of other design features.

MDR 1.6—Circulation and Access

MDR neighborhoods should be designed using an interconnected network of streets to provide efficient connections between uses and to accommodate vehicular, bicycle, and pedestrian circulation. Developing isolated neighborhood street networks that only serve small segments of a particular development is strongly discouraged. Direct pedestrian connections to adjacent



A variety of detached and attached homes (and models) are encouraged in MDR neighborhoods.



MDR neighborhoods should be organized around a system of interconnected open space and trails.



The HDR designation may include four-plexes and apartment homes such as these.

neighborhoods, commercial, and civic uses should be provided, as should linkages to existing and planned trail systems.

MDR 1.7—Parks, Open Space, & Pathways

MDR neighborhoods should contain connective green spaces, parks, open space, and pathways that unify the development and provide transitions between other areas and uses. Amenities should be sited according to the City's adopted Parks and Recreation Master Plan and Unified Pathways Master Plan.

HIGH DENSITY RESIDENTIAL

HDR 1.1—Characteristics

The HDR designation is intended to provide opportunities for higher density neighborhoods in an urban and suburban setting. Primary housing types include apartments, condominiums, townhomes, duplexes, single-family detached, and four-plexes. Secondary uses may include parks, recreational facilities, open space, schools, and other civic uses. HDR developments generally have shared parking and recreational facilities.

HDR 1.2—Density Range

The HDR designation allows for densities between 8-36 dwelling units per acre.

HDR 1.3—Location

HDR neighborhoods are typically located near intersections of arterials and collector streets, sometimes providing a transition between commercial or employment areas and lower density neighborhoods. HDR neighborhoods should not be located in settings where the only access provided consists of local streets passing through lower density neighborhoods.

HDR 1.4—Building Massing and Form

Plain, monolithic structures should be avoided. Infill projects should be compatible with the established mass and scale of other buildings along the block. In a planned apartment community context, large buildings should be designed with a variety of wall planes and roof forms to create visual interest.

HDR 1.6—Circulation and Access

HDR neighborhoods should be designed using an interconnected network of streets to provide efficient connections between uses and



to accommodate vehicular, bicycle, and pedestrian circulation between multiple buildings in a larger development. Developing isolated neighborhood street networks that only serve small segments of a particular development is strongly discouraged. Direct pedestrian connections to adjacent neighborhoods, commercial, and civic uses should be provided, as should linkages to existing and planned trail systems.

HDR 1.7—Parks, Open Space, & Pathways

HDR neighborhoods should be organized around an interconnected system of parks, open space, and pathways that provides linkages to the surrounding community. Amenities should be sited according to the City’s adopted Parks and Recreation Master Plan and Unified Pathways Master Plan.

MIXED-USE

The Land Use Map identifies four mixed-use land use categories: Downtown Mixed-Use, Mixed-Use Commercial, Mixed-Use Residential, and Mixed-Use Employment. These categories and their associated policies reflect the City’s desire to establish a more diverse mix of uses within the community and to encourage a more efficient use of the City’s limited developable land by encouraging the development of commercial services, employment opportunities, a diversity of housing(both in terms of housing type and density), and an array of services, such as civic uses, entertainment, shopping, and parks that can meet many residents’ day-to-day needs within a close proximity. Specific policies are provided for each of the four categories below, along with a number of generally applicable policies for all mixed-use developments.

GENERAL MIXED-USE POLICIES—ALL CATEGORIES

GMU 1.1—Vertical Mixed-Use

Vertical mixed-use development integrates two or more land use types within a single, multi-story building, with each use occurring on a different floor. Typically, uses that generate more pedestrian activity (e.g., restaurants, retail stores) should be located at the street level and less active uses (e.g., offices, residential units) should be located on upper floors. Parking facilities are typically shared between the uses and may include an integrated or attached parking structure in a more urban context, such as Downtown.



Vertical mixed-use (e.g., residential uses “stacked” above retail); and horizontal mixed-use (e.g., residential uses integrated adjacent to retail uses).

GMU 1.2—Horizontal Mixed-Use

Horizontal mixed-use development includes the co-location of



Mixed-use development should be designed using an interconnected network of streets to provide efficient connections between uses. Parking should be located away from street frontages and behind buildings to the extent possible.

several types of uses or buildings as part of a cohesive development in proximity to each other; however, each building maintains its own separate use. Parking facilities are typically centrally-located surface lots and are shared between uses.

GMU 1.3—Circulation and Access

Mixed-use development should be designed using an interconnected network of streets to provide efficient connections between uses and to accommodate vehicular, bicycle, and pedestrian circulation, as well as existing or future transit service. Direct vehicular and pedestrian connections to adjacent neighborhoods, commercial, and civic uses should be provided, as should linkages to existing and planned trail systems. Mixed-use development should be integrated with the surrounding development in terms of its circulation and access, rather than walled off and isolated from it.

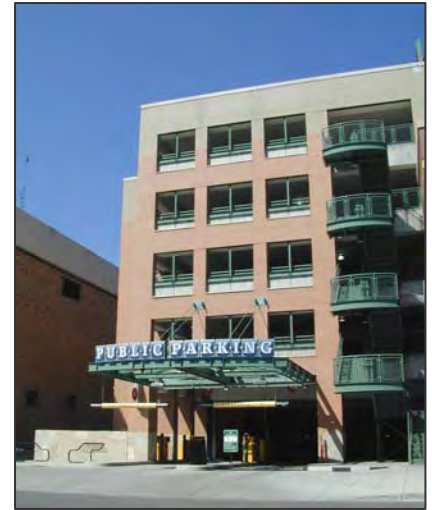


GMU 1.4—Parking Location and Design

Off-street parking for mixed-use developments should be located behind buildings and away from primary street frontages, or within a structured parking deck. The use of on-street parking, shared parking, or similar tools to provide a portion of the required parking for mixed-use developments is strongly encouraged, where feasible, to promote a more compact pattern of development.

GMU 1.5—Structured Parking

Structured parking garages, often necessary to support more intense mixed-use developments, should be designed with a similar level of architectural detail as the main building. Incorporating active uses, such as retail spaces, into the ground floor is strongly encouraged, particularly within downtown and in designated mixed-use activity centers.



Structured parking should be designed to complement surrounding uses.

DOWNTOWN MIXED-USE (DT-MU)

DT-MU 1.1—General Mixed-Use Policies

In addition to the specific DT-MU policies below, DT-MU development should be consistent with the General Mixed-Use Policies contained in this Chapter.

DT-MU 1.2—Characteristics

Downtown serves as the largest, most intense activity center and the “heart” of the community. It also contains many of the City’s most significant historic resources, including the State Capitol building and grounds. The DT-MU designation is intended to allow for and encourage a broader mix of uses than exist today in Downtown, while respecting its historic context and creating an inviting, pedestrian-friendly environment. (See Policy 8.1a)

DT-MU 1.3—Density Range

The DT-MU designation is intended to encourage a more compact, urban pattern of development than that which exists in some areas of downtown today. Floor-area-ratios will typically range between 0.75 and 3, but higher intensity development will be encouraged in specific locations. (See Policy 8.1b)

DT-MU 1.4—Location

The DT-MU designation is provided specifically for the City’s historic Downtown area as delineated on the Land Use Map. It is generally focused within several blocks of Carson Street between



New Downtown uses should respect the area’s historic context and character(top); The adaptive reuse of historic structures, such as these Curry Street homes that have been converted to small retail shops, is encouraged (bottom).



William and South Stewart Streets and comprises approximately 90 acres. The Downtown area is comprised of a series of smaller “character areas.” A detailed discussion of Downtown’s character areas is provided in Chapter 6. (See Policy 8.1b)



DT-MU 1.5—Mix of Uses

DT-MU development should include an integrated mix of civic, cultural, retail, restaurant, casino, entertainment, office, and residential uses. Small-scale uses that generate significant activity, such as retail and restaurants, should be concentrated within the core of Downtown at the ground level along Carson and Curry Streets, to encourage pedestrian activity. Residential and office uses should generally occur on upper floors within the core; however, single-use high-density residential and office structures are appropriate on the fringe of downtown as a transition to surrounding neighborhoods.



DT-MU 1.6—Adaptive Reuse

The adaptive reuse of existing structures, particularly those with historic significance or character, is strongly encouraged to allow Downtown to maintain an identity that represents a range of architectural eras and that is unique to Carson City.



DT-MU 1.7—Public Parking

The City will work with Downtown businesses to ensure that adequate public

parking is provided to meet the needs of existing and new development. The location and timing of future public parking, either surface or structured, should be coordinated with the City’s Downtown Parking Strategy.

Public gathering spaces provide urban recreational amenities for downtown residents (top); Increased densities are encouraged in certain areas of Downtown, provided appropriate transitions are provided to existing historic structures and surrounding neighborhoods (bottom).

DT-MU 1.8—Relationship to Surrounding Development

Development should transition to a smaller scale at the periphery of Downtown, particularly where it abuts historic residential

neighborhoods to the west, the Capitol building, or other historic structures. Transitions can be accomplished by stepping down the height of taller structures to meet residences, providing similar uses along the shared border, or similar means. Height limitations vary throughout the Downtown, in response to the factors listed above, as specified within the Downtown Mixed-Use zoning district (forthcoming—see Chapter 9). General areas of intensity to be reflected by the DT-MU district are outlined in Chapter 6. (See policy 8.1b.)

DT-MU 1.9—Public Spaces

The incorporation of public gathering spaces, such as outdoor plazas, pocket parks, and other amenities is encouraged to enhance the pedestrian environment within downtown.



MIXED USE COMMERCIAL (MUC)

MUC 1.1—General Mixed-Use Policies

In addition to the MUC policies below, MUC development should be consistent with the General Mixed-Use Policies contained in this Chapter.

MUC 1.2—Characteristics

The MUC designation is intended to encourage a more compact, mixed-use pattern of development along the City’s major gateway corridors than that which that exists today. While commercial retail and offices will generally be the primary uses in MUC areas, a percentage of the total land area of each site may be devoted to higher density residential uses, such as townhomes, apartments, lofts, and live-work units—creating a diverse mix of uses that make it possible to live, work, and meet day-to-day needs within close proximity. MUC development should incorporate pedestrian-friendly design elements and should be designed with clear connections to transit stops and surrounding development.

MUC 1.3—Mixed-Use Activity Centers

The creation of higher-intensity mixed-use activity centers within the MUC designation is strongly encouraged in the locations identified on the Land Use Map. In addition to being consistent with these MUC policies, mixed-use activity centers shall be consistent with policy 7.1a, as contained in Chapter 6 of this document.

MUC 1.4—Density Range

Typical floor area ratios (FARs) will be between 0.5 and 2, although they may be significantly higher within designated mixed-use activity centers, or along major gateway corridors.

MUC 1.5—Location

MUC development will generally be located along major gateway corridors, within designated activity centers, and along collector or arterial streets, where it may be readily served by existing or future transit.

MUC 1.6—Mix of Uses

Large-scale, single-use commercial developments are not encouraged within the MUC designation. MUC developments should generally provide a mix of commercial, retail, and office



Mixed-use commercial development should incorporate a variety of uses in a compact, pedestrian-friendly environment.





High-density residential units, incorporated above and adjacent to retail storefronts where services are easily accessed (top). Public parks serve as a central gathering space for mixed-use activity center patrons and residents (bottom).

uses in combination with high-density residential uses. Where a vertical pattern of mixed-use is employed, active uses (e.g., retail and restaurants) should be located on the ground floor of buildings, with residential and office uses occurring on upper floors. Where a horizontal mix of uses is employed, residential uses should be physically integrated with non-residential uses and should be used to provide transitions to and create a visual link to surrounding neighborhoods. Placing residential and non-residential uses adjacent to one another, but segregating them through the use of fences, walls or other barriers and a lack of street or pedestrian connections does not constitute an integrated mix of uses.

Residential uses will generally represent between 10 and 50 percent of the total land area. However, it is anticipated that this percentage may vary greatly depending upon the size and density of the development, the extent to which commercial uses are provided within the adjacent development context, and market constraints. In some instances, single-use development (100% residential or commercial) may be appropriate, subject to other general mixed-use policies. For example, if a site is less than 10 acres in size or is located away from primary street frontages, an integrated mix of uses may not be feasible. Sites will be evaluated on a case-by-case basis using the Interim Mixed-Use Evaluation Criteria.

MUC 1.7—Large Format Retail

While it is preferred that large format retail uses be incorporated as part of a mixed-use activity center, they may be permitted as a stand alone use in MUC areas provided all other applicable mixed-use policies are addressed. In particular, an emphasis should be placed on creating a pedestrian-friendly environment in key locations on the site. This may be accomplished by organizing secondary pad sites in a manner that creates more defined street frontages and outdoor gathering spaces and by establishing direct pedestrian linkages between uses. In addition, facades of large format retail uses should incorporate a variety of pedestrian-friendly design elements to “break up” the mass of wall planes and to create a more human scale.

MUC 1.8—Public Spaces

MUC developments should be organized around a central gathering space or series of spaces, such as a plaza or park. These types of public spaces serve as urban recreational amenities for residents that may not have access to larger community parks or recreational amenities without getting in their cars and generally promote increased levels of pedestrian activity.



MUC I.9—Relationship to Surrounding Development

Most MUC development will occur through infill and redevelopment, within established areas of the City. Therefore, establishing a strong physical and visual relationship to adjacent neighborhoods and the community will be an important consideration, as opposed to simply walling off individual pods of development. One or more of the following techniques should be employed as necessary to achieve this objective:

- Locating smaller-scale residential uses (e.g., townhomes) along the shared boundary of the MUC development and the adjacent neighborhood to promote a more seamless transition between uses;
- Clustering taller structures (e.g., five stories or more) away from the primary street frontage and the adjacent neighborhood (e.g., at the center of the site) and stepping down the height of structures as they approach these edges (Note: This is particularly relevant within mixed-use activity centers where increased heights are encouraged);
- Buffering surface parking, loading areas, and other area of potential friction from adjacent residences through the use of low walls (use of taller walls should be limited to loading areas), landscaping, or other mechanisms;
- Maintaining or establishing direct vehicular and pedestrian access points to the surrounding neighborhood and adjacent non-residential uses; and
- Ensuring that taller structures are compatible with airport flight patterns where applicable.



A transition in the height and mass of mixed-use commercial development should be provided to create a more seamless transition between uses.

MUC I.10—Circulation and Access

Access to MUC development occurring along major gateway corridors should be consistent with adopted City and NDOT plans.

RELATIONSHIP TO SURROUNDING DEVELOPMENT

THIS



NOT THIS



Buildings that are significantly taller than those in the surrounding development or adjacent neighborhood should be setback from the primary street frontage and the neighborhood to allow for a more gradual transition in height and to avoid “walling in” major gateway corridors.

THIS



NOT THIS



Medium to high-density uses should be incorporated along the edges of mixed-use commercial developments to buffer neighborhoods from non-residential uses and create a more compatible interface. Residential uses should step-down in height to provide a more gradual transition to surrounding neighborhoods.



MIXED-USE RESIDENTIAL (MUR)

(MUR) 1.1—General Mixed-Use Policies

In addition to the MUR policies below, MUR development should be consistent with the General Mixed-Use Policies contained in this Chapter.

1.2—Characteristics

MUR neighborhoods are intended to be largely self-supporting and to be comprised predominantly of medium to high-density housing (with a mix of types and intensities) as well as a range of retail, offices or live-work units or close proximity to such services. MUR neighborhoods are intended to provide residents with the ability to meet many of their day-to-day needs within close proximity of their home. Parks and civic spaces should also be incorporated as appropriate given the scale and location of the MUR neighborhood.

MUR 1.3—Density Range

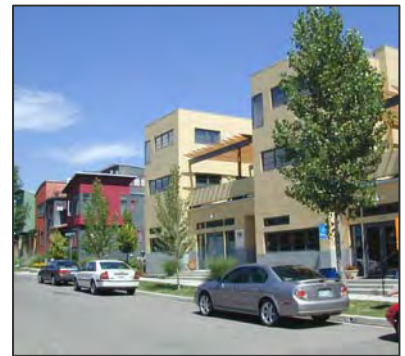
Residential densities will be between 3-36 dwelling units per acre, depending upon location and development context. Floor-area-ratios will typically range between 0.5 and 1 for non-residential uses.

MUR 1.4—Location and Scale

MURs are appropriate adjacent to designated activity centers and along major corridors where infill and redevelopment are encouraged, as well as on larger vacant parcels within the urbanized area where broader-scale planning is possible.

MUR 1.5—Mix of Uses

MUR neighborhoods are intended to be comprised of predominantly residential uses. However, the integration of complementary uses, such as retail, office, and live-work units, is strongly encouraged. Complementary uses should generally represent between 10 and 30 percent of the total land area. However, it is anticipated that this percentage will vary depending upon the size of the neighborhood, the extent to which complementary uses are provided within the adjacent development context, and market constraints. For example:



Typical range of MUR uses—medium to high-density residential, live-work units (center), and complementary retail and office.

- A smaller MUR neighborhood located on an infill site adjacent to a mixed-use activity center or commercial area should generally place more of an emphasis on residential uses and creating a strong physical and visual relationship to the activity center as opposed to providing a significant percentage of non-residential uses on site. Sites less than 10 acres may be 100% residential or commercial, subject to other general mixed-use policies.
- A larger MUR neighborhood located on a vacant site on the fringe of the urbanized area should generally incorporate a higher percentage of non-residential uses on site to allow residents to meet many of their daily needs within close proximity of their homes.



Townhomes used to provide a transition between higher density residential and adjacent single-family development.

MUR 15.6—Mix of Housing Types

MUR neighborhoods are intended to provide a range of housing types and densities, including: small lot single-family residences, duplexes, patio homes, townhomes, apartments, condominiums, and live-work units. In general, no single housing type should occupy more than 60 percent of the total land area; however, on constrained sites or sites less than 10 acres that are located in a more urban context, this percentage may be higher.

MUR 1.7—Relationship to Surrounding Development

MURs should be integrated with, and connected to by a pathway system, the surrounding neighborhood context, rather than being walled off as isolated pods of development, particularly when they occur on smaller sites within established areas of the City. To provide a more seamless transition, residential uses located along the shared edge of a MUR and an established neighborhood should be compatible with those located on the opposite side of the street in terms of their height, massing, and scale, either through the use of a consistent housing type or by stepping down the height of the higher-density use to match the maximum permitted height of structures in the existing neighborhood.

MUR 1.8—Parks, Open Space, and Pathways

MURs should include parks, open space, and pathways, as identified in the City's Parks and Recreation Plan and Unified Pathways Master Plan, along with appropriate linkages to the surrounding network.



MIXED-USE EMPLOYMENT (MUE)



MUE 1.1—General Mixed-Use Policies

In addition to the specific MUE policies below, MUE development should be consistent with the General Mixed-Use Policies contained in this Chapter.

MUE 1.2—Characteristics

The MUE designation is intended to provide concentrated areas of high quality employment facilities that are integrated with or adjacent to complementary retail and commercial uses, and/or high-density residential uses. MUE development may include corporate office headquarters, research and development facilities, hospital/medical centers and offices, and educational facilities in a planned, campus-like setting. The MUE designation also encompasses smaller, live-work complexes consisting of a single building or several buildings that are not located within a typical office park setting, but are located on infill sites within established areas of the City.

Small-scale mixed-use employment in an infill context.

MUE 1.3—Density Range

Floor-area-ratios will range between 0.5 and 1.5.

MUE 1.4—Location

MUE uses should have direct access to existing or planned arterial and collector streets and should not rely on local or residential streets for primary access.

MUE 1.5—Mix of Uses

The incorporation of high-density residential and/or complementary commercial or retail uses in combination with employment uses is strongly encouraged. Generally, complementary uses should not exceed 25% of the total land area of the site. However, it is anticipated that this percentage will vary depending upon the size of the development and the extent to which complementary uses are provided within the adjacent development context.



MUE 1.6—Relationship to Surrounding Development

MUE development should be integrated with, and connected by, a pathway system to the surrounding neighborhood context rather than being walled off as isolated pods of development, particularly

Large-scale mixed-use employment.

when it occurs on smaller sites within established areas of the City. One or more of the following techniques should be

employed as necessary to achieve this objective:

- Locating smaller-scale uses along the shared boundary of the MUE development and the adjacent neighborhood to promote a more seamless transition between uses;
- Clustering taller structures (e.g., five stories or more) away from the primary street frontage and the adjacent neighborhood (e.g., at the center of the site) and stepping down the height of structures as they approach these edges;
- Buffering surface parking, loading areas, and other areas of potential friction from adjacent residences through the use of walls, landscaping, or other mechanisms;
- Maintaining or establishing direct vehicular and pedestrian access points to surrounding development areas; and
- Ensuring that taller structures are compatible with airport flight patterns where applicable.

MUE 1.7—Parks, Open Space, and Pathways

MUE development should incorporate linkages to the surrounding network of parks, open space, and pathways, as identified in the City's Parks and Recreation Plan and Unified Pathways Master Plan.

Chapter 4: Equitable Distribution of Recreational Opportunities

Carson City residents are fortunate to have access to an extensive network of open lands both within and surrounding the community, as well as a range of more formal community and neighborhood parks and sports facilities. The City has developed an extensive park system (765 acres) and, with many partners, offers an extensive array of recreational programs. In addition, the City provides many recreation facilities (baseball/softball fields, soccer/football fields, tennis courts, playgrounds, picnic pavilions, etc.), as well as a community theater, aquatic facility with a 50 meter pool, a fairgrounds, and a number of natural parks and recreational pathways. In 1996 Carson City residents approved Ballot Question 18 – The Quality of Life Initiative, creating a supplemental sales tax revenue source (1/4 of a cent) for parks, open space, pathways and associated maintenance. This source has allowed development of many new facilities.

Notwithstanding, there are still park facility and recreation needs and desires in Carson City that are unmet, and some areas of the City have more park, pathways, and recreation resources than others. As it continues to grow, the City seeks to create more *equitable* (not necessarily equal) recreational resources for each of its neighborhoods, recognizing that the types of resources available in each area will vary based on the specific needs and wants of the community.

Also, the City will continue to grow by approximately 15% to 20% over the next 20 years and new residents will need additional facilities. In addition, parks have an important impact on the city's quality of life—which is related to the city's economic development objectives. Businesses and skilled workers are often attracted to communities that have a high level of parks, open space, pathways, and recreational opportunities. The City will place an emphasis on establishing more parks with a natural character, where possible, in response to expressed community preference.



The City will place an emphasis on establishing more parks with a natural character where possible—as opposed to more formal turf areas.

Principles for achieving equity in the distribution of Parks, Open Space, Pathways, and Recreational Opportunities focus on:

- Ensuring that new facilities are provided, as needed to serve new development; and
- Balancing the disparity in resources between neighborhoods.



A variety of parks and facilities allow people of all ages to participate in both active and passive recreational opportunities.

GUIDING PRINCIPLE 4: AN INTEGRATED, COMPREHENSIVE PARKS, RECREATION, AND OPEN SPACE SYSTEM

The City will continue to provide a diverse range of park and recreational opportunities to include facilities and programming for all ages and varying interests, both passive and active—to serve both existing and future neighborhoods.

GOAL 4.1—PROMOTE RECREATIONAL EQUITY AT A NEIGHBORHOOD LEVEL

4.1a—Maintain/Enhance Existing Facilities

Improve the quality of existing park and recreational facilities and create additional facilities where possible in underserved locations. Continue to pursue opportunities to improve the City's existing community center/aquatic facility in Mills Park and construct a new recreation center in another location.

4.1b—Match Improvements to Demand and Current Standards

New development will provide park facilities commensurate with demand created and consistent with the City's adopted standards. Continue to work with developers to identify opportunities for new park facilities in new neighborhoods based on the Parks and Recreation Master Plan.

4.1c—Balance Parkland Disparity

Identify opportunities to balance the amount and types of parkland available within existing and future neighborhoods by focusing new neighborhood parks in areas currently underserved (or that will be underserved as the result of future infill/redevelopment) and in new

neighborhoods using the Parks and Recreation Master Plan as a guide. Establish an additional community park in the northern quadrant of the community.

GOAL 4.2 EXPAND THE CITY'S CAPACITY AND EXCELLENCE IN COMMUNITY-WIDE RECREATION FACILITIES AND PROGRAMS

4.2a—Expand Recreation Opportunities

As the City grows, provide additional community parks, pathways, sports complexes, and indoor recreational facilities to meet the needs of future residents. To the degree land can be assembled, distribute future facilities to provide facilities convenient to all major quadrants of the city.

4.2b—Maintain and Expand Recreation Partnerships

More than many communities, Carson City has a large number of partners that significantly increase the quantity and quality of recreation services available to City residents. Continue to expand cost-effective sharing of facilities and resources with the City's existing and potential recreation partners.



Recreational opportunities should be provided for all residents.

GOAL 4.3 EXPAND THE CITY'S OPEN SPACE NETWORK

4.3a—Open Space Master Plan

Continue to review future development proposals for consistency with the City's Open Space Master Plan and continue to coordinate with the Open Space Advisory Committee and the Carson River Advisory Committee on Master Plan issues.

4.3b—Open Space Network

Continue to pursue opportunities to expand or enhance the community's open space network using a range of available tools (as specified in the Open Space Master Plan) to help implement the objectives of this Master Plan.



The City will continue to seek opportunities to enhance its open space network.

Chapter 5: Economic Vitality

Carson City derives its overall health and economic success from its ability to maintain a strong and diverse base of jobs, to provide a supply of varied housing choices for its employees, to provide a range of services and recreational opportunities for residents and visitors, and to generate tourism through the promotion of its unique characteristics and historic amenities. Furthermore, the City recognizes the revitalization of the Downtown as an important component of the community's long-term health and vitality. The Master Plan promotes the continued enhancement of the Downtown and surrounding residential neighborhoods as the focus of the community.



Principles for achieving Economic Vitality focus on:

- Retaining and enhancing the City's strong employment base;
- Diversifying the City's economic base to include a broader range of retail services downtown, along its major gateway corridors, and in targeted locations along the Carson City Freeway;
- Emphasizing the role of technology and knowledge-based industry in the City's economy;
- Promoting the City's historic and cultural resources to enhance its tourism base;
- Promoting the City's many parks, pathways, open space, and recreational amenities and overall quality of life as a tool for attracting new businesses to the community;
- Promoting Downtown revitalization;
- Promoting a collaborative approach to economic development;
- Promoting fiscal and economic health; and
- Continuing to support redevelopment efforts.



The City will promote Downtown revitalization efforts and seek to provide a broader range of retail services.

GUIDING PRINCIPLE 5: A STRONG DIVERSIFIED ECONOMIC BASE

The City will seek to maintain and enhance its enviable base of primary jobs and to provide a broader range of retail services that serve both residents of Carson City and those in surrounding counties. The City will also seek opportunities to promote its historic and recreational resources and overall quality of life as a means of generating tourism revenue and attracting new employers to the community. The City will strive to approach economic development activities using a collaborative and innovative approach that encourages cooperation between the public and private sector, and with other jurisdictions as appropriate to achieve the objectives of this Master Plan.

GOAL 5.1—MAINTAIN AND ENHANCE PRIMARY JOB BASE

5.1a—Retention/Expansion of Established Employers

Retain and promote the expansion of major employers already established within the community, such as the State of Nevada; Carson-Tahoe Hospital’s Regional Medical Center and associated facilities; the Western Nevada Community College; the extensive manufacturing community; finance, real estate and insurance industries (FIR); banking, and other knowledge-based industries. Continue to coordinate the City’s ongoing planning efforts and Land Use Map with major employers where applicable to ensure compatibility with their facility master plans and expansion efforts.

5.1b—Business Support and Recruitment

Use available tools and programs, such as the Northern Nevada Development Authority’s Business Retention Program and UNR’s Small Business Development Center and its graduate School of Business, to support existing businesses and to recruit new, well-established companies to the community. Foster public/private partnerships to help cultivate new opportunities for current and future employers in the community and promote expansion and recruitment of industries that offer career opportunities for both secondary and post-secondary school graduates.



The City will promote the retention and expansion of established major employers.

5.1c—Diverse Employment Opportunities

Promote diverse job options and entrepreneurial opportunities for persons interested in full-time or part-time employment or desiring to own their own business.

5.1d—Industrial Specializations

Identify, develop and enhance multiple industrial specializations. Improve opportunities for productive employment in key sectors, including, without limitation, those already present in Carson City.

5.1e—Workforce Training

Promote activities that have the potential to upgrade the skill and wage levels of the City’s resident labor force and those likely to enter the labor force (e.g., local college graduates). Encourage educational opportunities for the development and/or upgrade of skills required for employment, advancement and entrepreneurship.

5.1f—Incentives

Encourage public economic development assistance for applicants that can increase the average wage rate in their industrial sectors, provide high-quality benefit packages and enhance existing and locally targeted industry clusters.

5.1g—Vertical Diversity

Promote vertical diversity, which includes the identification and encouragement of industries consistent with the natural environment, existing industries and targeted clusters. Vertical diversity can be obtained through reducing supply chain costs, shared research and development objectives and other co-location efficiencies.

5.1h—Diversity of Industry

Emphasize diversity of industry toward those sectors that demonstrate a steady employment pattern, avoid seasonal layoffs, and withstand cyclical downturns of the economy.

5.1i—Development Opportunities

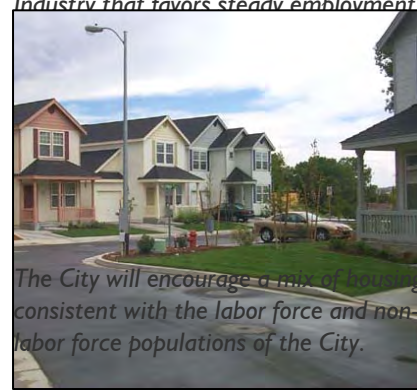
Plan for a diversity of ready-to-build sites with sufficient support infrastructure and services needed to meet demand of growing and targeted industries. Consider pre-designating tourism improvement



The City will encourage educational opportunities that promote the development of necessary skills for employment and advancement of its labor force.



Industry that favors steady employment



The City will encourage a mix of development consistent with the labor force and non-labor force populations of the City.

districts (i.e., STAR bond districts), enhancing redevelopment areas and maximizing the potential of all available economic development tools.

5.1j—Housing Mix

Encourage a citywide housing mix consistent with the labor force and non-labor force populations of the City, recognizing that imbalance on either end of the spectrum may have adverse economic and fiscal impacts.

5.1k—Social Services

Encourage and expand those social services, both in the public and private sector, that are necessary to facilitate the broadest labor force participation, including training, job placement, child care, health care and transportation services.

GOAL 5.2—PROMOTE EXPANSION OF RETAIL SERVICE BASE

5.2a—Encourage Regional Retail

Encourage the development of regional retail developments consisting of shops, restaurants, entertainment venues, offices, hotels, premium amenities and upscale gaming venues in the City to allow residents access to a variety of retail service and entertainment needs close to home, and to attract patrons from surrounding growth areas. Work with local and regional economic development organizations, such as the Carson City Retail Recruitment Team and the Chamber of Commerce, on the development of a marketing strategy designed to attract national retailers to the community, particularly within the Downtown CBD and where access can be provided from the Carson City Freeway.

5.2b—Encourage Reuse/Redevelopment of Underused Retail Spaces

Encourage the redevelopment and reuse of underutilized retail spaces along major gateway corridors (such as the vacant K-Mart building on North Carson Street, the Eagle Station and Southgate Shopping Centers on South Carson Street, and the Downtown central business district) with tenants that will serve the broader community. Use available tools, such as adding additional redevelopment districts, to attract retail tenants to underutilized spaces, and continue to explore the use of incentive programs, such as capital projects subsidies (e.g., access improvements and



façade upgrades) and land subsidies to mitigate rising and prohibitive land costs.

The City will place an emphasis on expanding its retail service base to include a more diverse array of shops, restaurants, entertainment venues, and other features.

5.2c—Retail Leakage

Closely monitor the diversity of retail sales activity in the City and promote economic development activities which reduce retail leakages. In doing so, recognize the longer-term economic implications of primary versus secondary employment opportunities.

GOAL 5.3— RECOGNIZE AND ADAPT TO THE IMPACT OF TECHNOLOGY ON WORK AND WORKFORCE PATTERNS

5.3a—Home-Based Occupations

Encourage the incorporation of home-based occupations and live/work units that are generally consistent with the character of adjoining properties and surrounding neighborhoods.

5.3b—Technology Services

Encourage low cost, easily accessible, state-of-the-art telecommunications and other technology services throughout the City.

5.3c—Access to Community Information

Use technology to increase information available to residents and businesses regarding growth patterns, economic conditions, development activity and other elements of the competitive landscape. Wherever possible, these resources should be interactive.

GOAL 5.4—PROMOTE TOURISM ACTIVITIES AND AMENITIES THAT HIGHLIGHT THE CITY’S HISTORIC AND CULTURAL RESOURCES

5.4a—Heritage Tourism

Support tourism activities associated with the major historic resources within the community, such as the V&T Railroad, the various cultural institutions, and the State Capitol Complex, by ensuring that future development supports the functions and visual character of these resources. Adopt design standards for



developments that are adjacent to or highly visible from the V&T railroad alignment or the State Capitol Complex. Develop specific guidelines and policies for a tourism- focused activity center along Highway 50 East that will serve V&T Railroad visitors.

5.4b—Historical/Interpretive Opportunities

Encourage the development of historical opportunities, interpretive signage, and other amenities that complement and enhance the City’s historic resources. Continue to explore opportunities to establish trail access to the Carson River Canyon that honors and interprets the historic V&T railroad, expand Downtown walking tours and interpretive signage exhibits, and identify new opportunities to showcase the City’s historic resources.



5.4c—Arts and Culture

Support artists, arts organizations and related cultural institutions because of their significant contributions to the City’s healthy business climate; their role in creating a cultural environment that attracts other living wage employers, as well as tourists, to the region; and the substantial benefits they provide to the City’s residents and communities.

Interpretive signage, recreational activities, and other features that complement the City’s historic resources will be encouraged.

GOAL 5.5—PROMOTE RECREATIONAL FACILITIES AND QUALITY OF LIFE AMENITIES AS ECONOMIC DEVELOPMENT TOOLS

5.5a—Community Recreational Facilities

Expand opportunities to generate visitor revenue by continuing to promote the use of the community’s sports complexes, aquatic facility, community center, and theater for regional, state-wide, or national sports tournaments. Seek necessary funding to improve the quality of existing recreational facilities, and to develop additional facilities.



The City will seek to increase awareness of its many recreational amenities as a tool for businesses seeking a high quality of life for their employees.



The City will seek to increase awareness of its many recreational amenities as a tool for businesses seeking a high quality of life for their employees.

5.5b—Recreational Amenities

Increase awareness of the City’s parks, sport complexes, pathway system, open space system, and other recreational amenities as a tool for attracting businesses seeking a high quality of life for their employees. Develop promotional materials that highlight these facilities and distribute materials to target markets or specific companies considering relocating to Carson City.

5.5c—Lake Tahoe Gateway

Develop promotional materials that highlight the City as a primary gateway to Lake Tahoe and its associated recreational and tourism amenities as a means of attracting additional tourism revenues and promoting the City as an attractive place to live and work.

5.5d—Airport-Related Uses

Continue to support the goals and policies of the Airport Master Plan. Encourage the development of airport-related commercial uses (e.g., sightseeing flights, skydiving, and extreme skiing tours) that will increase the City’s visibility and marketability as a destination for tourists and recreational aviators.

5.5e—Public Facilities

Provide the public services and public facilities necessary to sustain a high quality of life and attract business investment. Consider obtaining additional information directly from business operators to better define these services.

5.5f—Natural Resource Conservation

Encourage economic development that conserves natural resources and open spaces, protects environmental quality and enhances the overall quality of life.

5.5g—Educational Resources

Emphasize educational resources of the community as an economic development tool. Enhance those resources where possible and efficient to do so.

GOAL 5.6—PROMOTE DOWNTOWN REVITALIZATION



5.6a—Downtown Revitalization

Encourage the redevelopment of underutilized properties, and the renovation and re-use of vacant buildings in the Downtown core. Establish additional incentives (e.g., density bonuses, an expanded range of permitted uses, or reduced parking requirements) that complement existing redevelopment tools.

5.6b—Business Retention and Expansion

Promote the retention and expansion of existing Downtown businesses through recruitment and retention of local restaurants and trend retail, along with other complementary services that provide local entrepreneurial franchise opportunities. Continue to explore opportunities to establish a Downtown Business Association (DBA), Local Improvement District (LID) and/or a Business Improvement District (BID) in Downtown to



Encouraged through the renovation and reuse of existing buildings where feasible, as well as through infill and redevelopment—these images illustrate how Downtown might look in the future as a result.

help pay for public infrastructure improvements and/or Downtown area marketing and events coordination.

5.6c—Downtown Housing

Encourage the incorporation of additional housing in and around Downtown (e.g., lofts, condominiums, duplexes, live-work units) to establish a mixed-use environment that encourages around-the-clock activity, supports Downtown businesses, and promotes the perception of Downtown as a safe, vibrant, and inviting urban neighborhood.

5.6d—Public and Private Partnerships

Seek opportunities for public/private partnerships on individual projects with the potential to play a major role in or serve as a future model for Downtown revitalization efforts, in terms of their size, location, use (i.e., incorporation of attainable housing, joint use parking, structured parking, etc.).

5.6e—Downtown Parking Strategy

Ensure that the parking needs of both existing and future businesses, employees, and residents can be served using a combination of private and public parking. Establish a Downtown Parking Strategy that identifies and recommends solutions to short and long-term parking deficiencies.

5.6f—State Government Cluster

Recognize the unique opportunity created by the state government cluster and contribute to the stabilization and redevelopment of Downtown through the provision of supporting services such as transportation enhancements, parking, utilities and police and fire protection, as well as the adaptive reuse of historic buildings that contribute to the commercial and cultural economic base of this area.



Downtown revitalization activities should build upon opportunities created by the City's state government cluster.

GOAL 5.7—PROMOTE A COLLABORATIVE APPROACH TO ECONOMIC DEVELOPMENT

5.7a—Public/Private Sector Collaboration

Promote collaboration. Work with other levels of government and with the private sector to support and encourage activities

associated with the re-use, expansion and economic development as necessary and appropriate.

5.7b—Development Procedures

Maintain land-use policies and permitting procedures that are understandable, predictable and can be accomplished within reasonable time periods.

5.7c—Statewide Economic Development Efforts

Leverage, wherever possible, statewide economic development efforts to help attract business investment to Carson City and promote the benefits of the region.

5.7d—Business Cycles

Recognize that business cycles will occur and the competitive landscape is rapidly evolving. Provide planning flexibility that can be responsive to unforeseen or changing economic conditions and community needs within the context of the Master Plan.

5.7e—Neighboring Counties

Recognize that Carson City's economy and economic development are impacted by a broader economic unit that includes surrounding counties. Wherever possible, and where there is a net positive economic and fiscal gain, economic development strategies should collaborative.

5.7f—Property Value Retention/Enhancement

Promote economic development alternatives that protect or enhance existing and future property values – commercial, industrial and residential.

5.7g—Adequate Infrastructure

Recognize the importance of adequate infrastructure in economic development and long-run economic stability.

GOAL 5.8—PROMOTE FISCAL AND ECONOMIC HEALTH

5.8a—Balanced Revenue System

To the extent of the City's control, maintain a balanced revenue system that is competitive for business and residential investment.

5.8b—Fiscal Impact

Recognize the unique nature of Nevada’s tax system and promote economic development alternatives that result in a net positive fiscal impact for the City.

GOAL 5.9—PROMOTE REDEVELOPMENT

Illustrative rendering of a revitalized Carson Street as the result of continued infill and redevelopment efforts.



5.9b—Redevelopment Areas

The City will continue to work with local businesses and property owners to encourage and assist in redevelopment efforts within the boundaries of its existing redevelopment areas. Efforts should be focused on encouraging higher intensity and mixed-use development in Downtown and along major gateway corridors. Existing redevelopment areas boundaries should be reviewed periodically and expanded to support the redevelopment objectives of this Master Plan.

Chapter 6: Livable Neighborhoods & Activity Centers

Carson City strives to be a city known for its safe, attractive and diverse neighborhoods, compact mixed-use activity centers, and its vibrant, pedestrian-friendly Downtown. Access to parks, pathways, open space, and recreational facilities will be emphasized and the incorporation of thoughtful design and site planning techniques will be encouraged in all development. New commercial development will be focused in pedestrian-friendly, mixed-use activity centers located along major thoroughfares where they will be readily accessible to surrounding neighborhoods and may ultimately be served by transit. New higher-density housing will be encouraged as part of the overall land use mix along the City's major gateway corridors and within the Downtown area to provide a more diverse selection of housing types and price ranges for residents within walking distance of the City's primary job and activity center.

Principles for achieving Livable Neighborhoods & Activity Centers focus on:

- Increasing the quality of development citywide;
- Encouraging infill and redevelopment that blends seamlessly with established areas of the City;
- Establishing a hierarchy of mixed-use activity centers to serve the community;
Re-establishing Downtown as a vibrant center for the community;
- Creating a more diverse mix of housing and neighborhood options for residents;
- Providing connectivity to surrounding land uses; and
- Protecting and enhance the City's historic resources.



Activity centers may include a vertical or "stacked" mix of uses (top) or a horizontal or "side-by-side" mix of uses (bottom). Housing will be an important component of most activity centers.

GUIDING PRINCIPLE 6: QUALITY DESIGN AND DEVELOPMENT

Carson City will project a positive image for the community by promoting a high standard of design and the use of durable long-

lasting materials for all development and by ensuring that infill and redevelopment is of a scale and character that is compatible with and enhances the surrounding development context. These policies should be reviewed and applied in conjunction with the detailed Land Use Policies contained in Chapter 3.



A high standard of design will be promoted for all development.



GOAL 6.1—PROMOTE HIGH QUALITY DEVELOPMENT

6.1a—Durable Materials

Require the use of durable, long-lasting building materials for all new development.

6.1b—Neighborhood Design

Promote variety and visual interest in the design of new neighborhoods through the incorporation of varied lot sizes, building styles and colors, garage orientation, and other features, as consistent with the land use policies contained in Chapter 3 of this Plan.

6.1c—Variety and Visual Interest

Promote variety and visual interest in the design of new development through the incorporation of well-articulated building facades, clearly defined entrances and pedestrian connections, landscaping, and other features as consistent with the City's Development Standards.

6.1d—Gateway Corridors

Encourage the renovation of existing commercial centers not located within designated activity centers that are unlikely to redevelop in the short to mid-term through the use of façade improvement programs, design assistance programs, tax credits, or similar strategies to promote more attractive gateway corridors for the City.

GOAL 6.2—PROMOTE COMPATIBLE INFILL AND REDEVELOPMENT

6.2a—Neighborhood Compatibility

Ensure that infill and redevelopment is of a scale and character that is compatible with and enhances the surrounding development context through the use of appropriate height and density transitions, similar setbacks and lot coverage, garage and loading area location and configuration, connectivity to surrounding development, and other neighborhood specific design considerations.



GUIDING PRINCIPLE 7: COMPACT, MIXED-USE ACTIVITY CENTERS

Carson City will encourage the creation of compact, mixed-use activity centers in easily accessible and highly visible locations of the community to promote the efficient use of available commercial lands and concentrate retail services in pedestrian and transit-oriented development nodes that may be easily accessed from and serve surrounding neighborhoods. Activity centers will vary in size and composition (i.e., vertical or “stacked” mixed-use or horizontal or “side-by-side” mixed-use), depending upon their location, context, and level of priority; however, Downtown will be largest and highest priority center and is addressed separately to highlight its unique characteristics and policy needs (See Guiding Principle 8 and accompanying policies). Detailed land use policies for each of the underlying mixed-use land use categories are contained in Chapter 3.



GOAL 7.1—ESTABLISH COMPACT, MIXED-USE ACTIVITY CENTERS TO SERVE THE COMMUNITY

7.1a—Mixed-Use Activity Centers

Multiple Mixed-Use Activity Centers are identified on the Land Use Plan. Activity centers are intended to serve as convenient places for the community to shop, work, live, or simply gather, within a compact, pedestrian-friendly environment. Downtown represents the largest, and most established of these activity centers and is



Development will
be of height
near setbacks
specific design

addressed by the Downtown Mixed-Use (DT-MU) policies contained in Chapter 3 of this document and by policies contained under Guiding Principle 8. Outside of Downtown, activity centers have been designated along major gateway corridors where they are easily accessible to adjacent residential and employment uses and may be more readily served by existing and future transit. General locations are as follows:

- College Parkway and North Carson Street;
 - Fairview Drive and Saliman Road;
 - Graves Lane and Highway 50 East;
 - Carson City Freeway and Highway 50 East;
 - and
 - Highway 50 East and V&T Terminal Location.
- The size, mix of land uses, and density of each activity center will vary; however, they will typically include a mix of office or hotel uses (top); retail/commercial (center); and high-density residential development organized in a compact, pedestrian-oriented pattern.*

7.1b—Size/Mix of Uses

The size, mix of land uses, and density of each activity center defined in policy 7.1a above will vary depending upon the availability of vacant or redevelopable land, access, the surrounding development context, and market limitations; however, a general range of 30-60 acres in size is appropriate to help ensure a critical mass of activity. Activity centers outside of Downtown should be consistent with the applicable mixed-use policies contained in Chapter 3.

Case studies for two of the mixed-use activity centers identified above were prepared to illustrate how activity centers could potentially be implemented within the context of existing development patterns. These case studies are presented on the pages that follow and highlight a variety of key concepts.

MIXED-USE ACTIVITY CENTER CASE STUDY: HWY 50 & GRAVES LANE

EXISTING CONDITION



CONCEPTUAL MIXED-USE ACTIVITY CENTER



- 1** Medium to high-density residential (low-rise) provides transition to surrounding neighborhoods.
- 2** Parking is broken into a series of smaller lots and is located centrally to serve multiple uses.
- 3** Buildings are pushed close to the street, creating a more pedestrian-oriented environment at the street edge.
- 4** Buildings are oriented to frame an internal network of streets, allowing business patrons and residents to easily walk between uses.
- 5** Frontage road buffers uses from Hwy 50, enhancing the appearance of the corridor and allowing for enhanced access, circulation, and parking configurations.
- 6** Urban character of medium to high-density residential units is served by a series of smaller plazas and pocket parks. These outdoor gathering spaces also serve as recreational amenities for the existing neighborhood north of the activity center.
- 7** Continuation of Highway 50 East multi-use pathway.



- ② Primary parking areas are broken into a series of smaller lots and are located centrally to serve multiple uses.
- ⑥ Parking is provided using a combination of surface lots, on-street parking, and structured parking to support a more compact pattern of development.



- ④ Buildings are oriented to frame an internal network of streets, allowing business patrons and residents to easily walk between uses.
- ⑦ High-density residential units are incorporated above and adjacent to retail storefronts allowing for easy access to services and employment.



- ③ Buildings are pushed close to the street, creating a more pedestrian-oriented environment at the street edge.
- ⑤ Frontage road buffers uses from Hwy 50, enhancing the appearance of the corridor and allowing for enhanced access, circulation, and parking configurations..

MIXED-USE ACTIVITY CENTER CASE STUDY: FAIRVIEW DRIVE AND SALIMAN ROAD

EXISTING CONDITION



CONCEPTUAL MIXED-USE ACTIVITY CENTER



- ① Medium to high-density residential (low-rise) provides transition to surrounding neighborhoods.
- ② Parking is broken into a series of smaller lots and is located centrally to serve multiple uses.
- ③ Buildings are pushed close to Fairview, enclosing the street and creating an attractive gateway into Downtown.
- ④ Larger commercial uses are located close to Carson City Freeway where visibility and access are greatest. Smaller retail and residential uses are integrated into the surrounding neighborhood further from the freeway.
- ⑤ Activity center occupies as many quadrants of the intersection as possible to create a dense node of activity.



6 Small-scale retail uses line Fairview, creating an attractive, pedestrian-oriented gateway into Downtown.

7 High-density residential units are incorporated above and adjacent to retail storefronts allowing for easy access to services and employment and to provide a transition to the adjacent neighborhood.



4 Buildings are oriented to frame an internal network of streets, allowing business patrons and residents to easily walk between uses.

8 High-density residential units have an urban character and are served by a series of smaller plazas and pocket parks rather than large open spaces traditionally found in suburban apartment complexes.



9 Buildings are organized to frame corners, creating an inviting, pedestrian-oriented character.

10 Parking and landscape buffers are used to buffer incompatible uses on surrounding sites, such as these storage units.

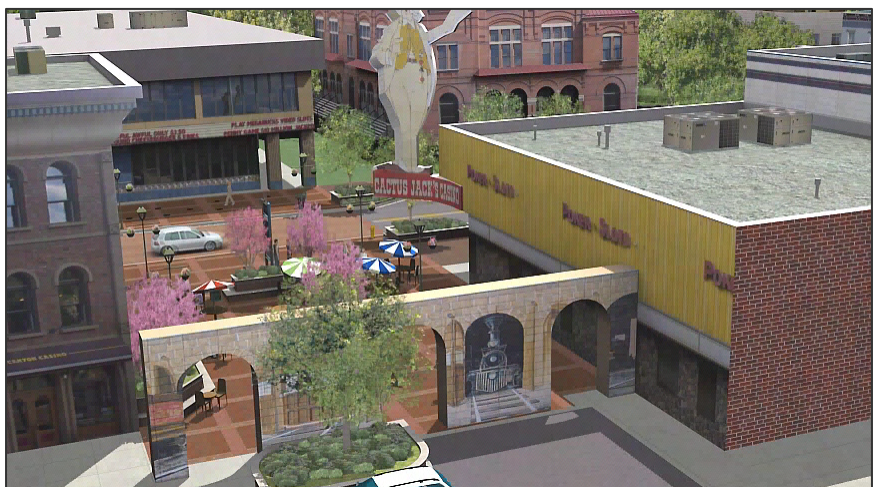
GUIDING PRINCIPLE 8: A VIBRANT DOWNTOWN CENTER FOR THE COMMUNITY

Over the past decades, traffic in Downtown has increased dramatically—in large part due to Carson Street’s role as a state highway—changing it from a once pedestrian-friendly “main street” for the community to a busy throughway. However, with the completion of the Carson City Freeway to Fairview Drive anticipated in 2008 and to South Carson Street by 2010, Downtown will again be subject to change. The freeway is projected to divert approximately ½ of the current traffic volume from Carson Street, giving the City an opportunity to reclaim its former pedestrian-friendly environment in Downtown. In light of this opportunity, Carson City will continue to promote infill and redevelopment activities along Carson Street and throughout Downtown to support the community’s goal of re-establishing Downtown as a vibrant center for the community. Specific development opportunities (in terms of use and scale) will vary according to their location within Downtown, but opportunities are addressed at a more broad level in the policies that follow.

GOAL 8.1—PROMOTE DOWNTOWN REVITALIZATION

8.1a—Mix of Uses

The integration of a broader mix of uses (including housing) is encouraged throughout the Downtown area. However, higher-intensity uses that tend to generate significant amounts of pedestrian and vehicular traffic (e.g., hotel/casinos, convention space, retail) should be concentrated along Carson Street and in area 3 highlighted on the Downtown Character Areas diagram that follows this section. Grouping active uses



The integration of a broader mix of uses (including housing) is encouraged throughout the Downtown area.

in these key locations within Downtown will help establish a series

of “destinations” for Downtown residents and the surrounding community, while helping to preserve the more residential character of the surrounding neighborhoods.



8.1b—Scale of Development

Most buildings in the historic core of Downtown today have a relatively modest scale that ranges from 2 to 4 stories in height. Traditionally, building heights have been kept lower to maintain the visual prominence of the State Capitol building and its landmark dome. In recent years, however, available land in the City has become more limited and vacant lands within Downtown are increasingly being considered desirable for more intense development. To address this issue, the Downtown area has been divided into a series of character areas, as illustrated by the diagram on the following page. Character areas are based on the need to maintain



development within the Downtown should respect the area’s historic context through the use of height transitions and other means (top). Future development should also incorporate a pedestrian-friendly environment and the street level (bottom).

the established scale and pattern of development in some locations with Downtown, while encouraging increased development intensities where significant opportunities exist. Height limitations, development transitions, and other specific design criteria are established for each character area within the new Downtown Mixed-Use (DT-MU) zone district.

8.1c—Enhanced Pedestrian Environment

Create a more pedestrian-friendly environment in Downtown by evaluating the feasibility of reducing traffic from 4 to 2 lanes along Carson Street following the completion of the Freeway and by identifying necessary streetscape enhancements and parking strategies to coincide with the potential reduction in lanes (e.g., reintroduce on-street parking, incorporate pedestrian cross-walks, landscaping, bulb-outs, and street furniture). In addition to providing a safer pedestrian environment, these enhancements will

visually enhance Downtown and create a more inviting



The incorporation of public gathering spaces, such as this outdoor plaza, is encouraged to enhance the Downtown pedestrian environment.

environment.

8.1d—Public Spaces/Recreational Amenities

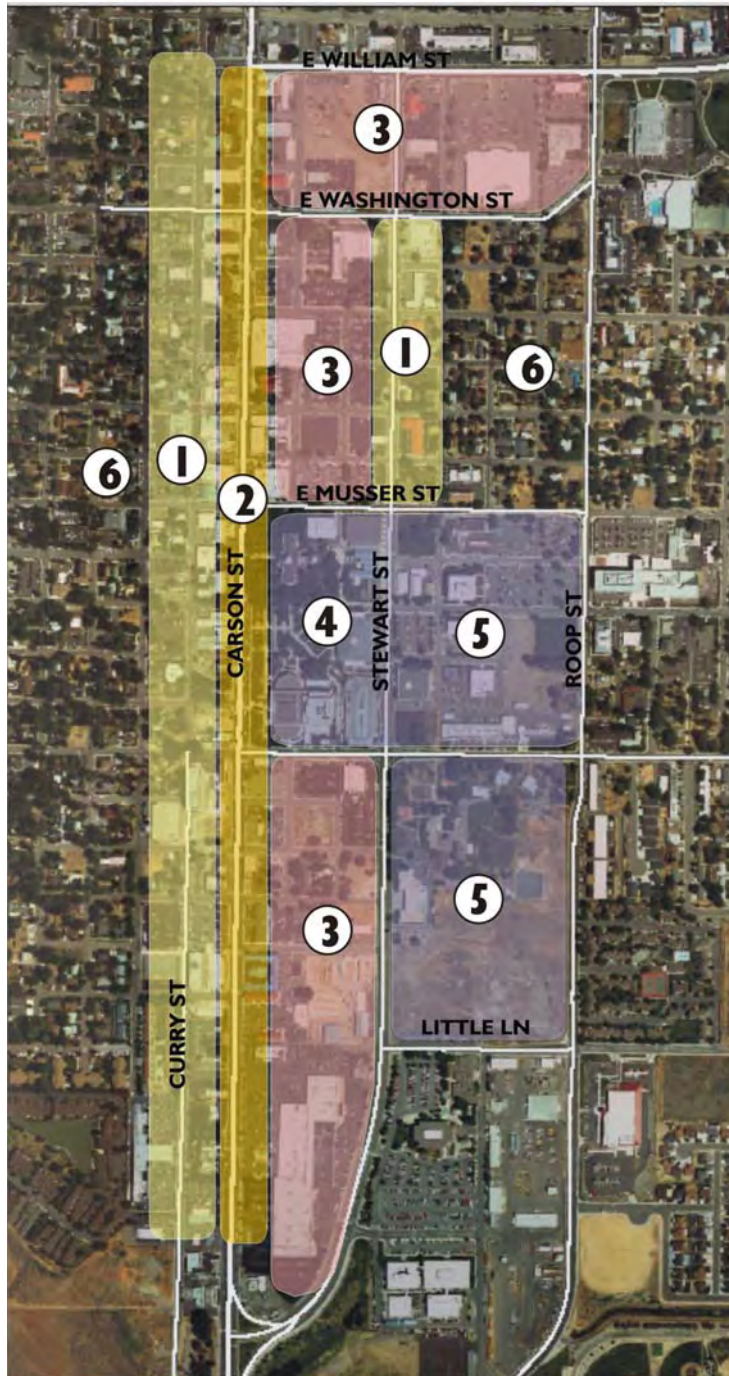
The incorporation of public gathering spaces, such as outdoor plazas, pocket parks, and other amenities, including landscaping, is encouraged to enhance the pedestrian environment within Downtown, to create opportunities for outdoor concerts and events, and to create passive recreational opportunities for Downtown residents.

8.1e—Large-Scale Infill/Redevelopment

Large-scale infill and redevelopment projects (such as the planned State Office Complex expansion, future civic facilities, convention space, or similar projects) that involve the consolidation of multiple blocks within the Downtown Area can have a significant visual and physical impact on the character of Downtown. Careful consideration should be given to projects of this magnitude to ensure they are designed to complement Downtown’s urban, pedestrian-friendly context by incorporating clear pedestrian connections to the surrounding area, establishing strong relationships between buildings and the street, and to minimize the impacts of parking on primary street frontages.

DOWNTOWN CHARACTER AREAS

DOWNTOWN CHARACTER AREAS



1 NEIGHBORHOOD TRANSITION

- Height of buildings steps down towards surrounding residences (typically 3 stores max.)
- Massing of buildings becomes less blocky and "urban"--more residential character
- Primarily mix of office, residential, and small-scale retail uses

2 MAIN STREET MIXED-USE

- Retain traditional "main street" character
- Infill and redevelopment encouraged in keeping with established core area
- Vertical mixed-use required to encourage pedestrian activity
- Heights may "step-up" away from Carson Street, but will generally be limited to 3-4 stories. Limited areas of increased height allowed where already established (e.g., Adjacent to Ormsby House)

3 URBAN MIXED-USE

- High concentrations of vacant or underutilized land with significant infill and redevelopment opportunities
- Building heights will vary, but may go as high as 8-10 stories on some blocks
- Concentrations of active uses such as convention space, casinos, hotels, urban residential, and supporting retail encouraged
- Vertical mixed-use buildings encouraged along major street frontages or public spaces

4 CAPITOL COMPLEX

5 STATE OFFICE COMPLEX

6 DOWNTOWN NEIGHBORHOODS

- These neighborhoods are not included within the Downtown boundary but play an important supporting role in promoting Downtown revitalization efforts
- Infill and redevelopment encouraged provided it is compatible with the scale and historic character of the surrounding area

GUIDING PRINCIPLE 9: STABLE, COHESIVE NEIGHBORHOODS OFFERING A MIX OF HOUSING TYPES

Carson City will promote new neighborhoods that contain a mix of land uses and diversified housing options that meet the varying functional and pricing needs of its residents, including single family, attached homes (duplexes, townhomes), multi-family dwellings, accessory dwellings, and housing included as part of mixed-use developments. The City has prepared an Affordable Housing Plan, which can serve as a guide towards meeting the housing needs of the community's residents. The City will also work to maintain the quality and character of established neighborhoods and ensure that infill and redevelopment is designed in a manner that minimizes impacts on existing neighborhoods, including rural neighborhoods located within the City's urbanizing areas.



A mix of housing types will be encouraged within new neighborhoods.

GOAL 9.1—PROMOTE A MIX OF LAND USES AND HOUSING TYPES WITHIN NEW NEIGHBORHOODS

9.1a—Mix of Housing Types

Encourage a mix of housing models and densities for projects within the urbanized area based upon their size, location, surrounding neighborhood context, and applicable land use policies, as contained in Chapter 3. In general, larger neighborhoods should incorporate the largest variety while a smaller site surrounded by existing housing may be more limited by required transitions, etc.



High density housing will be encouraged within designated activity centers and along major gateway corridors where it can be served by future transit.



The City will encourage the development of energy efficient housing to lower average monthly housing costs.

9.1b—Activity Center Housing

Establish incentives, such as density bonuses or parking reductions, for the incorporation of higher-density housing within designated activity centers and along major gateway corridors where they may be served by future transit.

GOAL 9.2 PROMOTE THE EXPANSION OF AFFORDABLE AND WORKFORCE HOUSING OPTIONS WITHIN THE COMMUNITY

9.2a—Affordable Housing Plan

Identify public lands, including City-owned properties that would be appropriate for affordable housing development and create a plan for the development of affordable housing.

9.2b—Workforce Housing

Create workforce ownership housing opportunities for working families and individuals earning between 80 percent to 120 percent of the median area income. Workforce housing should be located within or adjacent to major employment centers such as downtown and the Regional Medical Center to the extent possible.

9.2c—Energy-Related Housing Costs

The City should encourage a reduction in energy-related housing costs by:

- Providing housing rehabilitation and weatherization programs and or direct assistance to households with a particular emphasis on fixed-income elderly residents of Carson City;
- Encouraging the development of new energy efficient housing and retrofitting for existing housing stock for energy efficiency to lower average monthly housing costs;
- Encouraging the use of site design techniques for residential development that ensure and promote solar and wind efficiency; and
- Ensuring the economical and efficient processing of development applications and building permits to minimize housing development costs.

9.2d—Rehabilitation of Existing Housing Stock

Promote local, state and federal programs to encourage rehabilitation of existing housing stock and preservation of neighborhoods to ensure continued availability of affordable

housing units. Explore the hiring or designation of a City housing coordinator to actively assist with housing affordability programs.

9.2e—Code Enforcement

Enforce appropriate standards for safe and decent affordable housing in Carson City, such as length of stay limits for recreational vehicle parks, motels, and hotels.

9.2f—Regional Housing Opportunities

Encourage and support efforts to create more affordable housing on a regional basis.

GOAL 9.3—MAINTAIN THE QUALITY AND CHARACTER OF ESTABLISHED NEIGHBORHOODS

9.3a—Existing Housing Stock

Develop strategies and incentives such as low-cost loans and design assistance programs to increase home ownership opportunities for residents and to promote regular maintenance and renovation within the City’s established neighborhoods.

9.3b—Compatibility of Infill and Redevelopment

Ensure that infill and redevelopment is designed in a manner that minimizes impacts on and is compatible with existing neighborhoods through the use of appropriate height and density transitions, similar setbacks and lot coverage, garage and loading area location and configuration, the development of park and recreational facilities, connectivity to existing neighborhoods by a pathways system, and other neighborhood specific design considerations.



The quality and character of established neighborhoods will be maintained.

GOAL 9.4—PROTECT THE CHARACTER OF EXISTING RURAL NEIGHBORHOODS

9.4a—Infill and Redevelopment

Ensure that infill and redevelopment is designed in a manner that minimizes impacts on the character and function of rural neighborhoods. Establish guidelines for the incorporation of higher density residential at the fringe of existing rural neighborhoods, as well as on individual lots within them (although this pattern will be



The character of existing rural neighborhoods will be protected.

discouraged). Guidelines should address issues such as density and height transitions, open space buffers, lighting, fencing, etc.

9.4b—“Spot” Rezoning

Discourage “spot” rezoning of parcels within established rural neighborhoods that have not been identified as higher density on the Land Use Map and/or that are not contiguous with lots zoned for a comparable density.



GUIDING PRINCIPLE 10: PROTECTION OF HISTORIC RESOURCES

Carson City will seek to preserve and enhance its historic resources by enforcing its existing preservation regulations and ordinances and updating them as needed and by encouraging historic preservation efforts through the use of financial, building, and related incentives for the restoration and rehabilitation of historic structures and facilities.



GOAL 10.1—PRESERVE AND ENHANCE HISTORIC RESOURCES

10.1a—Adaptive Reuse

Encourage the adaptive reuse of historic buildings not eligible for designation on the Local, State, or National Register of Historic Places, but which have historic features and contribute to the overall character of the neighborhood. Establish financial, building and related incentives for the restoration and rehabilitation of historic structures and facilities.



10.1b—Consistency with Standards and Guidelines

Ensure that the rehabilitation and renovation of historic structures occurs according to the City’s adopted Historic District and Downtown Business District Guidelines. Continue to review rehabilitation and renovation proposals for compliance with adopted guidelines.

10.1c—Historic Properties Inventory

Continue to maintain an inventory of historic properties within the City.

The city will seek to preserve and enhance its historic resources.

Chapter 7: A Connected City

A connected city allows residents to travel within the community, and to other centers within the region, in a variety of ways using a safe, efficient, multi-modal transportation system. Carson City will promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational amenities, and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks. Additionally, the City will seek opportunities to expand existing transit services as feasible to increase travel choices for the community and to support a more compact pattern of growth.

GUIDING PRINCIPLE 11: A SAFE, EFFICIENT, MULTI-MODAL TRANSPORTATION SYSTEM

Carson City will maintain a safe transportation system that facilitates efficient travel both within and through the community using a variety of motorized and non-motorized modes.



GOAL 11.1—ESTABLISH AN INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM

11.1a—Plan Consistency

Ensure the goals and policies contained in the City’s Transportation, Transit, and Unified Pathway Master Plans are supportive of the development of an integrated multi-modal transportation system and are consistent with the goals and policies contained in this Master Plan. Review and update the City’s Transportation, Transit, and Unified Pathways Master Plans as needed to ensure consistency and to support the implementation of this Master Plan. Continue to coordinate with the Carson Area Metropolitan Planning Organization (CAMPO), Nevada Department of Transportation, Regional Transportation



The City will encourage transit usage and seek opportunities to expand transit options for its residents.

Commission, adjacent counties, and other partners on transportation issues.

11.1b—Regional Coordination

Maintain an active presence in regional and state-level transportation planning activities (such as the completion of the Carson City Freeway) to identify opportunities for joint planning/construction efforts, enhanced levels of service, and to monitor the impacts of potential projects on the community. Coordinate ongoing road improvement projects with recommendations contained in the City's Unified Pathways Master Plan as appropriate to promote the most efficient use of rights-of-way and resources.

11.1c—Plan Overlap/Implementation

Seek opportunities for coordination in the implementation of the City's Transportation, Transit, and Unified Pathways Plans. Actively encourage ridership of the City's transit system.

GOAL 11.2—COORDINATE LAND USE AND TRANSPORTATION DECISIONS TO SUPPORT THE USE OF ALTERNATIVE MODES

11.2a—Plan Coordination

Ensure that the City's transportation system is supportive of the goals and policies contained in this Master Plan and can efficiently accommodate the types and intensities of development specified on the Land Use Map. Conduct periodic updates to the City's transportation model based on future development projections to ensure the feasibility of development patterns portrayed on the Land Use Map.

11.2b—Transit Supportive Development

Promote the development of transit-supportive development patterns (e.g., mix of uses, pedestrian-orientation, higher density) along major travel corridors to facilitate future transit. Identify opportunities for transit and pedestrian-oriented development patterns on the Land Use Map and coordinate the review of development proposals with local transit providers and the Regional Transportation Commission as appropriate to respond to existing/planned transit service.



11.2c—Enhanced Roadway Network

Seek opportunities to enhance the City’s north/south arterial and collector street network in conjunction with future development (as consistent with the Transportation Plan) to improve connectivity and further enhance the feasibility of broader transit service and transit supportive development patterns.

11.2d—Design and Access Standards

Establish design and access standards for development occurring along major gateway corridors in order to preserve their functional integrity, capacity, safety and appearance.



Well-designed roadways improve safety and the appearance of neighborhoods.

GUIDING PRINCIPLE 12: A UNIFIED PATHWAYS SYSTEM

The City will seek to ensure that most major destinations, parks, and open space areas within the community are accessible from residential neighborhoods via safe, enjoyable routes, free of vehicular conflicts, that allow the user to enjoy the natural setting of Carson City without their automobiles—adopting the slogan, “Every home is a trailhead.” Carson City is committed to the shared use of most trail corridors by walkers, joggers, horseback riders, rollerbladers, strollers, and off-highway vehicles. The City will also seek to provide access to all feasible portions of the pathway system and access to a representative portion of each of the City’s natural settings for persons with disabilities.

GOAL 12.1—ESTABLISH A CITY-WIDE SYSTEM OF MULTI-USE PATHWAYS

The City will support the use of alternative travel modes by encouraging increased densities and pedestrian oriented site design along major travel corridors.

12.1a—Enhance the Pathways Network

Continue to maintain and expand the City’s existing network of pathways to link distinct geographic locations within the community and to provide improved access to and between neighborhoods, activity centers, schools, and other destinations. Provide multi-use paths where necessary as identified on the Unified Pathways Master Plan map to cross physical barriers, establish direct connections



between neighborhoods, activity centers, schools (as consistent with the Safe Route to School public safety program), and other destinations, and to take advantage of available opportunities such as utility and open space corridors where possible.

12.1b—Broaden Facility Types

Continue to broaden the types of pathway facilities provided within the community to serve a more diverse cross-section of residents. Implement the Unified Pathways Master Plan as adopted to promote the shared use of trail corridors and increased access for persons with disabilities.



Coordinating new development with existing trails improves pedestrian and bicycle system connections.

12.1c—Section-by-Section Implementation

Seek opportunities to complete individual sections of the City’s adopted Unified Pathways Master Plan on a site-by-site and “missing link” basis as future development occurs. Continue to require future development to construct, to City standard, on-site sidewalks and connections to adjacent pedestrian and bicycle systems as needed and coordinate the dedication of rights-of-way for planned pathway connections at the time of development.

The City will continue to expand its existing network of pathways.

Chapter 8: Specific Plan Areas

INTRODUCTION

Carson City adopted an ordinance effective July 17, 1995 permitting the use of Specific Plan Areas (SPAs) within the City's Master Plan. Based on this ordinance, contained in Chapter 18.02.070, of the City's Municipal Code, four Specific Plan Areas have been identified on the Land Use Map. They include the following:

- Schulz Ranch Specific Plan Area (SR-SPA);
- Brown Street Specific Plan Area (BS-SPA);
- Lompa Ranch Specific Plan Area (LR-SPA); and
- Eastern Portal—Virginia & Truckee Railroad Gateway Specific Plan Area (V&T-SPA).

A Specific Plan Area designation requires development proposals within the area to be reviewed in a comprehensive manner, based on a set of adopted policies. Policies address planning issues or objectives specific to the Specific Plan Area, and typically relate to topics such as land use; community character and design; circulation and access; parks and open space; infrastructure, services, and facilities; and cultural and environmental resources.

The policies are not intended to be all encompassing; rather, they are intended to provide a framework for the development of an overall master plan for the area which must be prepared prior to development. Upon adoption of a Specific Plan Area application, the Land Use Map will be updated and the revised policies incorporated into this chapter.

SCHULZ RANCH SPECIFIC PLAN AREA (SR-SPA)

The intent of the Schulz Ranch Specific Plan Area (SR-SPA) is to establish policies that provide a framework for the incorporation of additional housing in the area following the closure of the Race Track in a manner that:

- *ensures the compatibility of future development with an established suburban neighborhood in the area and future development on adjacent property in Douglas County;*
- *protects the natural features of the site and of surrounding lands;*
- *provides a distinct benefit to and protects the quality of life for existing and future residents in the area; and*
- *ensures that appropriate public facilities and services will be provided to serve the area.*

LOCATION AND APPLICABILITY



The SR-SPA is located south of the City's existing urbanized area between Bigelow Drive and Center Street, as identified on the map on the map above.

DEVELOPMENT CONTEXT

The SR-SPA abuts the North Douglas County Specific Plan Area on the west, much of which is currently vacant, but is planned for a range of commercial (adjacent to Highway 395, approximately 160 acres), public facilities, single-family residential uses (8,000-12,000 square foot lots on approximately 158 acres), and open space. The area abuts property owned by the Washoe Tribe to the north, between

Plan Areas 8-3

Clear Creek and the Plan area. The Stewart Facility, owned by the State, is located north of Clear Creek and used for a variety of purposes, including State offices and training facilities. On the south lie additional vacant lands within Douglas County which are not included in the North Douglas County Specific Plan Area. The State Prison Farm is located to the east, across Bigelow Drive.

SR-SPA LAND USE POLICIES

SR-SPA 1.1—Master Plan and Zoning Designation

Parcel A shall be designated Medium Density Residential (4 to 10 dwelling units per acre) on the Master Plan Land Use Map. Parcel A shall be zoned Single Family 6000 (SF6) on the official zoning map of Carson City only upon approval of a tentative map for the property on which the race track facilities are located. Development of Parcel A will be by subdivision, planned unit development, or common open space subdivision encouraging a development with varying lot sizes.

SR-SPA 1.2—Variety of Lot Sizes and Setbacks

A variety of lot sizes shall be provided to allow for a gradual transition in density between existing 1-acre lots and the more urban development pattern permitted and to encourage a diversity of housing types. To accomplish this, the following standards shall apply:

- Lots may range from 2,500 square feet to 1-acre in size;
- Subdivisions within Parcel A shall provide a minimum of three distinctly different neighborhoods with different lot sizes;
- Smaller lots shall generally be located in the northwest portion of Area A to provide a transition to larger lots adjacent to existing one-acre residential lots.
- A variety of setbacks is encouraged.
 - Where larger buffer lots are required on the perimeter of Parcel A, setbacks from parcels in Area B shall be a minimum of 30 feet, whether front or rear yards. Opposite yards from those facing Area B may be a minimum of 20 feet. Side yards on such lots shall be a minimum of 10 feet.
 - Where lots are 4,500 square feet or larger, minimum setbacks are as follows: Front and rear yards: 15 feet; side yards: 5 feet. A 20 foot driveway shall be provided from the property line to the face of the garage.

- Where lots are smaller than 4,500 square feet, setbacks may either conform to the standards for lots 4,500 square feet or larger or alternative setbacks may be determined with the tentative map submittal.
- Corner lots shall be larger, as necessary, to allow adequate vehicle and pedestrian sight distance. Driveways, fences and on-street parking shall not interfere with vehicle and pedestrian sight distances.

For the purposes of satisfying the above standards, a distinctly different lot size shall vary by a minimum of 500 square feet from other lot sizes provided. Larger lots may be used around the perimeter as a transition.

SR-SPA 1.3—Phasing of Development

A phasing plan for Parcel A shall be submitted for review and approval with any development application for that area. For any subdivision of property on Parcel A to lots of less than one acre in size, the property on which the race track facilities are located shall be identified and developed as part of the overall development plan. Prior to the issuance of the first certificate of occupancy within Parcel A, the racetrack shall cease all operations.

SR-SPA 1.4—Disclosure of Adjacent Uses

The sale of homes within Area A shall include a disclosure that properties in the vicinity are permitted to keep horses and other livestock and the property may be impacted by odors, dust, noise and other affects associated with the keeping of livestock.

V&T SPA—1.5 Drako Way Vicinity Land Use Change

The land use designation of the property in the vicinity of Drako Way, east of the V&T railroad alignment, shall be changed by Carson City from Industrial to Mixed-Use Commercial and/or Mixed-Use Residential upon removal of the old landfill identified on the site or with approved engineering controls in accordance with NDEP standards upon development of the property.

SR-SPA CIRCULATION AND ACCESS POLICIES

SR-SPA 2.1—Interconnected Street Network

An interconnected system of streets shall be established to provide efficient on and off-site connections, disperse traffic, and accommodate a variety of modes of transportation including motor

Plan Areas 8-5

vehicles, bicycles, and pedestrians. Developing isolated neighborhood street networks that only serve small segments of a particular development or the SPA is strongly discouraged. All local residential streets shall provide both sides on-street parking.

SR-SPA 2.2—Topsy Lane Connection

Right-of-way for the extension of Topsy Lane, through Parcel A, from Center Drive to Schulz Drive shall be provided (at a minimum) to collector street standards. The street section shall include a bicycle lane on both sides of the street. A non-standard sidewalk/pathway, 8 feet in width, separated from the roadway with a minimum landscape buffer of 5 feet, shall be provided on one side of the street. The Topsy Lane extension, including linear park and multi-use trail facilities, may be constructed in one or two phases, provided that the first phases of development are served by at least two paved accesses per Carson City standards. If the extension is constructed in two phases, the final improvement plans that complete the connection shall be submitted with the final map containing the 251st lot.

SR-SPA 2.3—Pedestrian and Bicycle Connections

A system of pedestrian and bicycle connections shall be provided as specified on the City's adopted Unified Pathways Master Plan to establish visual and physical connections to and between the following:

- Any sidewalks, trails, or walkways on adjacent properties that extend to the boundaries shared within the development;
- Any adjacent public park, open space, or civic use including but not limited to schools and public recreation facilities;
- Edmonds Sports Complex;
- Stewart Facility;
- Clear Creek Corridor;
- Bigelow Drive and Center Drive;
- Future City Recreation Center;
- V&T right-of-way along the Carson River; and
- North Douglas County Specific Plan open space areas.

SR-SPA 2.4—Traffic Analysis

An evaluation of the condition of Bigelow Drive and Center Drive shall be conducted in conjunction with a traffic analysis upon review of the development plan for Parcel A to determine the impacts and adequacy of the existing roads to accommodate additional traffic. Developer participation in any necessary

upgrades to the roadways to accommodate the additional traffic generated from the development may be considered based on the results of the road evaluation and traffic study.

SR-SPA COMMUNITY CHARACTER AND DESIGN POLICIES

SR-SPA 3.1—Varied Streetscapes

To promote more interesting streetscapes and offer consumers a wider choice of housing styles, a variety of home models shall be provided. To accomplish this, the following standards shall apply:

- Subdivisions with 150 or more units shall provide a minimum of four distinctly different home models.
- Subdivisions with less than 150 units shall provide a minimum of 3 distinctly different home models.

For the purposes of satisfying the above standard, each model home elevation shall distinctly differ from other home elevations in a minimum of three of the following areas:

- The placement of all windows and doors on the front façade elevation.
- The use of different materials on the front façade elevation.
- Substantial variation in the location and/or proportion of garages and garage doors.
 - The width of the front façade elevation must differ more than two feet.
 - Variation in the location and proportion of front porches.
 - Substantial variations in roof-lines and/or in the angle of roof runs.
 - Use of roof dormers.
 - A variation of building types, i.e., ranch, two-story, and split level.
 - Window shapes that are substantially different.
 - Use of different roof materials.
 - Other distinct design variations approved by the City.
- Additionally, new residential structures on lots 70 feet or wider shall use a minimum of three of the following techniques and new residential structures on lots narrower than 70 feet shall use a minimum of two of the following techniques to reduce the prominence of garages, promote pedestrian activity and create visual diversity in the neighborhood:

Plan Areas 8-7

- **House forward** – Living areas that extend a minimum of five feet in front of the garage face.
- **Front porches** – A 60 square foot or larger covered front porch that extends a minimum of 6 feet in front of the living area.
- **Courtyards** – A 60 square foot or larger front yard courtyard with a hard finished floor surface (concrete, wood, brick, pavers, etc.) and walls not exceeding three feet in height, extending a minimum of three feet in front of the garage face.
- **Varied front setback** – Front setbacks of adjacent homes on the same side of the street vary by a minimum of three feet.
- **Garage orientation** – Garage doors that do not face the street (i.e. provide side loaded garages) with front elevations of garages that are architecturally consistent with the living area front elevation.
- **Reduced garage width** – Garages that do not exceed 40% of the front elevation.
- **Enhanced landscaping** – On lots narrower than 70 feet, a minimum of one additional 2-inch caliper tree is provided in the front yard. On lots 70 feet or wider, a minimum of two additional 2-inch caliper trees are provided in the front yard. In addition, the entire front yard area is landscaped and irrigated. A maximum 10% of the front yard landscaping may consist of empty shrub beds with landscape fabric and irrigation to provide homebuyers with landscape options. Bare dirt shall be prohibited in front yards.
- **Front door path** – A three foot or wider path that is physically separated from the driveway is provided from the sidewalk to the front door.
- **Structure articulation** – A minimum of four separate roof planes are incorporated within the front elevation and the front elevation contains a minimum of two wall planes that are offset by a minimum of three feet.

SR-SPA 3.2—Building Orientation

Homes shall be oriented so as to not back (rear yards) onto streets, excluding Topsy Lane and Center Drive. Individual driveway access onto Topsy Lane/Race Track Road and Center Drive is prohibited.

SR-SPA 3.3—Development Compatibility

A transition in development intensity shall be provided between urban residential uses and rural residential uses. Transitions may

be accomplished through the use of open space buffers, larger lot sizes, or a combination of these methods.

SR-SPA 3.4—Street Trees

Street trees shall be provided along the Race Track Road/Topsy Lane connection between Schulz Drive and Center Drive, spaced on average at 40-foot intervals. Species grouping and diversity is encouraged.

SR-SPA 3.5—Front Yard Landscaping

Front yard landscaping and irrigation shall be provided by the developer(s) of each subdivision. Landscaping shall include a minimum of two trees (1-1/2 inch caliper deciduous or five foot high evergreen) and 12 five gallon mix of evergreen and deciduous shrubs. Evergreen trees shall be planted a minimum of 20 feet from back of sidewalks. Turf and/or groundcover areas shall also be provided in the landscape alternatives. A minimum of three typical landscape schemes for each neighborhood shall be provided with development approval.

SR-SPA 3.6—Buffer Lots

Lots abutting existing residential parcels at the perimeter of Area A shall be created as generally depicted in the conceptual plan identified with this document and shall be limited to the development of one-story homes.

SR-SPA PARKS AND OPEN SPACE POLICIES

SR-SPA 4.1—Regional Open Space Network

Open space within the SR-SPA should serve as an extension of open space designated within the North Douglas County Specific Plan, creating a unified system that serves both Carson City and Douglas County residents in the future. A Linear Park connection adjacent to Topsy Lane/Race Track Road will be provided to a centrally located neighborhood park within Parcel A.

SR-SPA 4.2—Neighborhood Parks

A 3-1/2 to 5 acre neighborhood park shall be centrally located within the Parcel A development area. The park will be integrated into the overall layout and design of the surrounding neighborhoods and function as a central component of a linear park/pathway system that provides east-west and north-south connectivity to Parks detention areas and adjacent properties.

SR-SPA 4.3—Parks Detention Basin/Natural Areas

Detention basin facilities will be required in the northern and southern areas of Parcel A. The Parks and Recreation Department is interested in these sites as park facilities integrated into the neighborhood design and connected to the neighborhood park via the linear park/pathway system. A natural passive setting is anticipated at the site adjacent to Clear Creek in the northern portion of Parcel A and a developed passive setting is anticipated for the southerly site.

SR-SPA 4.4—Linear Park/Pathway System

An east-west linear park/pathway system will be provided adjacent to Topsy Lane/Racetrack Road. This will provide connectivity for bicycle circulation via 5 foot on street bike lanes and pedestrian connectivity via an 8 foot pathway on the south side of the roadway section. The 8 foot pathway will be provided within a 30-foot area to allow for a landscaped linear park. The 30-foot width may be reduced near intersections where additional lane width is required. A 10-foot wide landscaped area will be provided on the north side of the roadway to provide landscape continuity.

North-south circulation between the neighborhood park and the detention basin parks will be provided adjacent to neighborhood streets with a 10-foot landscaped parkway and 6 foot sidewalk which will be incorporated into the parks system to provide linear connectivity and continuity.

SR-SPA 4.5—Clear Creek Corridor

The Clear Creek corridor represents a valuable natural resource and amenity for Carson City, the Stewart Facility, and this development area. As a result, direct public access to the Clear Creek corridor is important to the City. Incorporation of a detention basin park in this area provides a creek crossing point for future access to the Stewart Facility.

SR-SPA-4.6—Design Approval

Conceptual site designs for the neighborhood park, the linear parks, and the detention basin parks will be presented to the Parks and Recreation Commission, the Planning Commission, and the Board of Supervisors for final approval.

SR-SPA INFRASTRUCTURE, SERVICES, AND FACILITIES POLICIES

SR-SPA 5.1—Extension of Public Utilities

Municipal water and sewer facilities, as well as natural gas, electric, and cable television services shall be extended to serve the development.

SR-SPA 5.2—Connection of Existing Residences to Community Water and Sewer Facilities

Existing residences on individual wells and/or septic systems shall not be required to connect to the municipal water and wastewater facility as a result of the proposed development within Areas A or B, except as may be required by the State of Nevada or other Carson City ordinances or regulations.

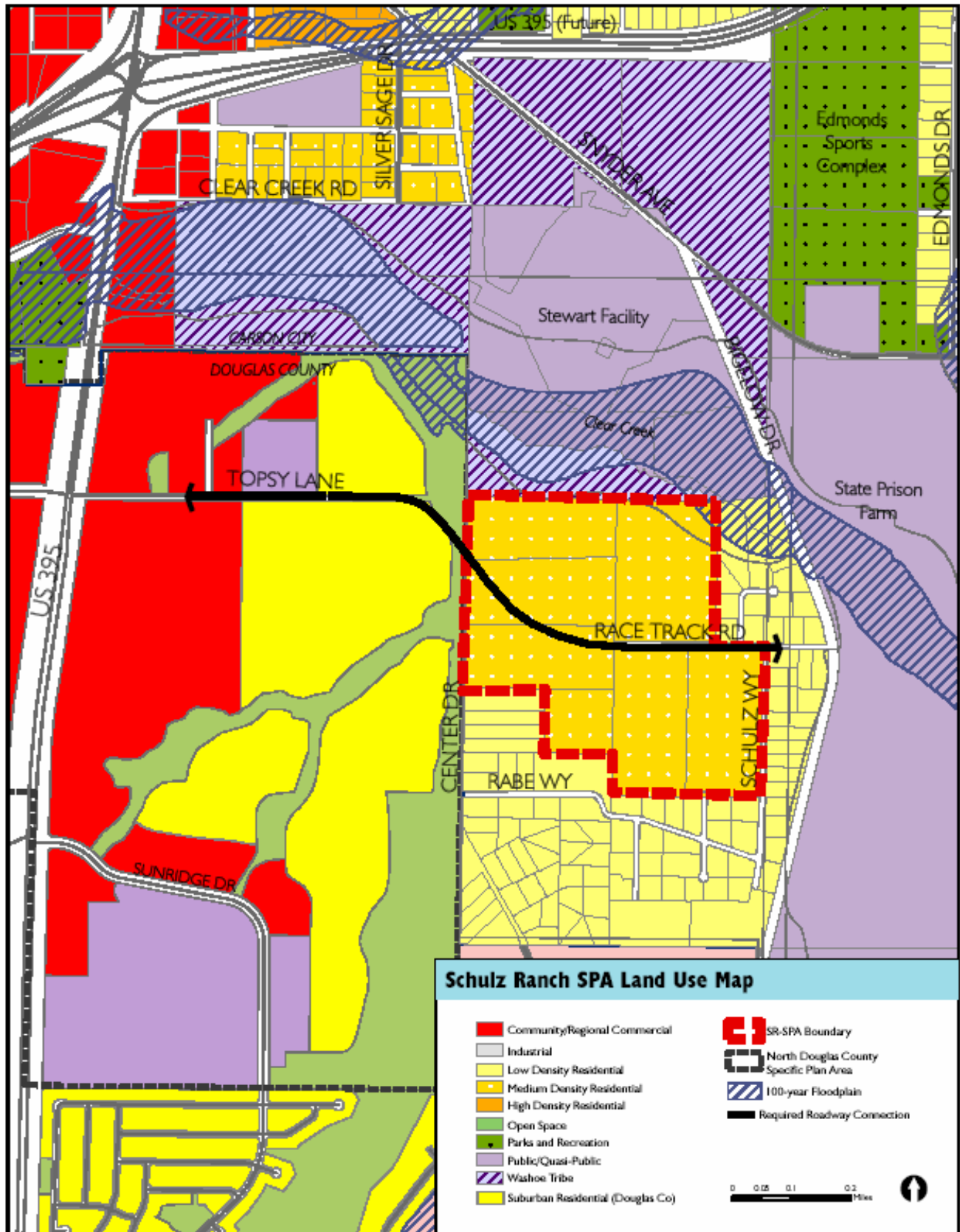
SR-SPA CULTURAL AND ENVIRONMENTAL RESOURCES POLICIES

SR-SPA 6.1—Clear Creek

The Clear Creek floodplain in the northeast portion of Area A shall be retained in open space as part of the development, and may be incorporated into the project stormwater and water quality control facilities. The development shall meet all local, state and federal requirements for drainage, stormwater maintenance access and water quality control.

SR-SPA 6.2—Race Track Demolition

The developer shall be responsible for meeting all applicable local, state and federal environmental laws in the removal of the race track facilities.



BROWN STREET SPECIFIC PLAN AREA (BS-SPA)

The intent of the Brown Street Specific Plan Area (BS-SPA) is to establish policies that reinforce and stabilize the BS-SPA as a cohesive residential neighborhood by:

- *accommodating residential and neighborhood-serving commercial infill and redevelopment that is compatible with existing, occupied homes and adjacent neighborhoods and that facilitates the transition of the BS-SPA to higher intensity residential uses over time;*
- *preventing isolated “piece meal” development that occurs without an overall concept for the area that expresses a clear long-range vision;*
- *buffering residential uses from adjacent commercial development; and*
- *ensuring that future development provides a distinct benefit to and protects the quality of life for existing and future residents in the area.*

LOCATION AND APPLICABILITY



The Brown Street Specific Plan Area is located southwest of the Highway 50 East/Graves Lane (Fairview) intersection, as defined on the map above. The policies and guidelines contained herein shall

Plan Areas 8-13

be applicable to all properties contained within the Specific Plan Area boundary.

DEVELOPMENT CONTEXT

Properties north of the BS-SPA are commercial in nature and include the Slot World Casino and Silver Dollar Casinos and associated surface parking lots. To the east and south are stable neighborhoods that include a variety of residential uses, single-family detached homes, duplexes, and multi-family apartments. Vacant parcels to the west (zoned General Commercial, GC) currently provide a buffer between the BS-SPA and nearby industrial warehouse uses.

Primary access to the site is from Highway 50, via Graves Lane and Gordon Street on the north and Graves Lane, via Edmonds Drive on the south.

Targeted infill and redevelopment within the BS-SPA is strongly encouraged to promote the stabilization, transition, compatibility and enhancement of the area; however, it is encouraged to occur in a unified manner and may only occur if certain conditions are met, as enumerated in the policies below.

BS-SPA LAND USE POLICIES

BS-SPA 1.1—Master Plan and Zoning Designation

All properties located within the BS-SPA shall be designated Mixed-Use Residential (3 to 36 dwelling units per acre) on the Master Plan Land Use Map. If development occurs prior to the adoption of a Mixed-Use Residential zone district, all properties shall be zoned Multi-family Apartments (MFA) on the official zoning map of Carson City to encourage the incorporation of a broader mix of housing types.

BS-SPA 1.2—Development Context Diagram

Any infill or redevelopment proposed within the BS-SPA (whether on a single existing parcel or a larger parcel comprised of multiple lots) shall provide a Development Context Diagram to illustrate how the proposed development relates to adjacent uses in terms of its housing types, orientation, organization of uses (including parking), and how it relates in compatibility and transition to adjacent neighborhoods.

BS-SPA 1.3—Variety of Housing Types

The incorporation of a broader variety of housing types is encouraged within the BS-SPA.

BS-SPA 1.4—Commercial Land Uses

If Sweetwater Drive is extended from Graves Lane to Edmonds Drive to provide additional access to the area and limit access through the existing residential neighborhood to the south, the parcels north of the Sweetwater Drive extension and east of Edmonds Drive may be designated Commercial on the Master Plan Land Use Map and zoned Neighborhood Business (NB) on the official zoning map upon completion of the street extension. Any commercial development shall be consistent and compatible with the community design standards of this document.

BS-SPA 1.5—Mixed-Use Development

Mixed use (commercial-residential) shall be encouraged as a transition between existing and future commercial areas and residential uses. Parcels in these transition areas may be designated for mixed use upon adoption of any applicable mixed-use ordinance.

BS-SPA CIRCULATION AND ACCESS POLICIES**BS-SPA 2.1—Roadway Connections**

All proposed roadway connections shall support and build upon the BS-SPA's existing system of interconnected streets to provide efficient on and off-site connections, disperse traffic, and accommodate a variety of modes of transportation including motor vehicles, bicycles, and pedestrians. Existing street widths may be adjusted as part of an overall development proposal.

BS-SPA 2.2—Pedestrian and Bicycle Connections

A system of pedestrian and bicycle connections shall be provided to establish visual and physical connections to and between the following:

- any sidewalks, trails, or walkways on adjacent properties that extend to the boundaries shared within the development;
- adjacent neighborhoods; and
- existing bike path along Highway 50.

BS-SPA-2.3—Urban Roadway Standards

Existing streets shall be upgraded to meet Carson City standards for width and construction for an urban roadway section with on-street parking.

BS-SPA COMMUNITY CHARACTER AND DESIGN POLICIES

BS-SPA 3.1—Building Orientation

The primary entrance of all residential uses shall be oriented towards Edmonds or Brown Streets to maintain a pedestrian-oriented street frontage and to maintain the privacy and quality of life of existing residents within the BS-SPA.

BS-SPA 3.2—Relationship to Surrounding Development

To encourage a cohesive pattern of development and to enhance the compatibility of future infill and redevelopment with existing, adjacent residences, the following design standards shall apply:

- Infill and redevelopment that is of a greater intensity and height shall provide a visual transition and compatibility by “stepping down” its height to meet the height of the existing use; and
- Proposed land uses shall be organized in a manner that is compatible with existing uses and should use less intense uses (in terms of height and mass) to provide a transition between “pods” of existing homes within the BS-SPA and future uses that may be of a higher intensity.

BS-SPA 3.3—Parking Location and Design

To minimize the visual presence of off-street parking within the BS-SPA, the following design standards shall apply:

- To the extent feasible, surface parking required to serve higher-intensity residential uses should be located behind the primary structure, away from the street frontage;
- Larger lots shall be broken into a series of smaller blocks of parking areas not to exceed 20 spaces each;
- If site constraints or other factors warrant the location of parking along the street frontage, a landscape buffer and/or decorative wall shall be provided to screen parked cars from the sidewalk and street.

BS-SPA 3.4—Garage Placement and Design

The use of a variety of garage configurations (i.e., front-loaded (street-oriented) garages, side-loaded garages, or alley-loaded

garages) shall be required to promote more pedestrian-friendly residential streetscapes. In addition, the following standards shall apply:

- Front-loading garage doors shall be limited to 20 feet (2 bays) or 35% of the front façade of the dwelling structure, whichever is less.
- Front-loading garages shall be recessed a minimum of four feet behind the front façade of the dwelling portion of the structure, or a front porch that is a minimum of five feet deep by eight feet long, or recessed a minimum of two feet beneath the second floor bay.

BS-SPA 3.5—Varied Streetscapes

To promote more interesting streetscapes and offer consumers a wider choice of housing styles, a variety of home models shall be provided. For the purposes of satisfying the above standard, each home or building elevation shall distinctly differ from other home model elevations in a minimum of four of the following areas:

- The placement of all windows and doors on the front façade elevation.
- The use of different materials on the front façade elevation.
- Substantial variation in the location and/or proportion of garages and garage doors.
- The width of the front façade elevation must differ more than two feet.
- Variation in the location and proportion of front porches.
- Substantial variations in roof-lines and/or in the angle of roof runs.
- Use of roof dormers.
- A variation of building types, i.e., ranch, two-story, and split level.
- Window shapes that are substantially different.
- Other distinct design variations approved by the City.

BS-SPA 3.6—Parking Amount

On street-parking spaces may be credited towards up to 10 percent of the total off-street parking requirement for residential uses.

BS-SPA-3.7—Street Trees

Street trees shall be provided along all public rights of way, spaced at 40' intervals. Provisions shall be made as part of any development for the private maintenance of any street frontage

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landscaping, right-of-way landscaping and common landscape areas.

BS-SPA INFRASTRUCTURE, SERVICES, AND FACILITIES POLICIES

BS-SPA 4.1—Extension of Public Utilities

Municipal water and sewer facilities shall be upgraded as needed to serve future development.

BS-SPA 4.2—Improvement of Drainage Facilities

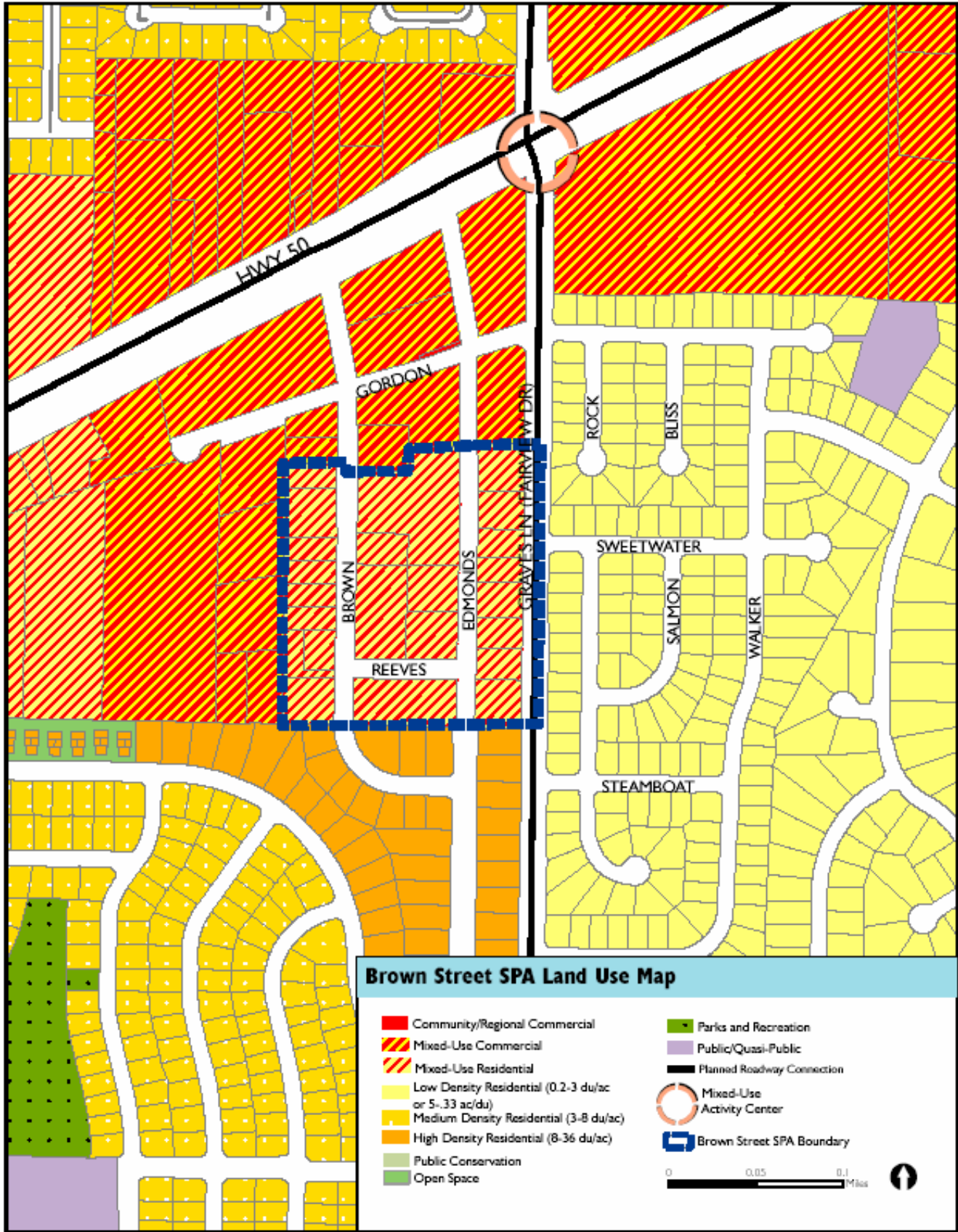
Drainage facilities, including downstream facilities, to serve the SPA area shall be upgraded as needed to serve future development.

BS-SPA 4.3—Right-of-Way Review

Road right-of-way may be reviewed and adjusted to free up developable land and to provide minimum standard widths. Any abandonments shall be accomplished comprehensively for the neighborhood.

BS-SPA 4.4—Roadway Names

North Edmonds Drive shall be renamed as a part of the renaming of Graves Lane to Fairview Drive as directed by the Board of Supervisors. Carson City shall initiate the name change process.



LOMPA RANCH SPECIFIC PLAN AREA (LR-SPA)

The intent of the Lompa Ranch Specific Plan Area (LR-SPA) is to establish policies that provide a framework for the future development of the area in a manner that:

- *provides for a comprehensive development plan for a balanced mix of land uses and a variety of housing options;*
- *ensures the creation of cohesive neighborhoods within the SPA;*
- *ensure adequate vehicular and non-motorized circulation throughout the SPA;*
- *ensures the compatibility of future development with established neighborhoods in the area;*
- *ensures that adequate public facilities and services will be provided to serve the area;*
- *will not adversely impact the public health, safety, and welfare.*

LOCATION AND APPLICABILITY



The Lompa Ranch Specific Plan Area is located south of Highway 50 and north of Fairview Drive, as defined on the map above. The policies and guidelines contained herein shall be applicable to all properties contained within the Specific Plan Area boundary.

LR-SPA POLICIES

Development of lands within this Special Planning Area may occur pursuant to the policies below. Adoption of a new SPA and rezoning of these areas will be required. The applicant shall have the burden of proof to provide facts supporting the proposed SPA and Zoning Map Amendment. For purposes of legal clarity, this shall include the burden of going forward with the evidence and the burden of persuasion on all questions of fact which are to be determined by the Planning Commission and the Board of Supervisors. Additionally, the applicant shall provide adequate information in the application to support a positive finding with regard to compliance with the following policies. The Commission and Board shall determine if the information presented is adequate to support their decisions with regard to compliance.

LR-SPA LAND USE POLICIES

LR-SPA 1.1—Specific Plan Area Requirement

The Master Plan Land Use Map identifies a mix of uses for the property but is merely intended as a guide for future development of the property. Prior to any development occurring on the property, a new Specific Plan Area (SPA) must be approved to more specifically establish land uses, densities, design standards, and other standards pursuant to the general policies of this SPA. The SPA shall modify the Land Use Map, as appropriate, to identify land use areas, parks, open space, drainage facilities, etc. Appropriate zoning of the property may be included as part of the SPA process.

LR-SPA 1.2—Mix of Land Uses

The SPA encourages a mix of land uses, including a variety of residential densities, employment/office uses and commercial uses to serve the local neighborhood as well as the region. The incorporation of higher density housing within the mixed-use commercial area to compliment retail and employment uses is encouraged. The final SPA shall establish guidelines for the mix of uses desired within the Activity Center and the appropriate configuration (i.e. vertical or “stacked” mixed-use, or horizontal or “side-by-side” mixed-use) of uses within it.

LR-SPA 1.3—Development of Activity Center

The Master Plan Land Use Map identifies an “Activity Center” in the vicinity of the freeway and Highway 50 East. In the Mixed-Use

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Commercial portion of the property, an Activity Center should be integrated into the surrounding neighborhood and should incorporate a mix of complementary uses (including residential), increased densities, clear pedestrian connectivity and other transit supportive features.

LR-SPA 1.4—Mix of Housing Types

A range of housing types shall be included in the SPA, including single-family detached, single-family attached, duplexes, multi-family residential units and housing included as part of the mixed-use development to meet varying functional and pricing needs. Single family neighborhoods shall provide a range of lot sizes.

LR-SPA 1.5—Compatibility with Existing Neighborhoods

Land use patterns and development intensity shall be designed to provide for compatibility with existing, surrounding neighborhoods, including consideration of lot sizes and development intensities adjacent to existing residential neighborhoods.

LR-SPA CIRCULATION AND ACCESS POLICIES

LR-SPA 2.1—Roadway Linkages

The general vehicular circulation network shall be established with the final SPA to connect neighborhood within the SPA and surrounding neighborhood and shall include, at a minimum:

- a north-south collector between Highway 50 East and Fifth Street;
- connection of the north-south collector to Robinson Street;
- a collector from Fifth Street to Railroad Street across the Linear Park; and
- other roadways and connections as required by a traffic study.

LR-SPA 2.2—Traffic Study Requirement

A traffic study shall be required for review with the final SPA. The traffic analysis shall meet the requirements of the Carson City Development Standards and shall be conducted for the buildout of the entire SPA.

LR-SPA 2.3—Pedestrian and Bicycle Connections

Pedestrian and bicycle connections shall be provided to link all internal neighborhoods to each other and all areas of the development to:

- the linear park south of Fifth Street and along Fifth Street;
- any commercial, mixed use or employment areas with the SPA;
- the Highway 50 East multi-use path;
- the high school;
- Saliman Street;
- any internal trails, open space and parks provided as part of the SPA development.

LR-SPA ENVIRONMENTAL POLICIES

LR-SPA 3.1—Floodplain and Drainage

- The existing floodplain shall be identified based on FEMA mapping with post-freeway drainage improvements for development of the final SPA. In order to develop the property, drainage improvements will be required to mitigate the 100-year floodplain on the property. This may also require amending the FEMA mapping through a letter map amendment process. Once the new floodplain is determined, designated land use intensities shall be developed outside this floodplain area.
- An overall storm water management plan shall be developed with the final SPA to ensure adequate drainage facilities to serve the entire SPA area.
- A detailed wetlands delineation shall be provided with the final SPA identifying any areas that meet the Federal 404 definition of wetlands. Following wetland identification, designated land use intensities shall be developed outside the wetlands.

LR-SPA COMMUNITY CHARACTER AND DESIGN POLICIES

LR-SPA 4.1—Quality Design

- The final SPA shall promote a variety and visual interest in the design of new residential neighborhoods through the incorporation of varied lot sizes, building styles and colors, garage orientation and other features.
- The final SPA shall promote variety and visual interest in the design of new commercial centers through the incorporation of well-articulated building facades, clearly defined entrances and pedestrian connections, landscaping and other features.

LR-SPA PARKS AND OPEN SPACE POLICIES

LR-SPA 5.1—Provision of Park, Multi-Use Paths and Open Space Facilities

Parks shall be provided commensurate with demand created by the SPA development consistent with the City’s adopted Parks and Recreation Master Plan standards. Drainage and flood control areas may be used as part of the parks and multi-use trail system. Parks shall be connected to existing multi-use trail facilities. Parks, open space and multi-use path areas shall be generally depicted on the final SPA Land Use Plan.

LR-SPA PUBLIC UTILITIES, SERVICES, AND FACILITIES POLICIES

LR-SPA 6.1—Extension of Public Utilities

Water, sewer, storm drainage, gas, electric, telephone and cable television utilities shall be extended to serve the entire SPA and shall be coordinated with the applicable providers to ensure such facilities can be provided for the proposed development.

LR-SPA 6.2—Undergrounding of Utilities

All utilities, including electric, shall be extended underground from their present locations to serve the development.

LR-SPA 6.3—School Facilities

The applicant shall work with the Carson City School District to establish adequate school sites and facilities, as necessary, to provide for adequate levels of service for the proposed development.

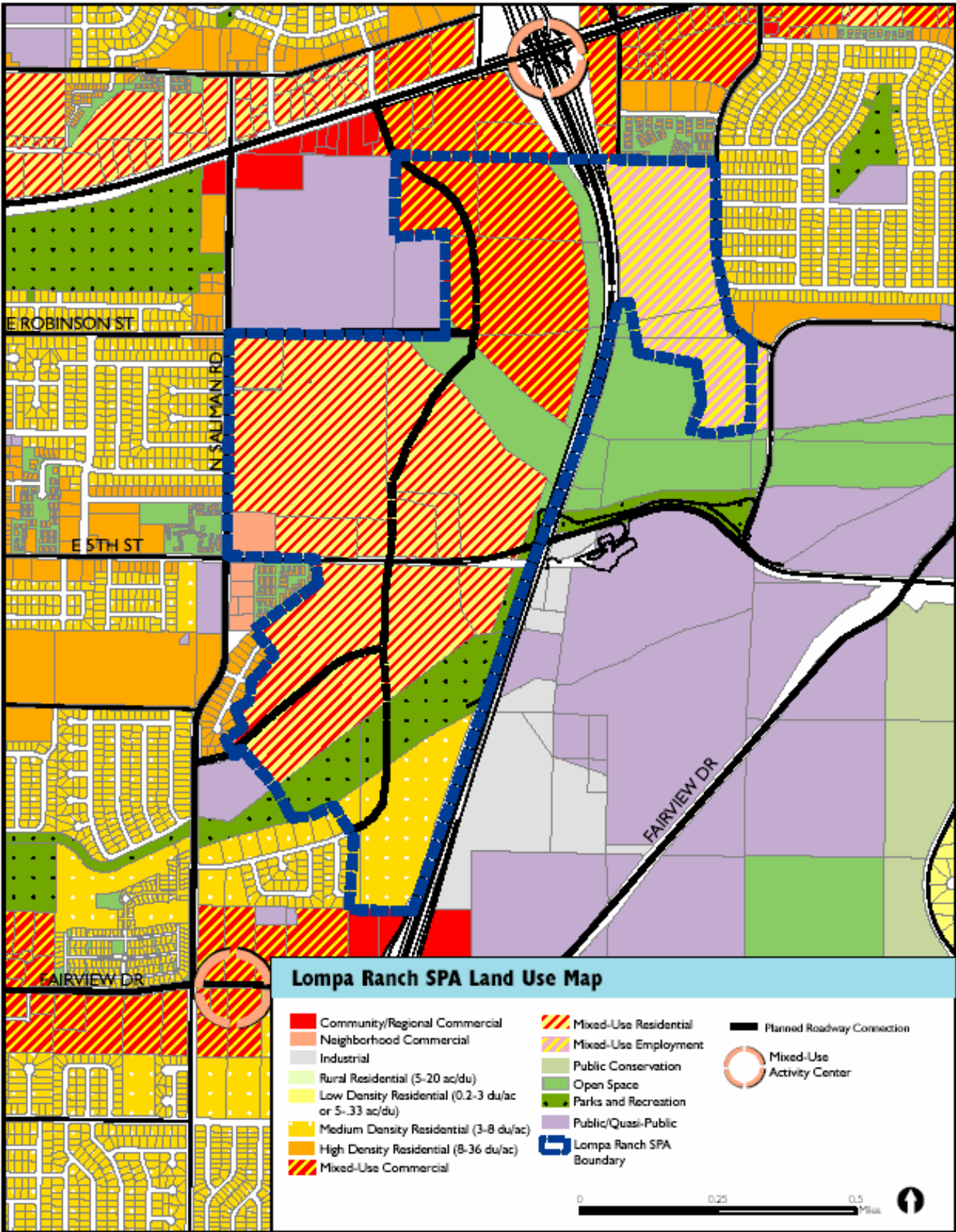
LR-SPA FIRE AND POLICE PROTECTION POLICIES

LR-SPA 7.1—Adequate Public Safety Facilities

Adequate police and fire protection needs to be established within the SPA. Police and fire protection at an urban level of service needs to be demonstrated. Any additional services or facilities necessary to provide this level of service should be established on a prorated basis to serve the entire SPA.

LR-SPA 7.2—Fire Station Location

The applicant shall work with the Carson City Fire Department to identify potential fire station locations, including off-site locations in the vicinity, to adequately serve the proposed SPA development area.

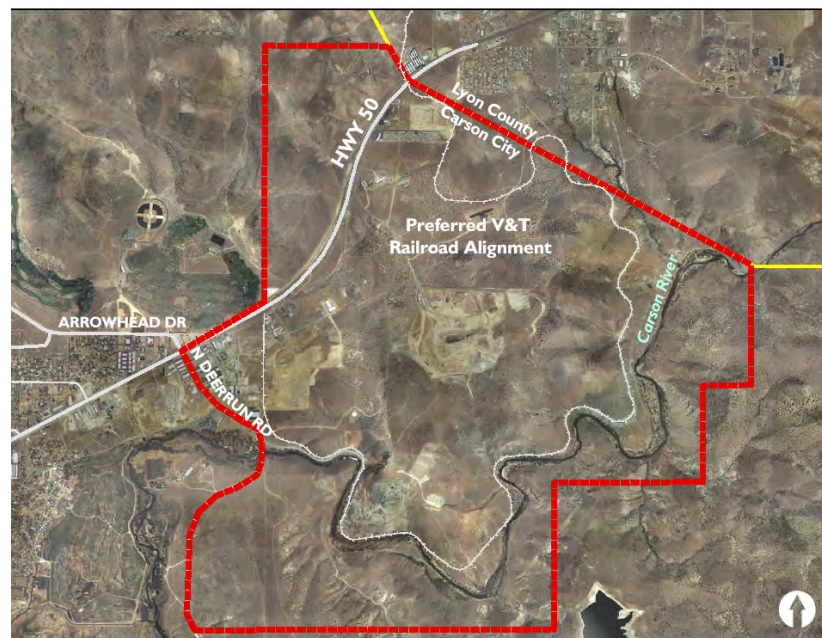


EASTERN PORTAL—VIRGINIA & TRUCKEE RAILROAD GATEWAY SPECIFIC PLAN AREA (V&T-SPA)

The purpose of the Eastern Portal—Virginia & Truckee Railroad Gateway Specific Plan Area (V&T-SPA) is:

- *To provide for cohesive development within the area.*
- *To create a “gateway” into Carson City.*
- *To protect economic development opportunities along the highway corridor, particularly in conjunction with development of the V&T Railroad.*
- *To protect visual resources associated with the V&T Railroad route and terminal location.*
- *To encourage public/private partnerships to facilitate economic development and public purpose uses.*
- *To encourage public/private cooperation in creating public access, trails and recreational opportunities.*

LOCATION AND APPLICABILITY



The Eastern Portal—Virginia & Truckee Railroad Gateway Specific Plan Area is located along Highway 50 east at the Lyon County line, as

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defined on the map above. The policies and guidelines contained herein shall be applicable to all properties contained within the Specific Plan Area boundary.

BACKGROUND

The V&T Railroad is planned for construction from Virginia City, crossing Highway 50 East and entering Carson City at the Lyon County border, past private lands and BLM lands on the south side of Highway 50 East, and continuing along the Carson River corridor to the Deer Run Road vicinity. Plans are presently under way to finalize the right-of-way acquisition for the route into Carson City and to find a location for a train depot.

The V&T Railroad is anticipated to be a tourist attraction and a benefit to the local economy. The visual experience of the train ride will be a key element in the success of the V&T. The Carson River corridor within Carson City is arguably the most dramatic visual experience along the entire V&T route. The vistas overlooking Carson City from the Eastern Portal gateway into Carson City also offers magnificent views of Carson City and the Sierra Nevada mountains beyond.

The route will also interface with private lands near the Lyon County-Carson City border and in the Carson River-Deer Run Road vicinity. The private lands at the Lyon County border are mostly undeveloped, primarily due to the lack of public water and sewer infrastructure to the area at the present time. However, water has recently been made available to serve the area with the construction of a water tank south of Highway 50 East, and plans are being developed by the City for the extension of sewer lines to serve the area. The provision of water and sewer to the area will quickly make it more attractive for development.

Therefore, Carson City finds it important to protect the visual resources—and the V&T riders’ experience—along the V&T Railroad corridor. The following policies are recommended to facilitate this protection and to maximize the long-term economic benefits of the V&T Railroad to Carson City and the region.

(V&T-SPA) LAND USE POLICIES

V&T SPA—I.1 Development Quality

Protect the scenic quality of the V&T experience with consideration given for the views from the train route as well as the terminal location by developing and adopting specific design standards for commercial development and public-use development within the V&T-SPA to protect the scenic quality of the V&T route.

V&T SPA—1.2 Zoning

Rezone the private lands in Carson City along Highway 50 East from General Industrial to a commercial designation consistent with the Master Plan Land Use Map.

V&T SPA—1.3 View Corridors

Identify critical views of the landfill area from V&T route and adjacent commercial areas and mitigate visual impacts by plantings, screening or other methods around the landfill.

V&T SPA—1.4 Compatibility with Adjacent Uses

- Prohibit new uses on public lands within the V&T-SPA that would conflict with the V&T and related commercial-tourism in the vicinity, such as uses that generate excessive noise, dust or odors, excluding the continued operation of the landfill; and
- Consider limiting the use of public lands as part of any proposed disposal of the BLM property into Carson City ownership through a federal lands bill.

V&T SPA—1.5 Drako Way Vicinity Land Use Change

The land use designation of the property in the vicinity of Drako Way, east of the V&T railroad alignment, shall be changed by Carson City from Industrial to Mixed-Use Commercial and/or Mixed-Use Residential upon removal of the old landfill identified on the site or with approved engineering controls in accordance with NDEP standards upon development of the property.

(V&T-SPA) PARKS AND OPEN SPACE POLICIES**V&T SPA—2.1 Trail Facilities**

The Parks and Recreation will continue to work with the V&T Commission and V&T consultants in locating appropriate trail facilities along the Carson River corridor consistent with the V&T operation plans and the Unified Pathways Master Plan.

(V&T-SPA) CULTURAL AND ENVIRONMENTAL RESOURCES POLICIES

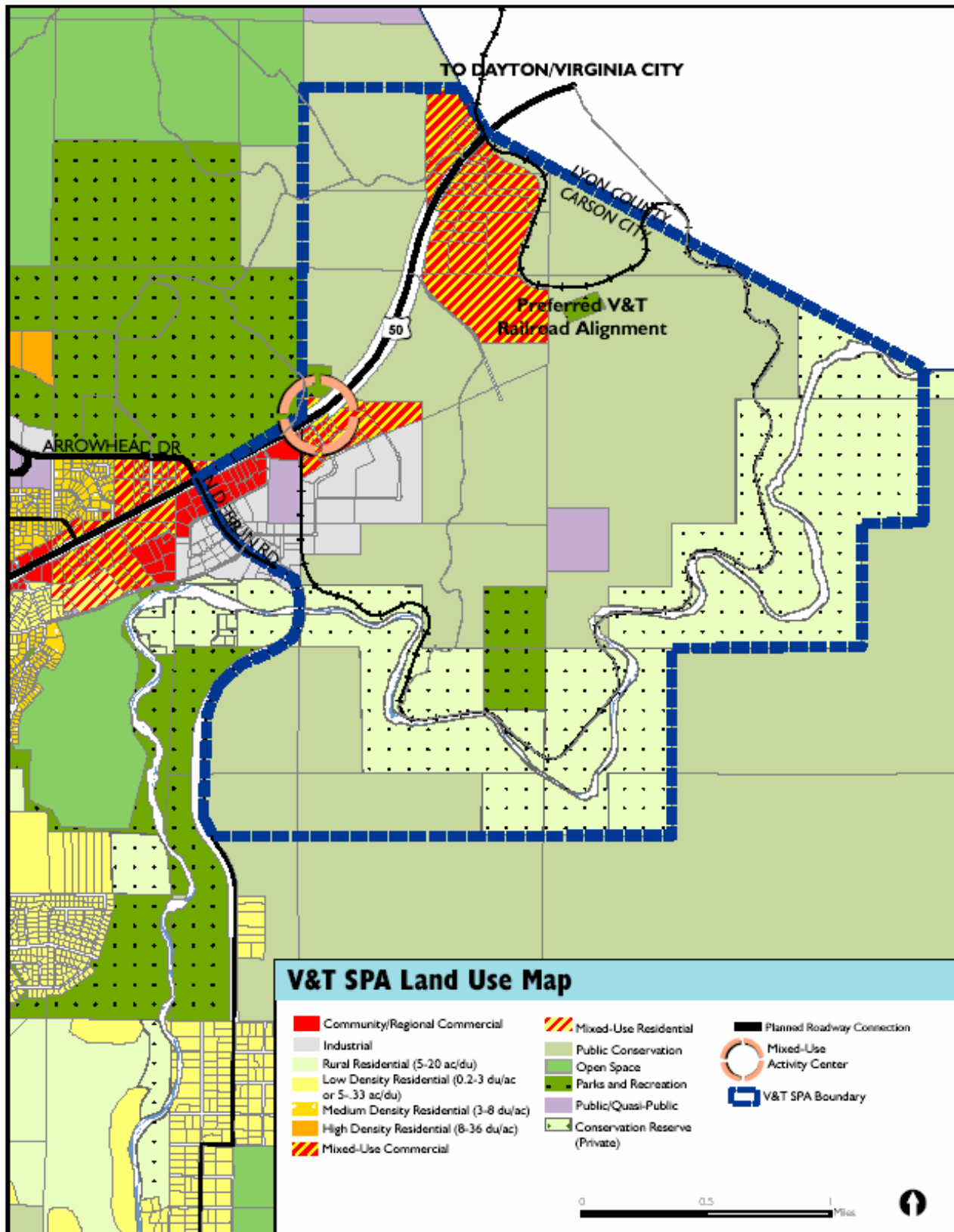
V&T SPA—3.1 Carson River Corridor

Encourage continued cleanup and patrol of the Carson River corridor to protect the scenic resource through partnerships with public and private agencies.

(V&T-SPA) COORDINATION POLICIES

V&T SPA—4.1 Coordination

Encourage continued collaboration with Lyon County and Storey County to minimize land use conflicts along the V&T corridor.



Chapter 9:

Action Plan

A key aspect of this Master Plan is how it will be carried out after it is adopted. To effectively implement the goals and policies of this Plan, it is necessary for the City to identify the types of actions required and determine the priority and timing of the actions so the appropriate resources may be allocated.

IMPLEMENTATION ACTIONS

The Action Plan Matrix located at the end of this chapter categorizes each of the Master Plan policies according to the type of action that will be required to implement them, as well as the relative priority of each. Implementation Actions are grouped into three categories: Regulatory Reform, Policy Decisions, and Programs. Each category is briefly described below.

Regulatory Reform

In order for the Master Plan to be realized, the City's development regulations will need to be consistent with the goals and policies contained in the Plan. The City will need to revise the development regulations and standards in several instances to achieve these goals and policies. For example, the Plan recommends the adoption of several new mixed-use zoning categories that represent a significant departure from the City's existing zoning districts. Generally, revisions to the zoning code should occur soon after adoption of the Plan; however, a phased approach may be appropriate in some instances. This is addressed in greater detail within the Summary of Priority Actions outlined below.

Policy Decisions

The Plan identifies a number of actions that will be carried out during day-to-day policy decisions made by City planning staff, Planning Commission, and the Board of Supervisors. The Board will continually make decisions regarding development proposals and plan amendments and will use the Plan to guide such policy decisions as they occur.

Programs

The Master Plan establishes a foundation for new programs necessary to carry out the goals of the Plan. For example, some policies involve participating in planning efforts with other jurisdictions, such as ongoing efforts of the Regional Transportation Commission (RTC) or the Carson Area Metropolitan Planning Organization (CAMPO). Programs have varying levels of priority, depending on the issues involved. Consequently, the City will initiate Programs at different timing intervals.

SUMMARY OF PRIORITY ACTIONS

This Summary of Priority Actions is intended to focus the City's efforts on actions that should be taken as soon as possible to ensure that future land use decisions are aligned with the policies contained in this Plan and with the classifications on the Land Use Map. Several of the priority actions highlighted below are already underway or are anticipated to be underway shortly following the adoption of the Plan. Priority Actions should be reviewed and updated periodically to reflect the City's accomplishments, available resources, and potential shifts in policy direction.

The following priority actions are recommended, in no particular order of importance:

1. Establish Downtown Mixed-Use Zone District

The implementation of numerous policies within the Plan hinges on the creation of a mixed-use zone district for Downtown that aligns with the Downtown Mixed-Use (DT-MU) land use category. Based on the Plan's recommendations, as well as the recommendation of a parallel visioning effort being conducted for portions of the Downtown, the new zoning district is anticipated to incorporate more urban development standards, along with provisions for a broader mix of land uses (including residential) and incentives for reduced parking. The City is in the process of beginning this effort and it is anticipated to be complete shortly following the adoption of the Master Plan.

2. Establish Interim Mixed-Use Evaluation Criteria

The implementation of numerous policies within the Plan hinges on the creation of three mixed-use zoning districts to align with the Commercial Mixed-Use (CMU), Mixed-Use Employment (MUE), and Mixed-Use Residential (MUR) land

use categories. Because this is an ambitious undertaking that may not be feasible in the short term, a set of Interim Mixed-Use Evaluation Criteria have been incorporated into Appendix C of the Plan. The Criteria have been organized in the form of a checklist for use by City staff and Elected Officials in reviewing mixed-use development proposals. The criteria clearly state the City's objectives for mixed-use development and outline several ways in which interim development proposals could be processed prior in the interim. The evaluation criteria are intended to serve as a starting point for the creation of zoning districts for the three mixed-use categories.

3. Establish Mixed-Use Zone Districts

Although establishing a set of evaluation criteria to provide developers and City planning staff with a basis for the review of mixed-use development proposals will serve the City's interim needs, three new mixed-use zone districts will ultimately need to be established in order to fully implement the Plan. It is anticipated that some of the standards to be contained within the forthcoming DT-MU district will also be applicable (or adaptable) to one or more of the remaining districts which may allow the process to be completed more quickly. New standards for higher-density urban development are anticipated to be included with implementation of mixed-use zoning.

4. Develop Capitol Improvements Program for Downtown Enhancements

Several related planning efforts have been underway in the Downtown concurrent with the Master Plan process, including a visioning process that has allowed the community to visualize how Carson Street could be transformed to a more pedestrian-friendly environment following the completion of the Carson City Freeway. The implementation of the proposed improvements is reinforced by multiple Master Plan policies and will be important to the Plan's success; therefore, the development of a Capitol Improvements Program for Downtown enhancements is viewed as a priority action.

5. Establish Signage Controls for Carson City Freeway Corridor

With the opening of the first stretch of the Carson City Freeway through Carson City rapidly approaching and development pressures increasing, establishing signage controls for the Carson City segment is critical. Controls should establish a

variety of specifications for signage within the corridor, including the height, type, size, and quantity of signs that will be permitted for future development.

ACTION PLAN MATRIX

The Action Plan Matrix provides a detailed list of the actions needed to implement the Plan, by chapter. The matrix indicates the type of actions that will be required to implement the policies, and the priority of the actions to be initiated. City staff and planning officials will need to update this matrix on an annual basis, or as necessary, to keep the responsibilities and actions current.

The “**Action**” column lists three possible categories of actions:

R – Regulatory, requiring amendments to the City’s development regulations. **PD – Policy Decisions**, to be implemented during day-to-day policy decisions by staff, Planning Commission, and the Board of Supervisors. **PR – Programs**, to be implemented by new or ongoing programs needed to carry out the goals of the Plan.

The “**Priority**” column lists four possible time frames for implementing actions: **(1) - Immediate Priority**, to be implemented with adoption of the Plan or soon thereafter. **(2) - High Priority**, to be initiated as soon as possible and completed within one to two years after Plan adoption. **(3) - Moderate Priority**, to be completed within three to five years after Plan adoption. **(O) - Ongoing**, are actions that occur continually.

Action Plan Matrix

STRATEGY/ACTION	TYPE OF ACTION	PRIORITY
CHAPTER 3: A BALANCED LAND USE PATTERN		
GUIDING PRINCIPLE 1: A COMPACT AND EFFICIENT PATTERN OF GROWTH		
<i>Goal 1.1—Promote the Efficient Use of Available Land and Resources</i>		
1.1a—Monitor growth trends and conduct periodic reviews of the City's growth capacity to ensure the Master Plan is consistent with the City's Water and Wastewater Master Plan.	PR	O
1.1b—Prohibit the rezoning of lands for urban development intensities in locations not served or planned to be served by urban services, as identified in the City's Water and Wastewater Master Plan.	PD	O
1.1c—Continue to encourage water conservation efforts at a community-wide and household level through education and incentive-based programs.	PR	O
1.1d— Continue to review applications for proposed residential development in accordance with the Carson City 1988 Growth Management Ordinance.	PD	O
1.1e— Encourage the use of sustainable building materials and construction techniques, through programs such as the US Green Building Council's LEED (Leadership in Energy Efficiency and Design) program.	PD	O
1.1f—Encourage the incorporation of site planning and other design techniques that promote solar and wind efficiency in the construction of new homes and non-residential development and the use of new and emerging technologies that lead to increased energy conservation (e.g., maximizes solar exposure to capture energy and speed snow melt during winter months).	PD	O
<i>Goal 1.2—Promote Infill and Redevelopment in Targeted Areas</i>		
1.2a—Use levels of priority established by the Master Plan to help guide the future allocation of staffing and other resources devoted to infill and redevelopment objectives.	PD	O
1.2b—Review the boundaries of the City's redevelopment areas periodically and adjust them as appropriate to support redevelopment objectives.	PD	O
1.2c—Ensure that improvements identified in the City's Transportation, Water, and Wastewater Master Plans are consistent with and supportive of the City's infill and redevelopment objectives.	PD	O
<i>Goal 1.3—Promote the Preservation of State and Federal Lands as a Community Amenity</i>		
1.3a—Continue to coordinate with the BLM to ensure that its Urban	PR	O

STRATEGY/ACTION	TYPE OF ACTION	PRIORITY
Interface Plan is consistent with the Land Use Map.		
1.3b—Continue to coordinate with State and Federal Agencies on the Federal Lands Bill and monitor future land transfer opportunities, particularly within the urbanized area of the City.	PR	O
Goal 1.4—Manage the Impacts of Future Growth within the Urban Interface		
1.4a—Require pathway and roadway easements through future developments as necessary to maintain access to adjacent public lands.	PD	O
1.4b—Update current cluster practices to ensure that the resulting density of the clustered development is consistent with the parcel’s land use designation, the surrounding development pattern, and the level of roadway improvement which currently exist or will be required to be provided to the site.	R	2
1.4c—Require a detailed site analysis for any development at the Urban Interface to identify unique features to be protected.	R	O
Goal 1.5—Foster Cooperation on Master Plan Issues		
1.5a—Coordinate with Lyon, Washoe, and Douglas Counties to ensure that applicable Master Plans for each jurisdiction are mutually compatible with the goals and policies of this Master Plan.	PR	O
1.5b—Coordinate with State and Federal Agencies, including the Bureau of Land Management and Forest Service to ensure that future plans for federal landholdings within the City are mutually compatible with the goals and policies of this Master Plan.	PR	O
1.5c—Coordinate with regional planning organizations, such as the CAMPO, TRPA, and the TMRPA to ensure that adopted regional plans are mutually compatible with the goals and policies of this Master Plan.	PR	O
1.5d—Coordinate with internal service departments as well as other governmental organizations, such as the School District, that provide services to residents, to ensure that existing and new neighborhoods have adequate services and school sites.	PR	O
1.5d—Coordinate with Sierra Pacific Power and Southwest Gas on the location of new power lines and future facilities necessary to serve the community.	PR	O
GUIDING PRINCIPLE 2: BALANCED LAND USE MIX		
Goal 2.1—Encourage Diversity in Citywide Land Use Mix		
2.1a—Ensure that the Land Use Map provides opportunities for a range of mixed-use, residential, commercial, and employment uses at a variety of scales and intensities.	PD	O

STRATEGY/ACTION	TYPE OF ACTION	PRIORITY
2.1b—Encourage mixed-use development patterns along major gateway corridors, in designated activity centers, Downtown, and in other locations identified on the Land Use Map.	PD	1
2.1c—Encourage the use of the Specific Plan Area as a tool to allow urban intensity developments with unique characteristics in terms of their size, location, or development context to incorporate a broader mix of uses than would otherwise be permitted.	PD	O
2.1d—Discourage rezoning of properties that create incompatible land uses between adjacent zones, enforce standards for transitions between residential and commercial uses, and develop standards for mixed-use development to address compatibility issues.	PD	O
GOAL 2.2—EXPAND HOUSING VARIETY		
2.2a—Remove barriers within existing residential zone districts to encourage the incorporation of a mix of housing types outside of the PUD process.	R	1
2.2b— Encourage the incorporation of complementary attached housing types in conjunction with employment and commercial uses, as supported by the policies for the Mixed-Use Employment, Mixed-Use Residential, Mixed-Use Commercial, and Downtown Mixed-Use land use categories contained in Chapter 3.	PD	O
2.2c— Include appropriate standards in the Carson City Municipal code for permitting and construction of attached or detached accessory dwelling units and that allow rental of the units.	R	2
GOAL 2.3—PROVIDE OPPORTUNITIES FOR A RANGE OF RETAIL SERVICES		
2.3a—Maintain an inventory of potential neighborhood, community, and regional scale retail sites.	PR	O
2.3b—Encourage the incorporation of complementary retail development in conjunction with employment and residential uses, as supported by the policies for the Mixed-Use Employment and Mixed-Use Residential land use categories contained in Chapter 3.	PD	O
GUIDING PRINCIPLE 3: STEWARDSHIP OF THE NATURAL ENVIRONMENT		
Goal 3.1—Protect Environmentally Sensitive Areas		
3.1a—Continue to coordinate future development with the Carson River Master Plan and the ongoing efforts of the Carson River Advisory Board.	PD	O
3.1b—Establish an Environmental Lands Inventory to guide preservation efforts and to aid in the development review process, and require the identification of Environmentally Sensitive Areas as prior to the	PR	2

STRATEGY/ACTION	TYPE OF ACTION	PRIORITY
development of detailed site plans.		
Goal 3.2—Protect Visual Resources		
3.2a—Seek opportunities to transfer lands slated for disposal by the BLM or Forest Service into City ownership to preserve important hillside views and update existing cluster development and steep slope provisions as needed.	PR	O
3.2b—Review and update lighting regulations as needed to reduce light trespass and glare created by urban development and the lighting of recreational areas, particularly at the Urban Interface and near the WNCC Observatory.	R	2
3.2c—Continue to evaluate the location and design of communication facilities and equipment according to Chapter 18.15 of the City's Municipal Code.	R	O
3.2d—Establish and maintain signage controls for the Carson City Freeway Corridor.	R	1
3.2e—Ensure that future development occurring within the Eastern Portal is consistent with the policies contained in the EP/V&T-SPA, located within Chapter 8 of this Master Plan.	PD	O
Goal 3.3—Minimize Impacts of Potential Natural Disaster Events on the Community		
3.3a—Continue to work with FEMA and other Local and State agencies to promote disaster prevention through strategic planning and coordination.	PR	O
3.3b—Ensure new neighborhoods, particularly at the Urban Interface, are designed to minimize the impacts of potential natural disaster events (e.g., provide multiple access points, maintain defensive space in forested areas, and construct homes and outbuildings of fire resistant materials).	PD	O
3.3c—Continue to educate existing residents on appropriate measures to be taken to minimize the potential loss of life and property in the event of a wildfire or other natural disaster.	PR	O
3.3d—Continue to discourage development within the 100-year floodplain and other hazard areas and require development on flood prone properties to be clustered out of the 100-year floodplain as defined by FEMA.	PD	O
3.3e—Continue to require any development with an identified earthquake fault on site to have a professional geotechnical report prepared to establish required setbacks from the fault to structures and other mitigation measures.	PD	O
CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES		
GUIDING PRINCIPLE 4: AN INTEGRATED, COMPREHENSIVE PARKS, RECREATION, AND OPEN SPACE SYSTEM		

STRATEGY/ACTION	TYPE OF ACTION	PRIORITY
Goal 4.1—Promote Recreational Equity at a Neighborhood Level		
4.1a—Continue to pursue opportunities to expand the City's existing recreation center and construct a second recreation center in another location.	PR	2
4.1b—Identify opportunities for the incorporation of park facilities as part of new developments commensurate with demand created and consistent with the City's adopted standards.	PD	O
4.1c—Focus new neighborhood parks in areas currently underserved (or that will be underserved as the result of future infill/redevelopment) and in new neighborhoods.	PD	O
4.1c—Establish an additional community park in the northern quadrant of the community.	PD	O
Goal 4.2— Maintain the City's Capacity and Excellence in Community-wide Recreation Facilities and Programs		
4.2a—Provide additional parks, sports complexes and indoor facilities convenient to all major quadrants of the city.	PR	O
4.2b—Continue to expand cost-effective sharing of facilities and resources with the City's existing and potential recreation partners.	PR	O
Goal 4.3— Expand the City's Open Space Network		
4.3a— Continue to review future development proposals for consistency with the City's Open Space Plan and continue to coordinate with the Open Space Advisory Committee and the Carson River Advisory Committee on Master Plan issues.	PD	O
4.3b—Continue to pursue opportunities to expand or enhance the community's open space network using a range of available tools (as specified in the Open Space Master Plan) to help implement the objectives of this Master Plan.	PD	O
CHAPTER 5: ECONOMIC VITALITY		
GUIDING PRINCIPLE 5: A STRONG DIVERSIFIED ECONOMIC BASE		
Goal 5.1—Maintain and Enhance Primary Job Base		
5.1a—Continue to coordinate the City's ongoing planning efforts and Land Use Map with major employers where applicable to ensure compatibility with their facility master plans and expansion efforts.	PR	O
5.1b—Foster public/private partnerships to help cultivate new opportunities for current and future employers in the community.	PR	O

STRATEGY/ACTION	TYPE OF ACTION	PRIORITY
5.1c—Promote diverse job options and entrepreneurial opportunities.	PD	O
5.1d—Identify, develop and enhance multiple industrial specializations and improve opportunities for productive employment in key sectors.	PR	O
5.1e—Promote activities that have the potential to upgrade the skill and wage levels of the City’s resident labor force.	PR	O
5.1f—Provide public economic development assistance for applicants that can increase the average wage rate in their industrial sectors.	PR	O
5.1g—Reduce supply chain costs, shared research and development objectives and other co-location efficiencies to promote vertical diversity.	PR	O
5.1h—Emphasize diversity of industry toward those sectors that demonstrate a steady employment pattern, avoid seasonal layoffs, and withstand cyclical downturns of the economy.	PR	O
5.1i—Plan for a diversity of ready-to-build sites with sufficient support infrastructure and services needed to meet demand of growing and targeted industries.	PR	O
5.1i—Explore opportunities to pre-designate tourism improvement districts (i.e., STAR bond districts), enhance redevelopment areas and maximize the potential of all available economic development tools.	PR	O
5.1j—Encourage a citywide housing mix consistent with the labor force and non-labor force populations of the City.	PR	O
5.1k—Encourage and expand those social services, both in the public and private sector, that are necessary to facilitate the broadest labor force participation.	PR	O
Goal 5.2—Promote Expansion of Retail Service Base		
5.2a—Work with local and regional economic development organizations on the development of a marketing strategy designed to attract national retailers to the community.	PR	2
5.2b—Use available tools to attract retail tenants to underutilized spaces, and continue to explore the use of incentive programs to mitigate rising and prohibitive land costs.	R	2
5.2c—Closely monitor the diversity of retail sales activity in the City and promote economic development activities which reduce retail leakages.	PR	O
Goal 5.3—Promote Tourism Activities and Amenities that Highlight the City’s Historic Resources		

STRATEGY/ACTION	TYPE OF ACTION	PRIORITY
5.3a—Encourage the incorporation of home-based occupations and live/work units.	PR	O
5.3b—Encourage low cost, easily accessible, state-of-the-art telecommunications and other technology services throughout the City.	PR	O
5.3c—Use technology to increase information available to residents and businesses regarding growth patterns, economic conditions, development activity and other elements of the competitive landscape.	PR	O
Goal 5.4—Promote Tourism Activities and Amenities that Highlight the City’s Historic Resources		
5.4a—Adopt design standards for developments that are adjacent to or highly visible from the V&T railroad or the State Capitol Complex.	R	2
5.4a—Develop specific guidelines and policies for a tourism- focused activity center along Highway 50 East that will serve V&T Railroad visitors.	R	2
5.4b—Continue to explore opportunities to establish trail access to the Carson River Canyon that honors and interprets the historic V&T railroad, expand Downtown walking tours and interpretive signage exhibits, and identify new opportunities to showcase the City’s historic resources.	PR	O
5.4c—Support artists, arts organizations and related cultural institutions.	PR	O
Goal 5.5—Promote Recreational Facilities and Quality of Life Amenities as Economic Development Tools		
5.5a—Seek necessary funding to improve the quality of existing recreational facilities, and to develop additional facilities.	PR	O
5.5b—Develop promotional materials that highlight the City’s parks, open space, pathways, and recreational facilities, and distribute materials to target markets or specific companies considering relocating to Carson City.	PR	2
5.5c—Develop promotional materials that highlight the City as a primary gateway to Lake Tahoe.	PR	2
5.5d—Encourage the development of airport-related commercial uses that will increase the City’s visibility and marketability as a destination for tourists and recreational aviators.	PD	O
5.5e—Provide the public services and public facilities necessary to sustain a high quality of life and attract business investment.	PD	O
5.5f—Encourage economic development that conserves natural resources and open spaces, protects environmental quality and enhances the overall quality of life.	PD	O

STRATEGY/ACTION	TYPE OF ACTION	PRIORIT Y
5.5g— Emphasize educational resources of the community as an economic development tool.	PD	O
Goal 5.6—Promote Downtown Revitalization		
5.6a—As part of a new mixed-use zoning district for Downtown, establish incentives (e.g., density bonuses, an expanded range of permitted uses, or reduced parking requirements) that complement existing redevelopment tools.	R	1
5.6b—Continue to explore opportunities to establish a DBA, LID, and/or BID in Downtown to help pay for public infrastructure improvements and/or Downtown area marketing and events coordination.	PR	1
5.6c—Seek opportunities to develop one or more pilot housing projects Downtown through public/private partnerships.	PR	2
5.6d—Continue to work with Downtown businesses and developers to provide assistance and to identify potential partnership opportunities.	PR	O
5.6e— Develop a Downtown Parking Strategy that identifies and recommends solutions to short and long-term parking deficiencies, and provides a basis for necessary zoning revisions.	PR	1
5.6f—Recognize the unique opportunity created by the state government cluster and contribute to the stabilization and redevelopment of Downtown through the provision of supporting services.	PR	O
Goal 5.7—Promote a Collaborative Approach to Economic Development		
5.7a—Work with other levels of government and with the private sector to support and encourage activities associated with the re-use, expansion and economic development as necessary and appropriate.	PR	O
5.7b—Maintain land-use policies and permitting procedures that are understandable, predictable and can be accomplished within reasonable time periods.	PR	O
5.7c—Leverage, wherever possible, statewide economic development efforts to help attract business investment to Carson City and promote the benefits of the region.	PR	O
5.7d—Provide planning flexibility that can be responsive to unforeseen or changing economic conditions and community needs within the context of the Master Plan.	PR	O
5.7e—Collaborate economic development strategies with surrounding counties where there is a net positive economic and fiscal gain.	PR	O
5.7f—Promote economic development alternatives that protect or enhance	PR	O

STRATEGY/ACTION	TYPE OF ACTION	PRIORITY
existing and future property values – commercial, industrial and residential.		
5.7g—Recognize the importance of adequate infrastructure in economic development and long-run economic stability.	PR	O
Goal 5.8—Promote Fiscal and Economic Health		
5.8a—To the extent of the City’s control, maintain a balanced revenue system that is competitive for business and residential investment.	PR	O
5.8b—Recognize the unique nature of Nevada’s tax system and promote economic development alternatives that result in a net positive fiscal impact for the City.	PR	O
Goal 5.9—Promote Redevelopment		
5.9a—The City will continue to work with local businesses and property owners to encourage and assist in redevelopment efforts within the Redevelopment Area Boundary.	PR	O
5.9a—Existing redevelopment area boundaries should be reviewed periodically and expanded to support the redevelopment objectives of this Master Plan.	PR	O

STRATEGY/ACTION	TYPE OF ACTION	PRIORIT Y
CHAPTER 6: LIVABLE NEIGHBORHOODS & ACTIVITY CENTERS		
GUIDING PRINCIPLE 6: QUALITY DESIGN AND DEVELOPMENT		
<i>Goal 6.1—Promote High Quality Development</i>		
6.1a—Require the use of durable, long-lasting building materials for all new development.	R	O
6.1b—Promote variety and visual interest in the design of new neighborhoods through the incorporation of varied lot sizes, building styles and colors, garage orientation, and other features.	PD	O
6.1c— Promote variety and visual interest in the design of new development through the incorporation of well-articulated building facades, clearly defined entrances and pedestrian connections, landscaping, and other features as consistent with the City’s Development Standards.	R	O
6.1d—Establish incentives such as façade improvement programs, design assistance programs, tax credits, or similar strategies to promote more attractive gateway corridors for the City.	PR	2
<i>Goal 6.2—Promote Compatible Infill and Redevelopment</i>		
6.2a—Develop standards for neighborhood infill and redevelopment.	R	2
GUIDING PRINCIPLE 7: COMPACT, MIXED-USE ACTIVITY CENTERS		
<i>Goal 7.1—Establish Compact, Mixed-Use Activity Centers to Serve the Community</i>		
7.1a & b—Review development proposals occurring within designated Mixed-Use Activity Centers in accordance with applicable Master Plan policies and Interim Mixed-Use Evaluation Criteria.	PD	O
GUIDING PRINCIPLE 8: A VIBRANT DOWNTOWN CENTER FOR THE COMMUNITY		
<i>Goal 8.1—Promote Downtown Revitalization</i>		
8.1a—Encourage a broader mix of uses and development intensities consistent with the Downtown Character Areas set forth in Chapter 6 of the Master Plan.	PD	O
8.1b—Ensure that new development is consistent with the height and scale of development defined within the Downtown Character Areas as set forth in Chapter 6 of the Master Plan.	R	O
8.1c—Identify necessary streetscape enhancements and parking strategies to coincide with the potential reduction in lanes along Carson Street.	PD	1
8.1d—Encourage the incorporation of public gathering spaces, such as	P	O

STRATEGY/ACTION	TYPE OF ACTION	PRIORITY
outdoor plazas, pocket parks, and other amenities in the Downtown.		
8.1e—Ensure that large-scale infill and redevelopment projects in the Downtown complement the existing character by contributing to a pedestrian-friendly context.	R	O
GUIDING PRINCIPLE 9: STABLE, COHESIVE NEIGHBORHOODS OFFERING A VARIETY OF HOUSING TYPES		
<i>Goal 9.1—Promote a Mix of Land Uses and Housing Types within New Neighborhoods</i>		
9.1a—Encourage a mix of housing models and densities for projects within the urbanized area based upon their size, location, and surrounding neighborhood context.	PD	O
9.1b—Establish incentives, such as density bonuses or parking reductions, for the incorporation of higher-density housing within designated activity centers and along major gateway corridors where they may be served by future transit.	R	2
<i>Goal 9.2—Promote the Expansion of Affordable Housing Options within the Community</i>		
9.2a—Identify public lands, including City-owned properties that would be appropriate for affordable housing development and create a plan for the development of affordable housing.	PR	2
9.2b—Create affordable and workforce ownership housing opportunities for households earning 80 percent to 120 percent of median area income.	PD, PR	O
9.2c—Provide housing rehabilitation and weatherization programs and or direct assistance to households with a particular emphasis on fixed-income elderly residents of Carson City.	PR	2
9.2c—Encourage the development of new energy efficient housing and retrofitting for existing housing stock for energy efficiency to lower average monthly housing costs	PD	O
9.2c—Encourage the use of site design techniques for residential development that ensure and promote solar and wind efficiency.	PD	O
9.2c—Ensure the economical and efficient processing of development applications and building permits to minimize housing development costs.	PD	O
9.2d—Promote local, state and federal programs to encourage rehabilitation of existing housing stock and preservation of neighborhoods to ensure continued availability of affordable housing units.	PD, PR	O
9.2e—Enforce appropriate standards for safe and decent affordable housing in Carson City, such as length of stay limits for recreational vehicle parks and motels.	R,PD	O

STRATEGY/ACTION	TYPE OF ACTION	PRIORIT Y
9.2f—Encourage and support efforts to create more affordable housing on a regional basis.	PD	0
Goal 9.3—Maintain the Quality and Character of Established Neighborhoods		
9.3a—Develop strategies and incentives such as low-cost loans and design assistance programs to increase home ownership opportunities for residents and to promote regular maintenance and renovation within the City’s established neighborhoods.	PR	2
9.3b—Establish infill and redevelopment standards to minimize impacts on existing neighborhoods.	R	2
Goal 9.4: Protect the Character of Existing Rural Neighborhoods		
9.4a—Establish guidelines for the incorporation of higher density residential at the fringe of existing rural neighborhoods, as well as on individual lots within them (although this pattern will be discouraged).	R	2
9.4b—Discourage “spot” rezoning of parcels within established rural neighborhoods that have not been identified as higher density on the Land Use Map and/or that are not contiguous with lots zoned for a comparable density.	PD	0
GUIDING PRINCIPLE 10: PROTECTION OF HISTORIC RESOURCES		
Goal 10.1—Preserve and Enhance Historic Resources		
10.1a—Establish financial, building and related incentives for the restoration and rehabilitation of historic structures and facilities.	PR	2
10.1b—Continue to review rehabilitation and renovation proposals for compliance with adopted guidelines.	PD	0
10.1c—Continue to maintain an inventory of historic properties within the City.	PR	0
CHAPTER 7: A CONNECTED CITY		
GUIDING PRINCIPLE 11: A SAFE, EFFICIENT, MULTI-MODAL TRANSPORTATION SYSTEM		
Goal 11.1—Establish an Integrated Multi-Modal Transportation System		
11.1a— Continue to coordinate with the Carson Area Metropolitan Planning Organization (CAMPO), Nevada Department of Transportation, Regional Transportation Commission, adjacent counties, and other partners on transportation issues.	PR	0
11.1b—Coordinate ongoing road improvement projects with recommendations contained in the City’s Unified Pathways Master Plan as	PR	0

STRATEGY/ACTION	TYPE OF ACTION	PRIORITY
appropriate to promote the most efficient use of R.O.W.s and resources.		
11.1c—Seek opportunities for coordination in the implementation of the City’s Transportation, Transit, Trail, and Pedestrian Plans. Actively encourage ridership of the city transit system.	R	O
Goal 11.2—Coordinate Land Use and Transportation Decisions to Support the Use of Alternative Modes		
11.2a—Conduct periodic updates to the City’s transportation model based on future development projections to ensure the feasibility of development patterns portrayed on the Land Use Map.	PD	O
11.2b—Coordinate the review of development proposals with local transit providers and the Regional Transportation Commission as appropriate to respond to existing/planned transit service.	PR	O
11.2c—Seek opportunities to enhance the City’s north/south arterial and collector street network in conjunction with future development (as consistent with the Transportation Plan) to improve connectivity and support broader transit service.	PD	O
11.2d—Establish design and access standards for development occurring along major gateway corridors in order to preserve their functional integrity, capacity, safety and appearance.	PD	O
GUIDING PRINCIPLE 12: A UNIFIED PATHWAYS SYSTEM		
Goal 12.1—Establish a City-wide System of Multi-Use Pathways		
12.1a—Provide multi-use paths where necessary as identified on the Unified Pathways Master Plan map.	PD	O
12.1b—Implement the Unified Pathways Master Plan as adopted to promote the shared use of pathway corridors and increased access for persons with disabilities.	PD	O
12.1c—Continue to require future development to construct on-site sidewalks and connections to adjacent pedestrian systems as needed and coordinate the dedication of R.O.W. for planned pathway connections at the time of development.	PD,R	O
CHAPTER 8: SPECIFIC PLAN AREAS		
VIRGINIA & TRUCKEE RAILROAD GATEWAY SPECIFIC PLAN AREA (V&T-SPA)		
V&T-SPA—Land Use Policies		
V&T SPA 1.1—Develop and adopt specific design standards for commercial development and public-use development within the V&T-SPA to protect the scenic quality of the V&T route.	R	2

STRATEGY/ACTION	TYPE OF ACTION	PRIORITY
V&T SPA 1.2—Rezone the private lands in Carson City along Highway 50 East from General Industrial to a commercial designation consistent with the Master Plan Land Use Map.	R	2
V&T SPA 1.3—Identify critical views of the landfill area from V&T route and adjacent commercial areas and mitigate visual impacts by plantings, screening or other methods around the landfill.	PR	2
V&T SPA 1.4—Prohibit new uses on public lands within the V&T-SPA that would conflict with the V&T and related commercial-tourism in the vicinity, such as uses that generate excessive noise, dust or odors, excluding the continued operation of the landfill.	P	2
V&T SPA 1.4—Consider limiting the use of public lands as part of any proposed disposal of the BLM property into Carson City ownership through a federal lands bill.	P	2
<i>V&T-SPA—Parks and Open Space Policies</i>		
V&T SPA 2.1—The Parks and Recreation will continue to work with the V&T Commission and V&T consultants in locating appropriate pathway facilities along the Carson River corridor consistent with the V&T operation plans and the Unified Pathways Master Plan.	P	O
<i>V&T-SPA—Cultural and Environmental Resources Policies</i>		
V&T SPA 3.1—Encourage continued cleanup and patrol of the Carson River corridor to protect the scenic resource through partnerships with public and private agencies.	P	O
<i>V&T-SPA—Coordination Policies</i>		
V&T SPA 4.1—Encourage continued collaboration with Lyon County and Storey County to minimize land use conflicts along the V&T corridor.	P	O