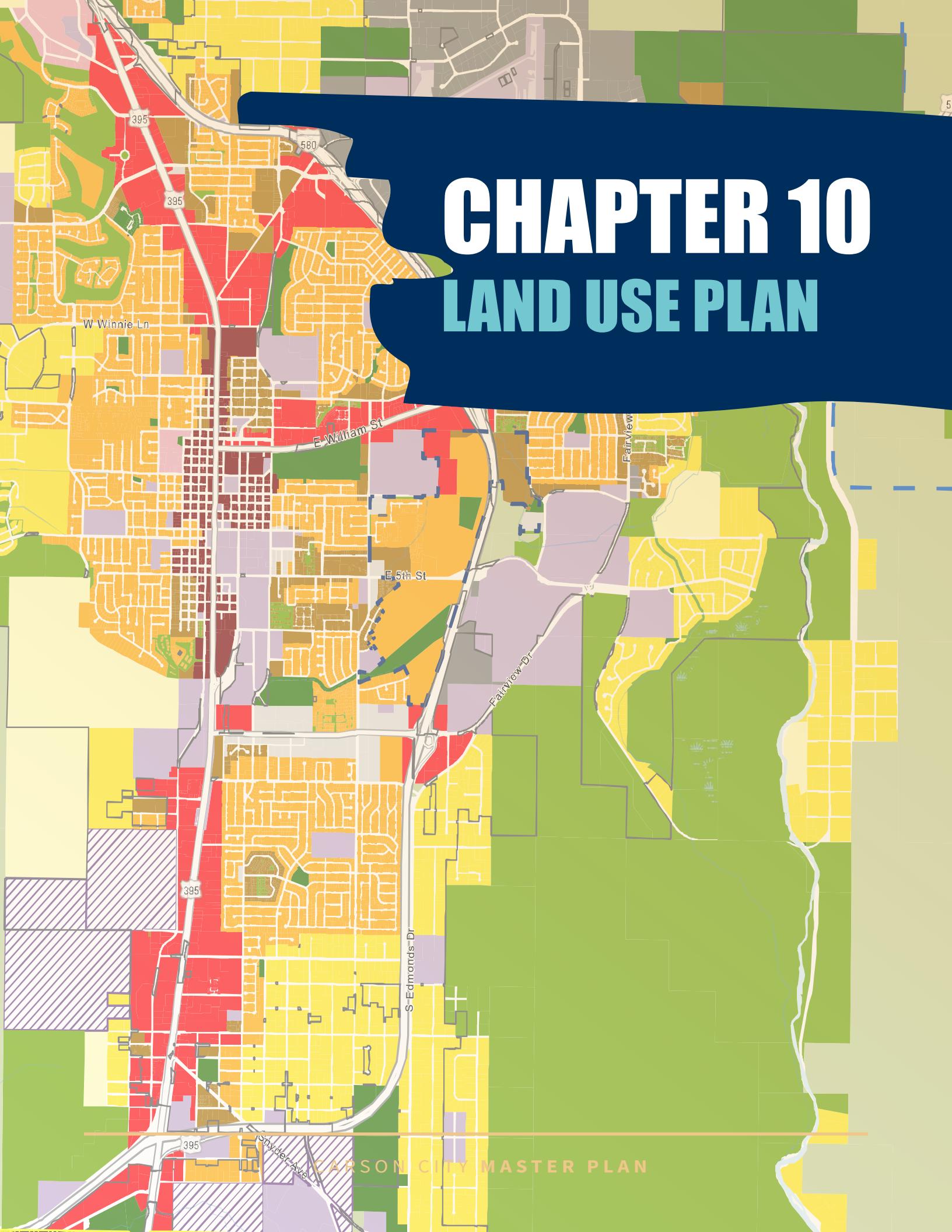


CHAPTER 10

LAND USE PLAN





OVERVIEW

This section includes the Land Use Map, land use category definitions, and specific land use policies that make up Carson City's Land Use Plan. The Land Use Plan is intended to be used as a tool by elected and appointed officials, 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 category 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 land use policies in this Chapter 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

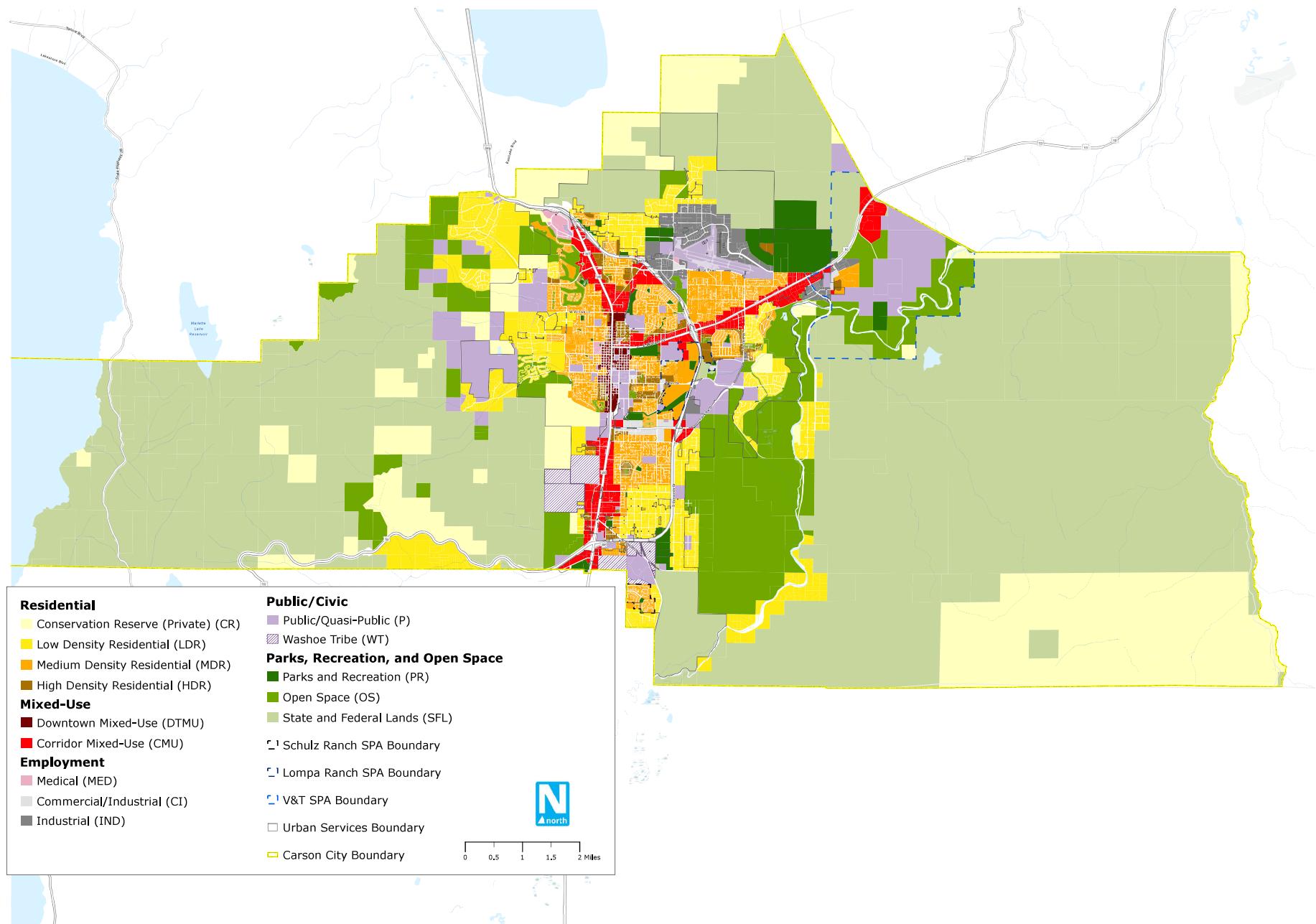
The Land Use Map identifies locations within the City where various land uses may occur during the next 20 years and where the City would support the development of these uses. The Land Use Map establishes broad guidelines for land use patterns and should be applied in combination with the goals and policies contained in the Master Plan, as well as the regulations in the City's Municipal Code. The land use categories illustrated on the Land Use Map reflect the vision 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 compact, mixed-use pattern of development for the City's future.



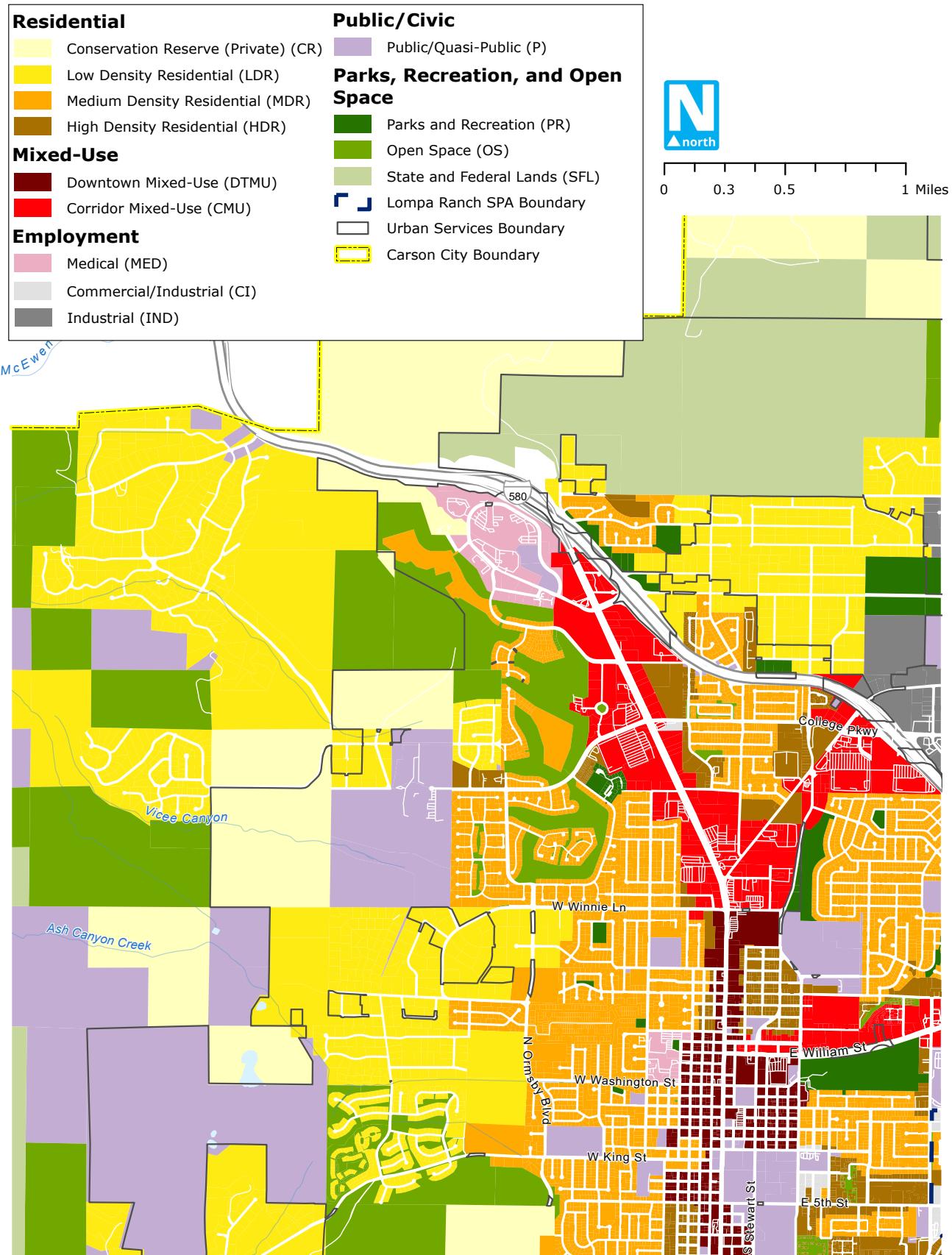
Interactive Land Use Map

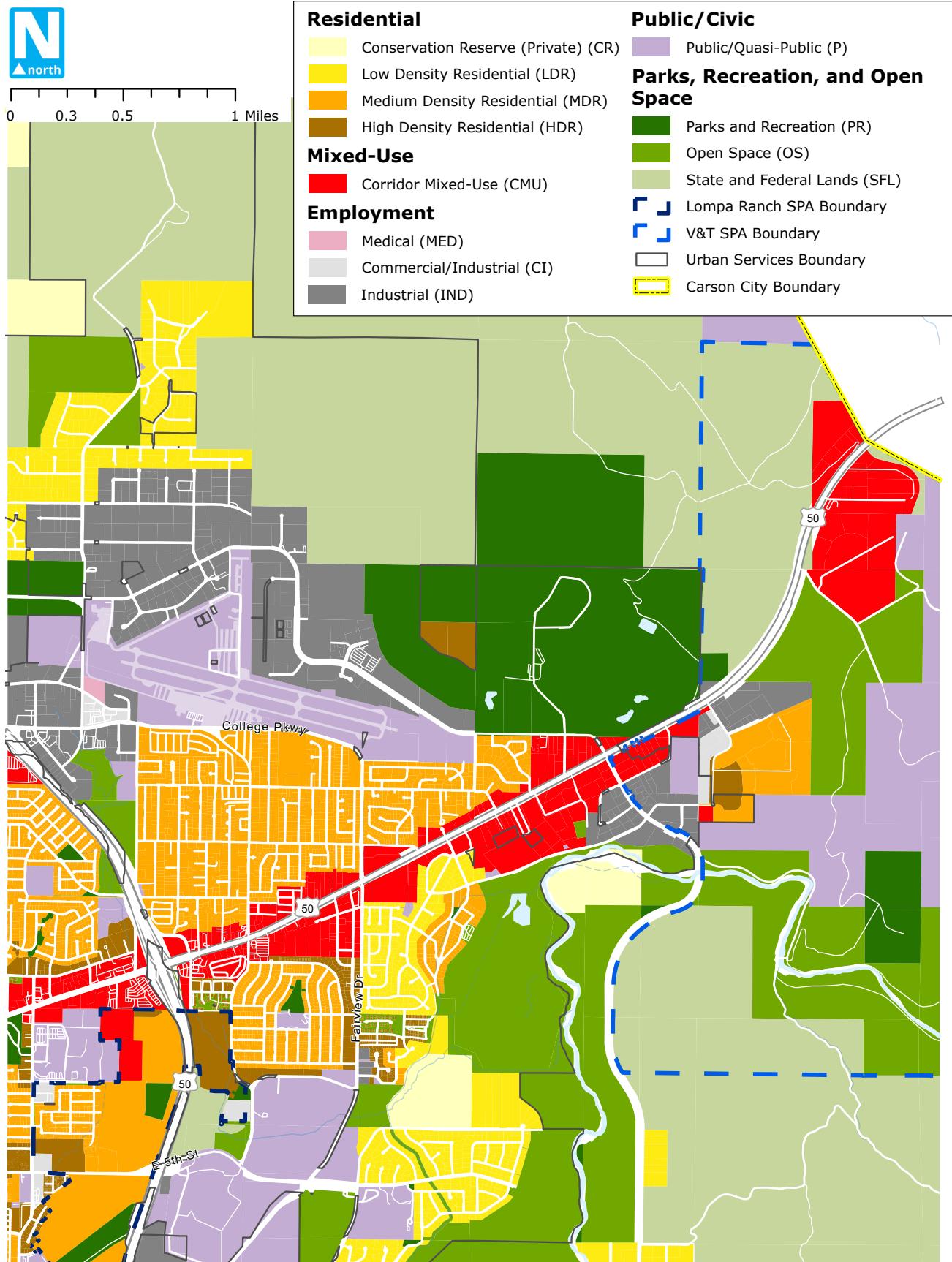
This chapter contains an overall Land Use Map and insets for each quadrant of the Urban Services Boundary. An interactive map is available on the project website: <https://bit.ly/CCStoryMapLU>

Carson City Land Use Map

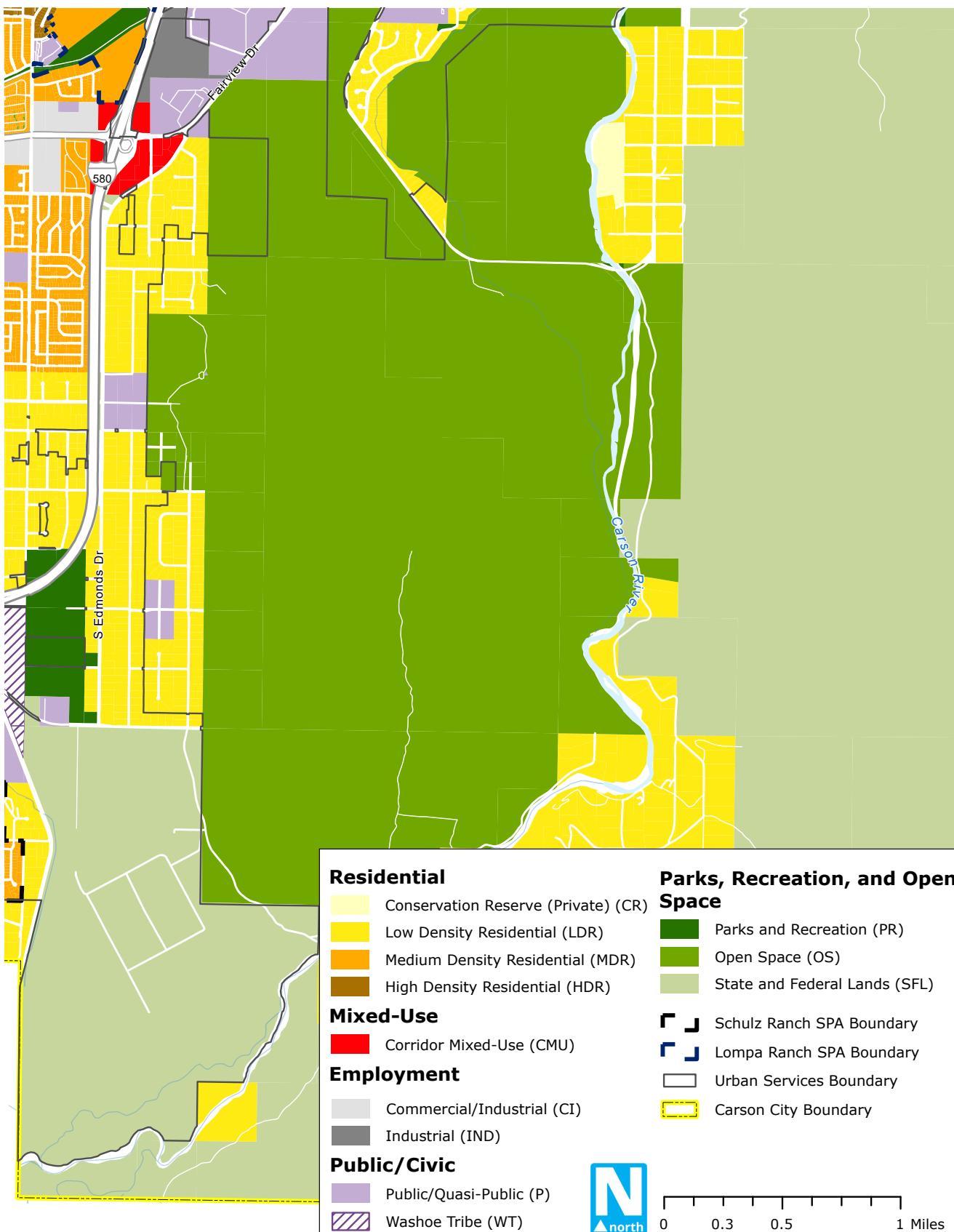


Carson City Land Use Map - Northwest

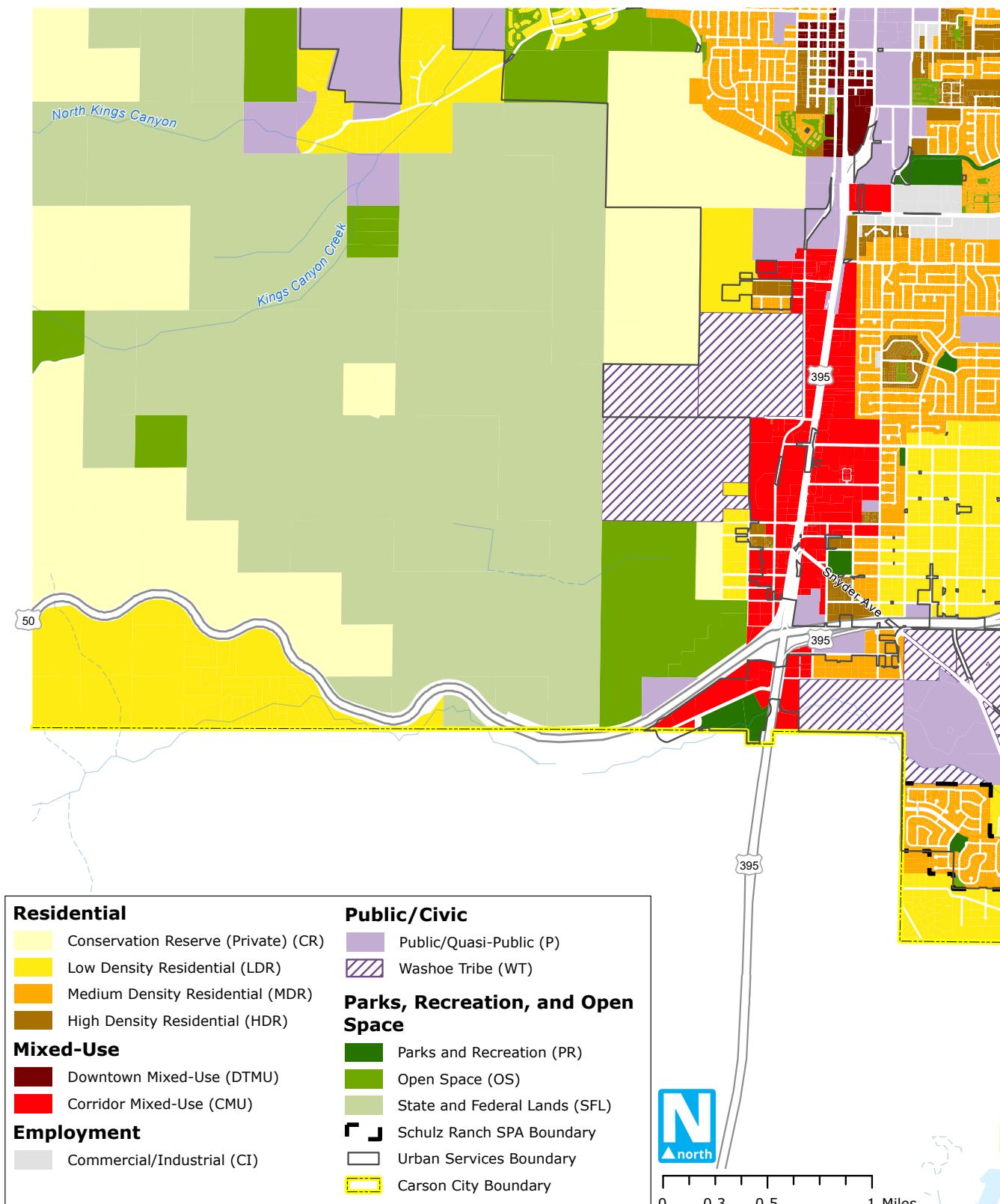




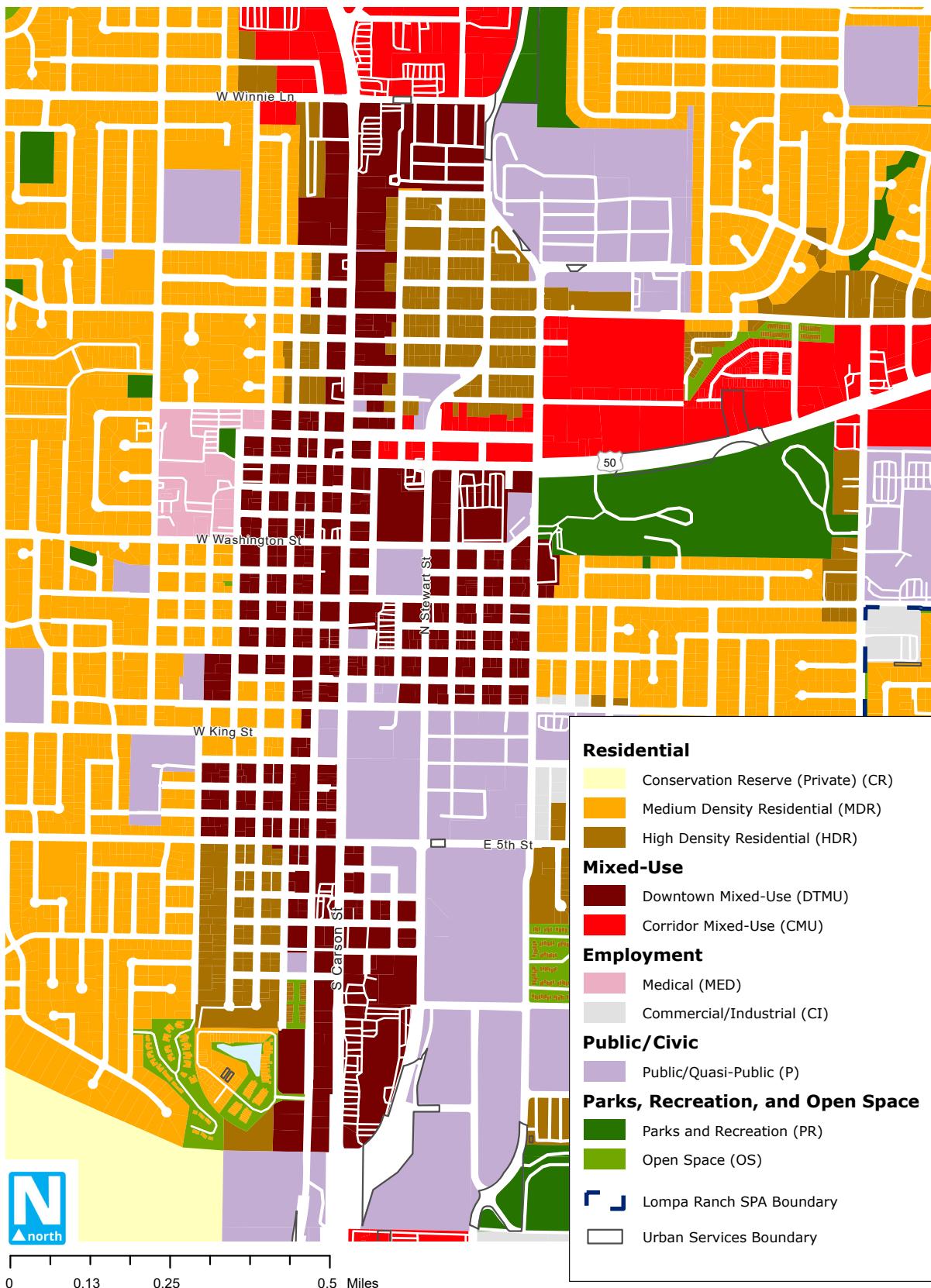
Carson City Land Use Map - Southeast

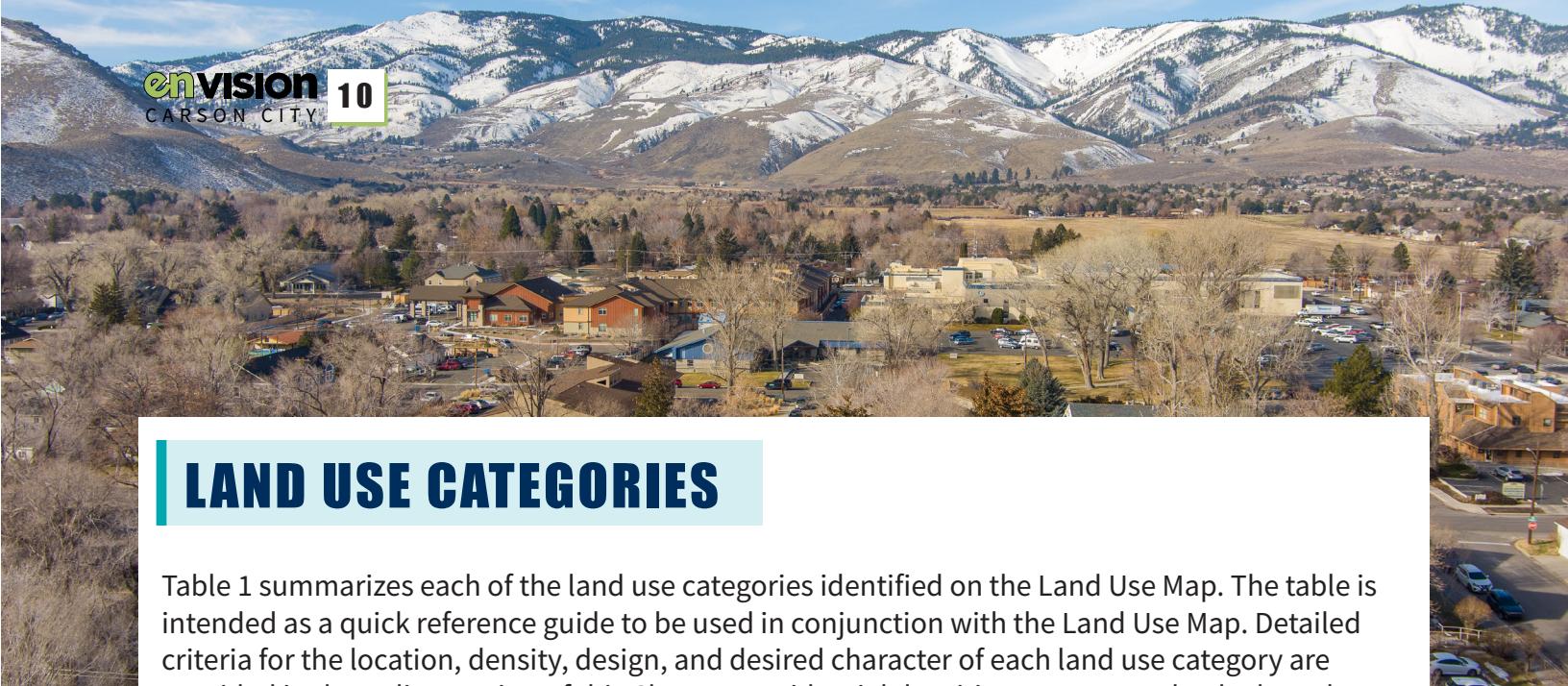


Carson City Land Use Map - Southwest



Carson City Land Use Map - Downtown





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, design, and desired character of each land use category are provided in the policy section of this Chapter. Residential densities are assumed to be based on gross acreages, which takes into account all land within the property boundaries. Secondary uses listed for each land use category are not intended to be comprehensive. While they may vary in form and intensity, parks, recreation facilities, trails, and public services are generally appropriate as supporting uses in residential, mixed-use, and employment land use categories.



TABLE 1: LAND USE CATEGORY DESCRIPTIONS

Land Use Category	Range of Density/ Size	Uses	Characteristics*
Residential			
Conservation Reserve (Private) (CR)	Minimum 20 acres per dwelling unit	<p>Primary: Detached single-family dwellings, open lands, and agriculture or ranching</p> <p>Secondary: Accessory buildings and farm structures, animal keeping</p>	<ul style="list-style-type: none"> Large tracts of land, typically located outside of the City's Urban Services Boundary, and potentially constrained by significant environmental or topographic features. Intended to allow extremely low-density residential development. Properties may be located in the Wildland Urban Interface and are not typically served by urban utilities (though service may vary by location). Relationship to 2006 Master Plan: Conservation Reserve (Private) is an established land use category. Zoning districts: CR, A
Low Density Residential (LDR)	Minimum 1 acre per dwelling unit	<p>Primary: Detached single-family dwellings</p> <p>Secondary: Accessory dwellings, schools, parks and associated recreation facilities, and open space</p>	<ul style="list-style-type: none"> Large-lot residential development where rural development standards generally apply (e.g. no curb/gutter/sidewalk, minimal street lighting). Intended to protect the character of existing neighborhoods with single-family homes on large (1 acre or more) lots. Clustering of residential units is encouraged as a means of preserving natural landscapes. Relationship to 2006 Master Plan: Low Density Residential combines the existing Rural Residential with the existing Low Density Residential category. Zoning districts: SF1A, SF2A, SF5A, MH1A, MHP

*Corresponding zoning districts found in Table 1 most closely align with the proposed land use category, but may not be the exclusive list of zoning districts for a land use category.

TABLE 1: LAND USE CATEGORY DESCRIPTIONS

Land Use Category	Range of Density/Size	Uses	Characteristics*
Medium Density Residential (MDR)	2-8 dwelling units per acre	<p>Primary: Detached single-family dwellings, attached single-family dwellings, and duplexes</p> <p>Secondary: Accessory dwellings, schools, parks and associated recreation facilities, multi-use pathways, places of worship, and other civic uses</p>	<ul style="list-style-type: none"> Residential development containing a mix of housing types and lot sizes in a neighborhood setting, typically connected by sidewalks. Intended to provide a variety of lot sizes and housing types within the City's Urban Services Boundary. Neighborhoods should, where practicable, have access to bike and trail infrastructure in line with the recommendations of the Unified Pathways Master Plan. Relationship to 2006 Master Plan: Medium Density Residential is an established land use category. Zoning districts: SF21, SF12, MH12, SF6, MH6, MFD, RO
High Density Residential (HDR)	8-36 dwelling units per acre	<p>Primary: Detached single-family dwellings on small lots, attached single-family dwellings, quadplexes, apartments, and condominiums</p> <p>Secondary: Schools, parks and associated recreation facilities, multi-use pathways, places of worship, civic uses, and some personal service or retail uses</p>	<ul style="list-style-type: none"> Residential development containing a mix of higher-density housing types in a compact, urban neighborhood setting. Intended to create opportunities for higher-density housing within the City's Urban Services Boundary. The creation of neighborhood-serving commercial uses may be appropriate at the intersection of two arterial streets or an arterial and collector street. Neighborhoods should, where practicable, have access to bike and trail infrastructure in line with the recommendations of the Unified Pathways Master Plan. Relationship to 2006 Master Plan: High Density Residential is an established land use category. Zoning districts: MFD, MFA

TABLE 1: LAND USE CATEGORY DESCRIPTIONS

Land Use Category	Range of Density/ Size	Uses	Characteristics*
Mixed-Use			
Downtown Mixed-Use (DTMU)	Varies by character area	<p>Primary: Civic, cultural, retail, service, office, casinos, hotel/convention, and financial institutions, medium- to high-density housing types.</p> <p>Secondary: Plazas, squares, and pocket parks</p>	<ul style="list-style-type: none"> Traditional downtown urban fabric with a compact, bicycle- and pedestrian-friendly scale and street grid. Intended to allow for and encourage a broad mix of uses, including high-density residential. Development should highlight the area's unique historic and cultural character and include gathering spaces for broader community. Relationship to 2006 Master Plan: Downtown Mixed-Use is an established land use category. Zoning Districts: DT-MU, RO, MFA, GO, RC
Corridor Mixed-Use (CMU)	Varies by location and development context	<p>Primary: Retail, commercial, office, medium- to high-density housing types, such as apartments and live/work units, and light-intensity industrial uses</p> <p>Secondary: Pocket parks, squares, plazas, multi-use pathways, schools, places of worship, and other public uses, and senior housing facilities are also appropriate.</p>	<ul style="list-style-type: none"> A mix of commercial, retail, and medium- to high-density residential uses located along arterial and collector streets. Intended to allow for the vertical or horizontal mix of uses on a single site. Mixed-use development should be located where it may be readily served by existing or future transit and should be designed with clear bicycle and pedestrian connections to transit stops and surrounding development. Relationship to 2006 Master Plan: Corridor Mixed-Use is a new land use category which replaces Mixed-Use Commercial, Mixed-Use Residential, Neighborhood Commercial, and Community/Regional Commercial. Zoning districts: GC, RC, TC, MFA

TABLE 1: LAND USE CATEGORY DESCRIPTIONS

Land Use Category	Range of Density/ Size	Uses	Characteristics*
Employment			
Medical (MED)	Varies by location and development context	<p>Primary: Medical facilities and offices, professional offices, and educational facilities</p> <p>Secondary: Complementary commercial services, such as restaurants and small-scale retail</p>	<ul style="list-style-type: none"> Concentrated areas of medical-oriented uses that may include complementary commercial and retail services. Access to alternative means of transportation should be provided, where practicable, such as through transit service or pedestrian and bicycle facilities. Relationship to 2006 Master Plan: Medical is a new land use category which replaces Mixed-Use Employment. Zoning districts: RC, PR, MFA, RO
Commercial/Industrial (CI)	Varies by location and development context	<p>Primary: Light manufacturing, processing, wholesaling, flex space, commercial and retail services, and offices.</p> <p>Secondary: Other complimentary uses</p>	<ul style="list-style-type: none"> Intended to provide concentrated areas of light industrial uses, combined with a mix of complementary commercial and retail services. Activities typically take place indoors, though outdoor storage or other activities may be permitted subject to landscaping, screening, or other compatibility standards. Relationship to 2006 Master Plan: Commercial/Industrial is a new land use category which replaces Mixed-Use Employment. Zoning districts: RC, PR, MFA, RO
Industrial (IND)	N/A	<p>Primary: Light and heavy manufacturing, research and development laboratories, assembly, processing, warehousing and distribution, storage, and other industrial services and operations</p> <p>Secondary: Airport supportive uses and commercial uses</p>	<ul style="list-style-type: none"> Industrial development on lots that vary in size (though most have an area of at least one-half acre) located near interstates, highways, and/or arterial streets. Intended to provide opportunities for more intensive work processes that may produce excessive noise, odors, or heavy truck traffic. Relationship to 2006 Master Plan: Industrial is an established land use category. Zoning districts: GI, LI, GIA, AIP

TABLE 1: LAND USE CATEGORY DESCRIPTIONS

Land Use Category	Range of Density/ Size	Uses	Characteristics*
Public/Civic			
Public/Quasi-Public (P)	N/A	Primary: Schools, government offices, community centers, fire stations, airport, libraries, cemeteries. Also include facilities needed for essential public services such as electrical substations, water and wastewater facilities, and other similar uses.	<ul style="list-style-type: none"> Properties that serve the public interest through civic, educational, essential service, or some other means. Intended to identify areas and services provided by the City, special districts, or quasi-public organizations. Access to alternative means of transportation should be provided, where practicable, such as through transit service or multi-use paths. Relationship to 2006 Master Plan: Public/Institutional is an established land use category. Zoning districts: P, PN, PC, PR
Washoe Tribe (WT)	N/A	Primary: A range of residential and non-residential uses associated with the Washoe Tribe.	<ul style="list-style-type: none"> Properties owned by the Washoe Tribe are considered to be under tribal sovereignty and as such 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. Relationship to 2006 Master Plan: Washoe Tribe is an existing land use category. Zoning districts: N/A

TABLE 1: LAND USE CATEGORY DESCRIPTIONS

Land Use Category	Range of Density/ Size	Uses	Characteristics*
Parks, Recreation, and Open Lands			
Parks and Recreation (PR)	N/A	<p>Primary: Parks, multi-use pathways, trails and recreational facilities</p> <p>Secondary: Municipal wells, maintenance buildings, or other utility structures</p>	<ul style="list-style-type: none"> Parks and recreational facilities provided by the City, however, privately operated facilities that serve recreational needs, such as golf courses, are also included. Intended to provide for the active and passive recreational needs of the community. Areas designated as PR on the Land Use Map should align with the City's Parks and Recreation Master Plan. Relationship to 2006 Master Plan: Parks and Recreation is an established land use category. Zoning districts: N/A
Open Space (OS)	N/A	<p>Primary: 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.</p> <p>Secondary: Multi-use pathways, trails, and utilities (e.g. municipal wells or other utility structures).</p>	<ul style="list-style-type: none"> Intended to protect environmentally sensitive areas, as well as to provide 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. Areas designated as OS on the Land Use Map should align with the City's adopted Open Space Plan. Relationship to 2006 Master Plan: Open Space is an established land use category. Zoning districts: OS, P, PN, PC, PR

TABLE 1: LAND USE CATEGORY DESCRIPTIONS

Land Use Category	Range of Density/ Size	Uses	Characteristics*
State and Federal Lands (SFL)	N/A	<p>Primary: 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>Secondary: Utilities (e.g. municipal wells or other utility structures).</p>	<ul style="list-style-type: none"> Properties owned by state and federal agencies, such as the Bureau of Land Management (BLM), United States Forest Service (USFS), or State of Nevada Forest Service (SNFS) for the purpose of conservation, resource protection, or for recreational use. Intended to provide natural resource protection, view protection, and 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. Relationship to 2006 Master Plan: State and Federal Lands is a new land use category which replaces the Public Conservation category. Zoning districts: PR



LAND USE POLICIES

The land use policies 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.

RESIDENTIAL

The Land Use Map identifies four residential use designations: Conservation Reserve (Private), 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 development. While some complementary uses are permitted within the residential land use categories, the overall use mix of these categories is intended to be predominantly residential. Specific policies for each residential category are provided below.



CONSERVATION RESERVE (PRIVATE) (CR)

CR 1.1—Characteristics

The CR category provides an opportunity for large-lot single-family housing in the Wildland Urban Interface. Lot sizes and layouts for CR developments will vary depending on significant environmental and topographical constraints (e.g. floodplains, steep slopes, or access constraints). Urban utility services are not common in the CR category, but access may vary by location. While properties are entitled to residential development based upon their current zoning, maintaining these properties in their natural state where possible is desirable through the use of conservation easements, purchase, or other means.

CR 1.2—Density

The CR category requires a minimum lot size of 20 acres per dwelling unit.

CR 1.3—Location

CR development is typically located outside the Urban Services Boundary and within the Wildland Urban Interface. These properties may be constrained by the existence of floodplains or other environmental, geologic, or topographical features.

CR 1.4—Access

Access road and driveway configurations should follow the natural contours of topographic features to avoid constraints, minimize slope disturbances, 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 uses including accessory dwelling units, schools, parks, and open space. Rural development standards generally apply (e.g., no curb and gutter or sidewalks, minimal street lighting).

LDR 1.2—Density

The LDR designation requires a minimum lot size of one acre. Lot sizes for new development should vary where possible in response to the surrounding development context. For example, larger lots may be used to provide a transition between RR developments and open lands, while one-acre lots are more appropriate where large-lot residential developments abut 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. In some cases, LDR development serves as a transition between MDR or HDR neighborhoods and open space or public lands.

LDR 1.4—Cluster Development

Clustering of residential units is encouraged as a means of preserving open spaces, creating transitions between urban development intensities and open lands, and providing open space for the common use and enjoyment of residents.

LDR

LDR 1.5—Compatibility with Rural Uses

The rural character of established neighborhoods within the LDR designation should be preserved. Lot splits and infill development should be avoided in areas where increased density would create potential conflicts with equestrian and small-scale livestock uses.

LDR 1.6—Infill Adjacent to Established Neighborhoods

Infill development on parcels that abut established LDR neighborhoods should be designed to minimize impacts on the character of established neighborhoods.

LDR 1.7—Infill Within Established Neighborhoods

Infill development that occurs on one or more vacant lots within established LDR neighborhoods should be designed to complement the scale and massing of existing adjacent homes.

LDR 1.8—Access and Circulation

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. 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.



LDR 1.9—Parks, Open Space, Multi-Use Paths, and Trailheads

Where applicable, connections to existing/planned pathways should be provided and existing or planned public land access points maintained as part of future infill or redevelopment. Amenities should be sited according to the City's adopted Parks and Recreation Master Plan and Unified Pathways Master Plan.



MEDIUM DENSITY RESIDENTIAL (MDR)

MDR 1.1—Characteristics

MDR neighborhoods may contain a mix of single-family residences, duplexes, and townhomes on individual lots. New MDR neighborhoods should be oriented around neighborhood-serving parks, recreation facilities, or other community gathering spaces that are tailored to each neighborhood's size, development intensity, target market, and surrounding context.

MDR 1.2—Density

The MDR designation allows for densities of two to eight dwelling units per acre.

MDR 1.3—Location

MDR neighborhoods should be located within the City's Urban Services Boundary. These neighborhoods should also be located near arterial streets and be bounded by collector streets where possible.

MDR 1.4—Variety of Housing Types

MDR neighborhoods may incorporate a variety of housing types, such as detached single-family homes, attached single-family homes, and duplexes.



MDR 1.5—Infill Adjacent to Established Neighborhoods

Infill development on parcels that abut established MDR neighborhoods should be designed to minimize impacts on the character of established neighborhoods.

MDR 1.6—Infill Within Established Neighborhoods

Infill development that occurs on one or more vacant lots within established MDR neighborhoods should be designed to complement the scale and massing of existing adjacent homes. Additional considerations may apply to properties within the Historic District.

MDR 1.7—Access and Circulation

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

MDR 1.8—Parks, Open Space, Multi-Use Pathways, and Trailheads

In established MDR neighborhoods, connections to existing/planned pathways should be provided and existing or planned public land access points maintained as part of future infill or redevelopment. Amenities should be sited according to the City's adopted Parks and Recreation Master Plan and Unified Pathways Master Plan.





HIGH DENSITY RESIDENTIAL (HDR)

HDR 1.1—Characteristics

The HDR designation is intended to provide opportunities for higher density neighborhoods in an urban setting. HDR developments generally have shared parking and recreational facilities.

HDR 1.2—Density

The HDR designation allows for densities between eight and 36 dwelling units per acre.

HDR 1.3—Location

HDR neighborhoods are located within the City's Urban Services Boundary and are typically near arterial and collector streets, sometimes providing a transition between commercial or mixed-use 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

Infill projects should be compatible with the established mass and scale of other buildings along the block. HDR development that abuts lower-intensity, established residential neighborhoods should provide transitions in massing and height or buffer areas to create separation. Variation in color, building forms, and other design features should be incorporated to create visual interest.



HDR 1.5—Neighborhood Commercial Uses

The establishment of small scale, neighborhood-serving commercial uses may be appropriate as part of HDR neighborhoods where HDR designated property abuts the intersection of two arterial streets, or an arterial and collector street.

HDR 1.6—HDR 1.5—Access and Circulation

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.





MIXED-USE

The Land Use Map identifies two mixed-use land use categories: Downtown Mixed-Use and Corridor Mixed-Use. These categories and their associated policies reflect the City's desire to establish a more diverse mix of uses within the Urban Services Boundary and to make efficient use of the City's limited developable land by encouraging the creation of employment opportunities, diverse housing types, and an array of commercial services that can meet many residents' day-to-day needs. Specific policies are provided for each category below, along with several generally applicable policies for all mixed-use developments.

GENERAL POLICIES APPLICABLE TO BOTH MIXED-USE CATEGORIES:

MU 1.1—Vertical Mixed-Use

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

MU 1.2—Horizontal Mixed-Use

Horizontal mixed-use development includes the co-location of 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.

MU 1.3—Access and Circulation

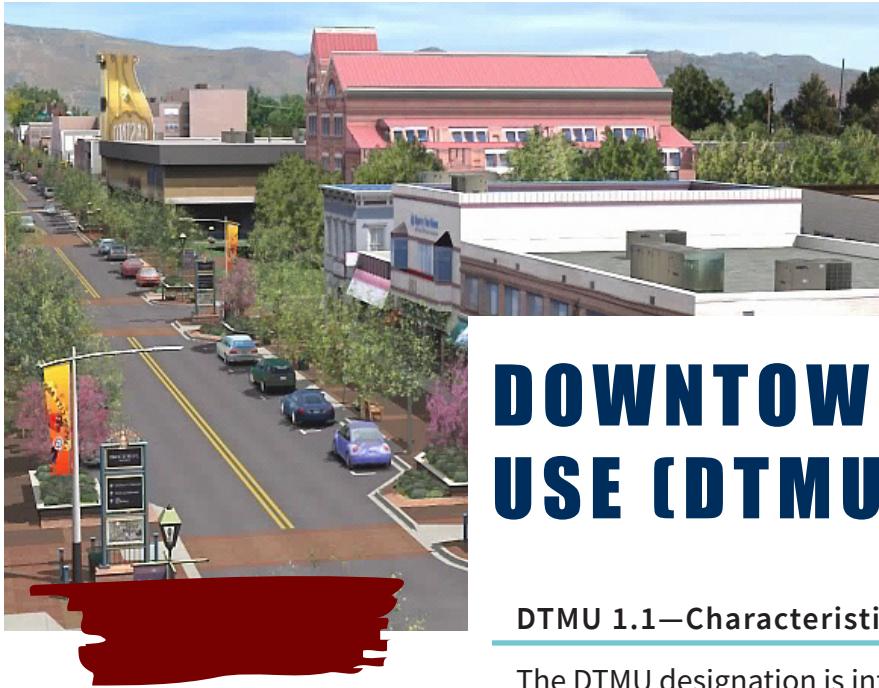
Mixed-use development should be designed using an interconnected network of streets to provide efficient connections between uses and to accommodate vehicular, bicycle, and pedestrian circulation, as well as existing or future transit service. Direct vehicular and pedestrian connections to adjacent neighborhoods, 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 isolated from it.

MU 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 parking structure. 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 practicable, to free up private property for uses aside from surface parking lots.

MU 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 of parking structures is strongly encouraged, particularly Downtown.



DOWNTOWN MIXED-USE (DTMU)

See also, policy 6.3c and
Downtown Character Areas
Map

DTMU 1.1—Characteristics

The DTMU designation is intended to allow for and encourage a broad mix of uses while respecting the historic context of the area and creating an inviting, pedestrian-friendly environment. Downtown is comprised of a series of smaller character areas or districts, and is home to some of the City's most significant historic resources, including the State Capitol building and grounds.

DTMU 1.2—Scale of Development

The DTMU designation is intended to encourage an urban pattern of development Downtown. Building heights will vary by Downtown Character Area. Development abutting lower-intensity, established residential neighborhoods should provide transitions in massing and height.

DTMU 1.3—Location

The DTMU designation is provided specifically for the City's historic Downtown area as delineated on the Land Use Map. It is generally focused along Carson Street between John Street, South Stewart Street, Roop Street, and Curry Street.

DTMU 1.4—Mix of Uses

DTMU development should include an integrated mix of civic, cultural, retail, service, entertainment, office, and residential uses. Uses that generate higher levels of pedestrian activity, such as shops and restaurants, should generally



be concentrated at the street-level, particularly along primary street frontages. However, street-level activation may also be accomplished through the use of public art, outdoor seating, plazas, or other design features.

DTMU 1.5—Historic Resources

The rehabilitation and/or 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.

DTMU 1.6—Large-Scale Infill and 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 minimizing the impacts of parking on primary street frontages.



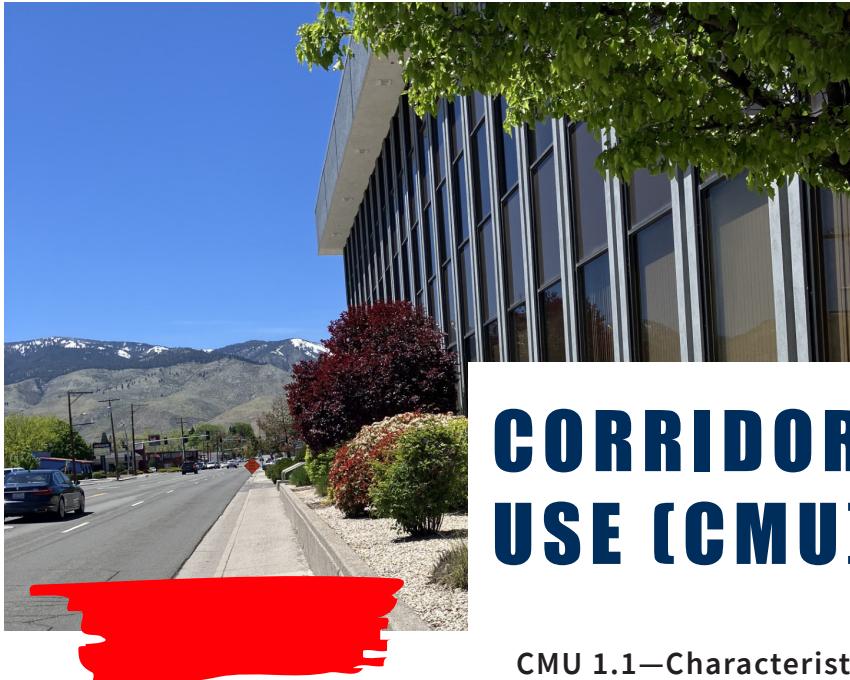
See also, policy 6.3c

DTMU 1.7—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.

DTMU 1.8—Public Spaces

Public art and gathering spaces, such as outdoor plazas, pocket parks, and other amenities should be incorporated to enhance the pedestrian environment and provide Downtown residents and visitors with access to outdoor spaces.



CORRIDOR MIXED-USE (CMU)

CMU 1.1—Characteristics

The CMU designation is intended to encourage a mixed-use pattern of development along the City's high traffic corridors. These sites will be characterized by a mix of office, retail, light industrial, and service uses alongside high-density housing options—creating a diverse mix of uses that make it possible to live, work, and meet day-to-day needs within a single neighborhood. CMU development should incorporate bicycle- and pedestrian-friendly design elements and should be designed with clear connections to surrounding development and transit stops.

CMU 1.2—Scale of Development

Building heights in the CMU designation will generally range from one to four stories; however, higher-density residential development or buildings containing a vertical mix of residential and non-residential uses may be eligible for greater building heights through the Special Use Permit process. Development abutting lower-intensity, established residential neighborhoods should provide transitions in massing and height.

CMU 1.3—Location

CMU development will generally be located along arterial and collector streets. These developments should be designed so that they may be served by existing or future transit.

CMU



CMU 1.4—Mix of Uses

CMU developments should provide a mix of retail, service, and office uses in combination with high-density residential uses. Single-use development may be considered based on site constraints or to accommodate opportunities for affordable or workforce housing. Higher intensity uses, such as commercial service, retail, and high-density residential uses should be concentrated along gateway corridor frontages. Where a vertical mixed-use pattern 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. When utilizing a horizontal mixed-use pattern, residential uses should be physically integrated with non-residential uses and should be used to provide transitions and create a visual link to surrounding neighborhoods. Placing residential and non-residential uses adjacent to one another, but separating them by fences, walls, or other barriers and a lack of street or pedestrian connections does not constitute an integrated mix of uses.

CMU 1.5—Mix of Housing Types

The CMU designation is intended to accommodate a range of higher-density housing types, such as apartments, condominiums, and live-work units.

CMU 1.6—Large Format Retail or Multi-family Development

Large format retail and multi-family residential development uses may be permitted as a standalone use in CMU areas provided all other applicable mixed-use policies are addressed. 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.



CMU 1.7—Design Standards

CMU developments shall be required to meet Carson City's Development Standards to address compatibility with surrounding areas, foster quality design, and mitigate negative visual impacts such as uninterrupted wall planes, parking areas, and service and loading areas. The City's design standards apply to all commercial, office, multi-family, public, industrial, and institutional development.

CMU 1.8—Relationship to Surrounding Development

Most CMU development will occur through infill and redevelopment within established areas of the City. Creating a strong physical and visual relationship to adjacent neighborhoods 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 CMU development and the adjacent neighborhood to promote a more seamless transition between uses;
- Clustering taller structures (e.g., three stories or more) near the primary arterial street and stepping down the height of structures as they approach adjacent neighborhoods;
- Buffering surface parking, loading areas, and other areas of potential friction from adjacent residences through the use of fences, walls, 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 and the standards of the Airport Overlay.

CMU 1.9—Access and Circulation

Access to CMU development occurring along major gateway corridors should be consistent with adopted City and NDOT plans, with modifications to accommodate safe pedestrian access. Additional considerations should be made to align infill and redevelopment of CMU sites with existing and proposed multi-use pathways, as identified in the City's Unified Pathways Master Plan.



CMU

CMU 1.10—Privately-Owned Public Spaces

Where appropriate, CMU developments should be encouraged to incorporate privately-owned gathering spaces, plazas, and pocket parks that are open and accessible to the public. These types of spaces serve as urban recreational amenities for residents that may not have access to larger community parks without getting in their cars and generally promote increased levels of pedestrian activity.

CMU 1.11—Parks, Open Space, and Pathways

CMU developments should provide connections to the City's pathways network as identified in the Unified Pathways Master Plan.



EMPLOYMENT

The Land Use Map identifies three Employment categories: Medical, Commercial/Industrial, and Industrial. Employment uses are intended to provide concentrated nodes of community services and job opportunities. Policies for each category are provided below, along with several generally applicable policies for all employment developments.

GENERAL POLICIES APPLICABLE TO ALL EMPLOYMENT CATEGORIES:

E 1.1—Access and Circulation

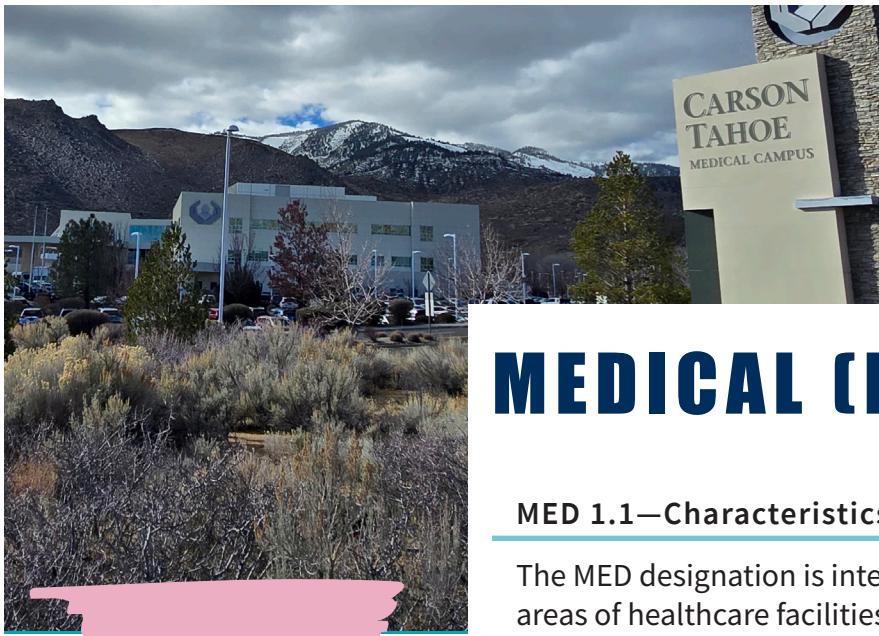
Clear, safe, and direct bicycle and pedestrian connections should be provided through parking areas to building entrances and to surrounding neighborhoods or streets.

E 1.2—Parking Design and Location

Surface parking lots should be broken into smaller sections divided by landscaping and pedestrian walkways that are physically separated from vehicular drive aisles. To the maximum extent practicable, parking areas should be distributed between the front and sides of buildings, or sides and rear, rather than solely in front of buildings.

E 1.3—Airport Compatibility

Development in airport critical flight path areas should be sited and designed to avoid risks to flight safety or building occupants, such as tall buildings, excessive reflectivity or lighting, or high-occupancy uses.



MEDICAL (MED)

MED 1.1—Characteristics

The MED designation is intended to provide concentrated areas of healthcare facilities. The MED designation provides flexibility for the establishment of a variety of healthcare, medical office, professional training, and supporting retail or service uses.

MED 1.2—Scale of Development

Building heights in the MED designation will generally be one to two stories; however, high-quality campus-style developments that represent a significant investment in Carson City may be eligible for greater height. Development abutting lower-intensity, residential neighborhoods should provide transitions in massing and height.

MED 1.3—Location

Medical developments should have access to existing or planned arterial and collector streets and should not rely on local streets for primary access.

MED 1.4—Mix of Uses

Medical development may include hospitals/medical centers and clinics, research and development facilities, educational facilities, and offices. The incorporation of complementary retail or service uses in combination with healthcare uses is strongly encouraged.

MED 1.5—Relationship to Surrounding Development

Medical development should be integrated with the surrounding neighborhood context rather than being walled off as isolated pods of development, particularly 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 less intensive, smaller-scale uses along the shared boundary of the MED development where it abuts existing residential dwellings to minimize potential impacts;
- Clustering taller structures (e.g., two stories or more) along the primary street frontage and stepping down the height of structures as they approach adjacent low-density residential dwellings;
- Buffering surface parking, loading areas, and other areas of potential friction from adjacent residences through the use of fences, walls, landscaping, or other mechanisms; and
- Maintaining or establishing direct vehicular and pedestrian access points to surrounding development areas.

MED 1.6—Parks, Open Space, and Pathways

Medical 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.





COMMERCIAL/ INDUSTRIAL (CI)

CI 1.1—Characteristics

The CI designation is intended to provide concentrated areas of light manufacturing, processing, wholesaling, flex space, and offices, along with complimentary commercial services, such as restaurants and small-scale retail.

CI 1.2—Location

Commercial/Industrial uses should generally be located along arterial or collector streets and should not rely on local streets for primary access.

CI 1.3—Relationship to Surrounding Development

Commercial/Industrial development should be oriented to minimize impacts on adjacent residential neighborhoods. One or more of the following techniques should be employed as necessary to achieve this objective:

- Conducting more intensive activities in enclosed areas;
- Locating less intensive, smaller-scale uses along the shared boundary of the CI development where it abuts established residential neighborhoods to minimize potential impacts;
- Buffering surface parking, loading areas, and other areas of potential friction from adjacent residences through the use of fences, walls, landscaping, or other mechanisms; and
- Maintaining or establishing direct vehicular and pedestrian access points to surrounding mixed-use and industrial areas.



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, odors, and other nuisances. Industrial sites should be located near the interstate, highway, or arterials capable of handling heavy truck traffic. Light industrial uses can typically be located in areas that also contain some commercial 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.