

# CARSON CITY NEVADA



**enVISION**  
CARSON CITY

## master plan

MAY 2025

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# CHAPTER 1

## PLAN OVERVIEW

## MASTER PLAN BASICS

This Master Plan is an officially adopted document that outlines Carson City's vision and goals for the future and provides guidance for elected and appointed officials in making decisions regarding the long-range needs of the community. The guiding principles, goals, 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 policies and maps, which should be used together when making decisions. This document shall 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, changes to the Urban Services Boundary, the effectiveness of existing policies, the impacts of past decisions, and other changes in the community.

## WHAT IS A COMPREHENSIVE MASTER PLAN?

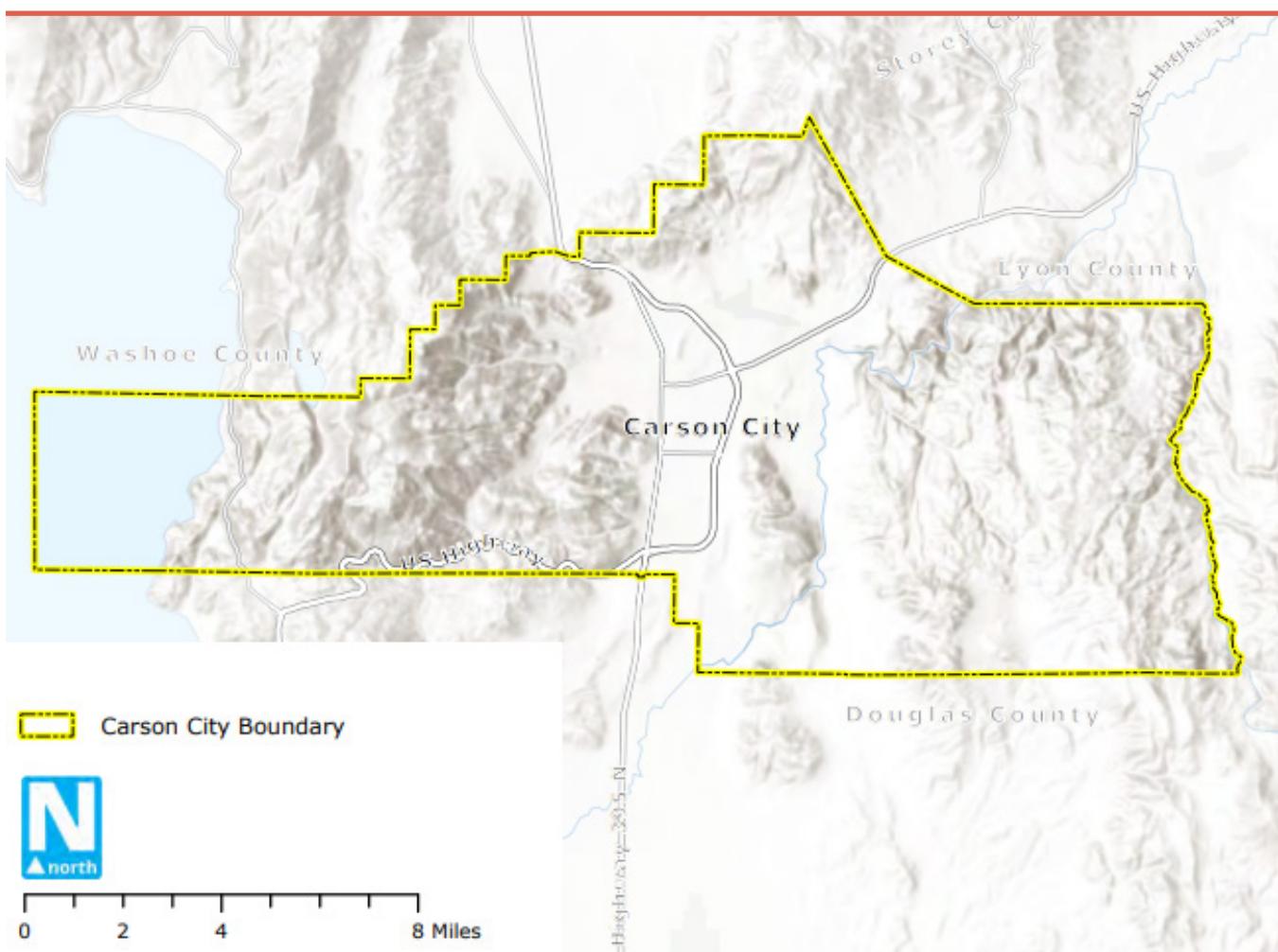
A Comprehensive Master Plan is a blueprint that provides guidance on where and how the community will grow in the next 20 years. Master plans typically consist of maps, policy statements, and goals addressing issues relating to growth, housing, economic development, transportation, natural resources,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

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

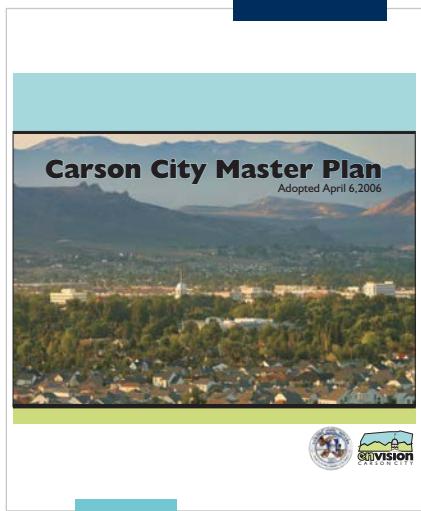
## PLANNING AREA

Carson City is a consolidated city/county municipality encompassing 157.88 square miles (Source: Carson City GIS). 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 surround the urbanized area on three sides. Carson City abuts Washoe and Storey counties to the north, Douglas County to the south, Lyon County to the east, and Placer County to the west, along the Nevada/California border in Lake Tahoe. The westerly portion of Carson City, which lies within the Lake Tahoe basin, is also within the jurisdiction of the Tahoe Regional Planning Agency (TRPA).

Context Map



## WHY UPDATE THE MASTER PLAN?



The first Carson City Master Plan was adopted in 1958. Since then, significant Master Plan updates have been adopted in 1977, 1978, 1983, 1996, and 2006. Over time there have been many changes in the community that affect its direction for the future. Transformative projects that were a focus of the 2006 Master Plan—like the Carson Freeway and associated capital improvements for Carson Street—are well underway and the community's demographics, land use patterns, housing needs, and economic conditions have shifted to reflect the rise of online shopping, remote work, and other national trends. Several objectives guided the development of this Master Plan. These objectives are outlined below and are addressed throughout the Master Plan document that follows this chapter.

Consultation with the community  
on their vision for the future.

The 2006 Master Plan was based on a vision statement and five broad themes—1) A Balanced Land Use Pattern; 2) Equitable Distribution of Recreational Opportunities; 3) Economic Vitality; 4) Livable Neighborhoods and Activity Centers; and 5) A Connected City. As part of the 2024 Master Plan update process, City staff and Planning Commission members hosted a series of Listening Sessions around the community. In total, 25 Listening Sessions were held and attended by nearly 400 participants. Listening Sessions were structured as informal discussions. Each meeting kicked off with a round of introductions, followed by a brief description of the Master Plan and Master Plan update process, and discussion about what participants like—or would like to change—about Carson City. Input received as part of the Listening Sessions confirmed that while these themes were still relevant, modifications were needed to reflect changes in the community's values and priorities since the early 2000s.



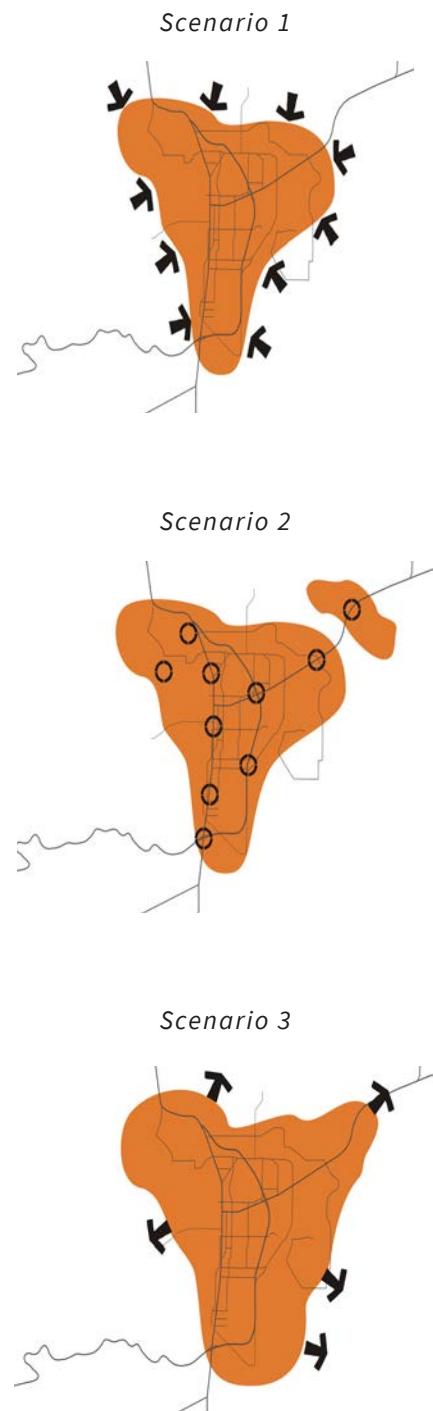
Chapter 2 outlines an updated vision statement and seven guiding principles to better emphasize community values and priorities that emerged as part of the Listening Sessions, as well as other community and stakeholder engagement. More information about the 2024 Master Plan update process can be found in Appendix C: Community Engagement Summary.

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

Carson City has had a Growth Management Program in place since 1978 to help manage the rate of growth and to ensure adequate service levels and infrastructure capacity. As part of the 2006 Master Plan update 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 undisturbed, 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 Carson City's developed areas.
- **Scenario 3: Urban Expansion**—Scenario 3 assumed that Carson 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 in the early 2000s. Most new development would occur on vacant lands at the periphery of the urbanized area and publicly owned lands suitable for urban development would be released to accommodate additional expansion.

Input received as part of the 2024 Master Plan update process reinforced the community's desire to maintain a compact urban footprint (as established through support of scenarios 1 and 2 in the 2006 Master Plan). To achieve this vision, this iteration of the Master Plan establishes an Urban Services Boundary (see map and definition in Chapter 3) to help clarify the limits of future urban development based on current water and sewer service plans. It also emphasizes the importance of planning to avoid and mitigate the impacts of natural and human-caused disasters by discouraging development in flood- and fire-prone areas and aligning with the goals of the Hazard Mitigation Plan. Participants in the Master Plan update supported mixed-use development as a tool to revitalize major gateway corridors and vacant or underutilized properties (see definitions of Growth Terminology in Chapter 3 Well-Managed Growth).



## Recalibrate the Master Plan to Reflect Community Priorities

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The 2024 Master Plan update was not intended as a “start-from-scratch” effort, but rather as an opportunity to review and modernize the 2006 Master Plan to reflect the needs of Carson City today—and for the future. In December 2023, members of the project team conducted over 50 interviews with Carson City residents, staff, department heads, elected officials, boards and commissions, partner agencies, community groups, and others with an interest or role in implementing the 2006 Master Plan. The purpose of the initial interviews was to help evaluate how well the 2006 Master Plan was serving Carson City’s needs, to identify areas where policy direction was lacking or needed to be clarified; and to identify specific opportunities for improvement. Interview results were summarized in the February 2024 Master Plan Assessment Appendix B: Master Plan Assessment, which highlighted the following areas of focus for the updated Master Plan:

- Deepen the community’s understanding of the factors that influence Carson City’s growth rate and ultimate buildout.
- Clarify future land use designations and policy direction for areas of transition.
- Expand revitalization and economic development focus along major corridors.
- Recalibrate mixed-use and non-residential land use designations to reflect the changing dynamics of retail and employment.
- Define housing needs and Carson City’s role in providing opportunities for diverse housing options.
- Reinforce Carson City’s commitment to environmental stewardship and community resilience.
- Strengthen/expand partnerships and leverage community assets.

Recommendations contained in the Master Plan Assessment were vetted and refined based on discussions with the Board of Supervisors and Planning Commission in late January 2024, and further refined and explored with the broader community as part of the first round of community engagement in April 2024, and follow up work session with the Board of Supervisors and Planning Commission in May 2024. Updates to the organization of the Master Plan and the goals and policies within the Master Plan were made to reinforce these areas of focus, as well as to acknowledge the results of the Listening Sessions.

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

The Master Plan is a broad policy document used to articulate the community's vision for the future of Carson City and establish a guide for the physical development of the City. Many of the policies contained in the Master Plan are implemented through the day-to-day actions of City staff and elected and appointed officials. 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 12 Action Plan of this document to provide a "roadmap" as to how the goals and policies should be implemented.

Implementation of the Master Plan will require consideration of the benefits and potential trade-offs of individual decisions within the context of the guiding principles and supporting goals and policies, personal property rights, and other factors. Ultimately, it is the responsibility of the Planning Commission and Board of Supervisors to determine which course of action best aligns with this Master Plan.



## 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, industrial, and mixed-use districts. The zoning regulations describe what type of land use and specific activities are permitted in each district, and regulate how buildings, signs, parking, and other features 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. Proposed changes to the zoning of a particular property 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 REVISED STATUTES

Nevada Revised Statutes (NRS) 278.150 through 278.170 states that a Planning Commission and Board of Supervisors (or governing body) shall prepare and adopt a comprehensive, long-term general plan for the physical development of the City. This Master Plan, which replaces the City's 2006 Plan, has been prepared and adopted in accordance with those statutes and shall be used in conjunction with other adopted plans (as referenced throughout this Master Plan) to guide growth and development within Carson City's jurisdiction.

NRS 278.0284 provides for consistency between the master plan and local ordinances as follows:

“Any action of a local government relating to development, zoning, the subdivision of land or capital improvements must conform to the master plan of the local government. In adopting any ordinance or regulation relating to development, zoning, the subdivision of land or capital improvements, the local government shall make a specific finding that the ordinance conforms to the master plan. Within one year after its adoption of any portion of a master plan, the local government shall review and, if necessary, amend its existing ordinances to ensure their conformity with the provisions of the master plan. If any provision of the master plan is inconsistent with any regulation relating to land development, the provision of the master plan governs any action taken in regard to an application for development.”

Although Carson City, due to its size, is not required to amend the zoning in one year, it will begin the conformity review upon adoption.

# PLAN ORGANIZATION

The Master Plan is comprised of the following chapters in addition to this introductory chapter:



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**Chapter 2 Vision and Guiding Principles**—contains a statement of the community's vision for the future, along with an overview of the guiding principles which serve as a framework for the rest of the Plan.

**Chapter 3 Well-Managed Growth**—contains goals and policy statements pertaining to the community's desire for a compact urban footprint, a balanced land use pattern, the implementation of development practices that protect natural resources, plans to mitigate the City from natural and human-made disasters, and collaboration among local, state, tribal, and federal organizations.

**Chapter 4 Access to Open Lands and 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.



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**Chapter 5 Economic Vitality**—contains goals and policy statements pertaining to the City's commitment to a variety of economic development tools.

**Chapter 6 Vibrant Gateway Corridors and Downtown**—contains goals and policy statements to support the continued revitalization of downtown and key gateway corridors .

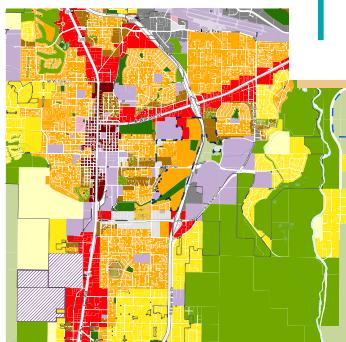
**Chapter 7 Livable Neighborhoods**—contains goals and policy statements pertaining to housing and the relationship between new developments and established neighborhoods.



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**Chapter 8 Unique History and Culture**—contains goals and policy statements reflecting the community's desire to preserve historic and cultural resources and support the arts.

**Chapter 9 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 10 Land Use Plan**—contains the Land Use Map, a description of land use categories used in the Plan, and detailed land use policies.



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**Chapter 11 Specific Plan Areas**—contains specific policies pertaining to the three Specific Plan Areas identified on the Land Use Plan, including the Schulz Ranch (SR-SPA), Lompa Ranch (LR-SPA), and Eastern Portal—Virginia & Truckee Railway Gateway (V&T-SPA) Specific Plan Areas.

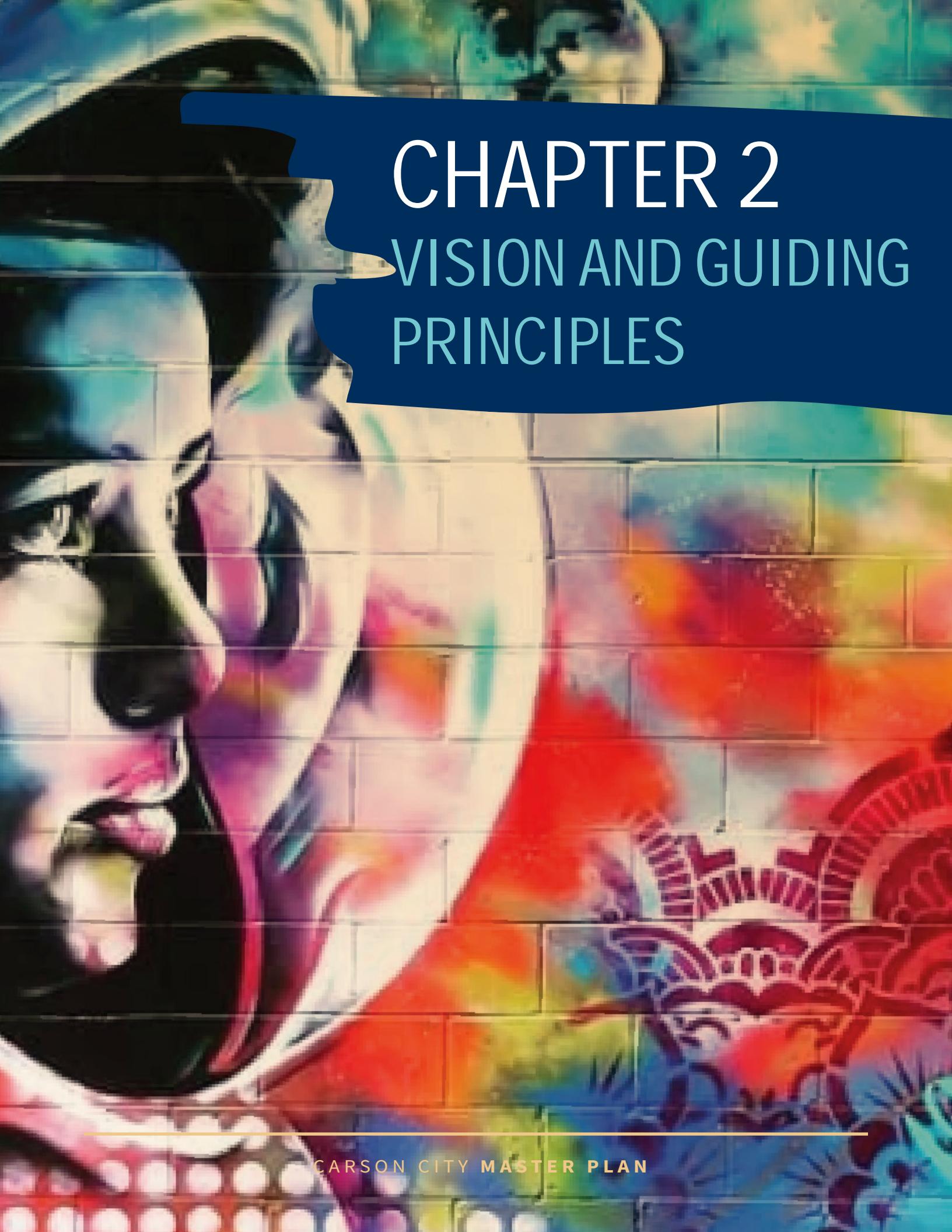
**Chapter 12 Action Plan**—contains a discussion of recommended priority actions to be taken to implement the Plan, as well as an Action Plan Matrix that assigns the priority and timing of recommended actions.

## Appendices:

- **Appendix A: Background and Context**—Appendix A contains background data and contextual information that was used to inform the Master Plan—the Community Profile, the Projected Residential and Non-Residential Demand Methodology, and the Development Capacity Analysis.
- **Appendix B: Master Plan Assessment**—contains a summary of input received as part of initial interviews conducted as part of the 2024 Master Plan update and recommendations that informed the updated Master Plan.

- **Appendix C: Community Engagement Summary**—contains a summary of public input opportunities and steps taken to create the updated Master Plan.
- **Appendix D: State and National Register Properties**—contains a list of properties in Carson City that are listed on the State and/or National Register of Historic Places.

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# CHAPTER 2

## VISION AND GUIDING PRINCIPLES



## OVERVIEW

The Vision and Guiding Principles set forth in this chapter describe the community's collective values and aspirations for Carson City based on where we are today and where we'd like to be as we look toward the future. The Vision and Guiding Principles are based on the premise that the vibrancy of the City and the quality of life of its residents are dependent upon the balancing of multiple factors, including economic, social, and environmental considerations. These factors are interrelated and essential to the continued health and sustainability of the community.

## VISION

*Carson City is a community proud of its past and confident of its future. We take pride in our role as a state capital and offer a balanced community with housing, employment, education, shopping, and recreation opportunities. We value productive collaboration between residents, businesses, partner organizations, neighboring municipalities, and State and Federal agencies to engage in opportunities and challenges that affect our quality of life and sense of community.*

## GUIDING PRINCIPLES

Carson City's vision is grounded in seven Guiding Principles. The Guiding Principles 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 Guiding Principles, listed in no particular order of importance, serve as an organizing framework for the goals and policies contained in Chapters 3 through 9, and for the implementation actions contained in Chapter 12. Some of the policies identified in Chapters 3 through 9 will be carried out as part of day-to-day decision-making. Other policies require multiple actions to be taken to support their implementation. As such, actions included in the matrix in Chapter 12 do not align one-to-one with the policies identified in Chapters 3 through 9.

### WELL-MANAGED GROWTH

Goals and policies for achieving well-managed growth support efforts to:

- Promote the efficient use of land, water, and infrastructure;
- Mitigate the potential risk and effect of natural or human-caused hazards on life, property, and infrastructure;
- Protect sensitive natural and visual resources; and
- Foster cooperation on Master Plan issues.

### ACCESS TO OPEN LANDS AND RECREATIONAL OPPORTUNITIES

Goals and policies for providing access to open lands and recreational opportunities support efforts to:

- Enhance the City's parks, trails, and open space network;
- Improve access to parks and recreation at a neighborhood level;
- Expand the City's capacity and excellence in community-wide recreation facilities, programs, and gathering spaces; and
- Promote access to state and federal lands as a community amenity.



## ECONOMIC VITALITY

Goals and policies for achieving economic vitality support efforts to:

- Promote a collaborative approach to economic development;
- Maintain and enhance primary job base;
- Recognize and adapt to the impact of technology on work and workforce patterns;
- Promote revitalization and reinvestment in underutilized areas; and
- Promote the City's assets as economic development tools.



## VIBRANT GATEWAY CORRIDORS AND DOWNTOWN

Goals and policies for creating vibrant gateway corridors and preserving downtown support efforts to:

- Enhance the safety, functionality, and appearance of gateway corridors;
- Facilitate the revitalization of vacant and underutilized properties along gateway corridors; and
- Promote the ongoing revitalization of Downtown.



## LIVABLE NEIGHBORHOODS

Goals and policies for creating livable neighborhoods support efforts to:

- Expand housing options to meet the needs of existing and future residents and workers of all ages, abilities, and income levels;
- Support the retention and expansion of affordable and workforce housing options within the community;
- Maintain the quality, character, and livability of established neighborhoods; and
- Promote reinvestment in declining neighborhoods.



## UNIQUE HISTORY AND CULTURE

Goals and policies that bolster Carson City's unique history and culture support efforts to:

- Protect and preserve Carson City's historic and cultural resources;
- Promote heritage tourism; and
- Support the expansion of artistic and cultural programs and events.

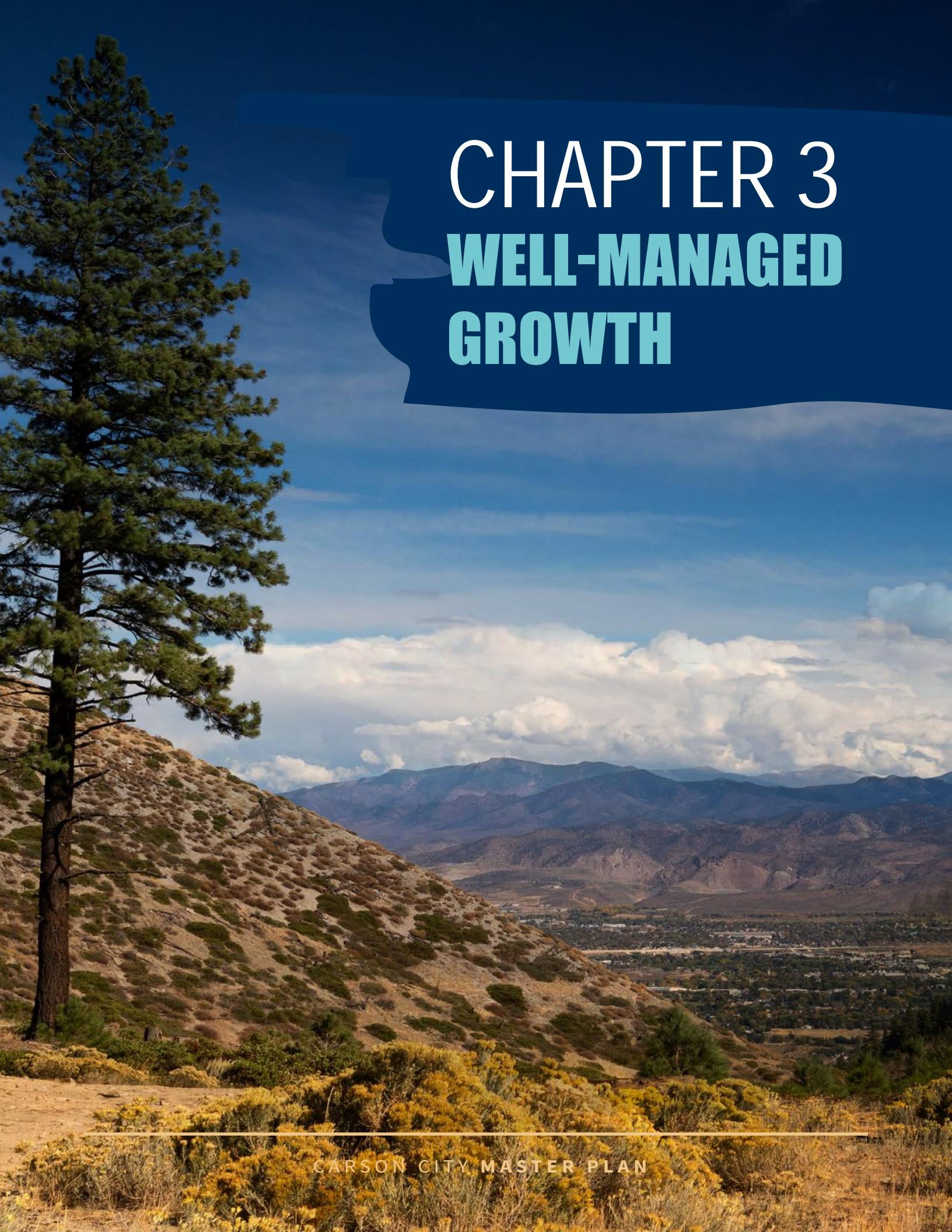


## A CONNECTED COMMUNITY

Goals and policies for creating a connected community support efforts to:

- Provide a safe and efficient multi-modal transportation system for all users;
- Improve major corridors consistent with the Complete Streets concept to accommodate multi-modal transportation and create a community identity;
- Improve connectivity by constructing roads consistent with the City's transportation plan, prioritizing the creation of parallel routes;
- Coordinate land use and transportation decisions to support the use of alternative modes of transportation; and
- Establish a city-wide system of sidewalks, multi-use pathways, and bike lanes by identifying and closing gaps in connectivity.

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# CHAPTER 3

## WELL-MANAGED GROWTH

## WHERE WE ARE TODAY

As of 2023, Carson City had a population of 58,923 people,<sup>1</sup> making it the tenth largest city in Nevada. In the 2006 Master plan, the City committed to striking a balance between supporting denser, mixed-use developments that blend residential, commercial, and recreational spaces and preserving traditional residential neighborhoods to accommodate future growth. As a result of this commitment, the City continues to encourage compact, infill development within the City's Urban Services Boundary and discourage intensive development in hazard prone areas.

Concerns around funding for infrastructure and public amenities, as well as the availability of developable land and water, are top of mind for residents, business owners, and City officials alike. Since the late 1970s, the City has utilized a Growth Management Program to ensure that adequate water and wastewater facilities exist for future development projects without compromising the City's ability to serve existing residents and businesses. Today, master planning of water and wastewater utilities are being executed to serve a population of 80,000 people. The Growth Management Program regulates growth by limiting the number of building permits for residential units on an annual basis and by establishing a water use threshold for commercial and industrial development. Through the implementation of its Hazard Mitigation Plan, Carson City also works with local, state, and federal partners to plan for and mitigate the effects of potential natural and human-caused disasters on life, property, and government services in the event of a major event.

Well-managed growth is essential for preserving Carson City's economic health and vitality, as well as the natural, scenic, and environmentally sensitive areas in and around the City, such as the Carson River and Prison Hill. Community members value and want to protect the open spaces, wildlife habitats, and historical sites that provide active and passive recreational opportunities for residents and visitors, and maintain access to the vast public lands that surround the City.

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<sup>1</sup> Includes group quarters population (incarcerated individuals). This figure represents certified population figures released by the State Demographer as of July 1, 2023.



## LOOKING TO THE FUTURE

*Carson City will continue to prioritize development that makes efficient use of the land area and water resources the City has available for 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 open lands abut the Urban Services Boundary. The City will also take steps to become more resilient in the face of natural disasters, such as wildfires and floods, through the implementation of hazard mitigation policies and sustainable development practices. Mindful collaboration with local organizations, as well as adjacent local, state, and federal agencies, will be essential to achieving the goals in this Chapter.*

## GOALS AND POLICIES

### Goal 3.1—Promote the Efficient Use of Land, Water, and Infrastructure

#### 3.1a—Growth Management

Ensure that the City’s Land Use Map represents a level of growth that may be accommodated with available water resources and sewer capacity. Monitor growth trends and conduct an annual review 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. Continue to review applications in accordance with the Carson City Growth Management Ordinance.

## What is the Urban Services Boundary?

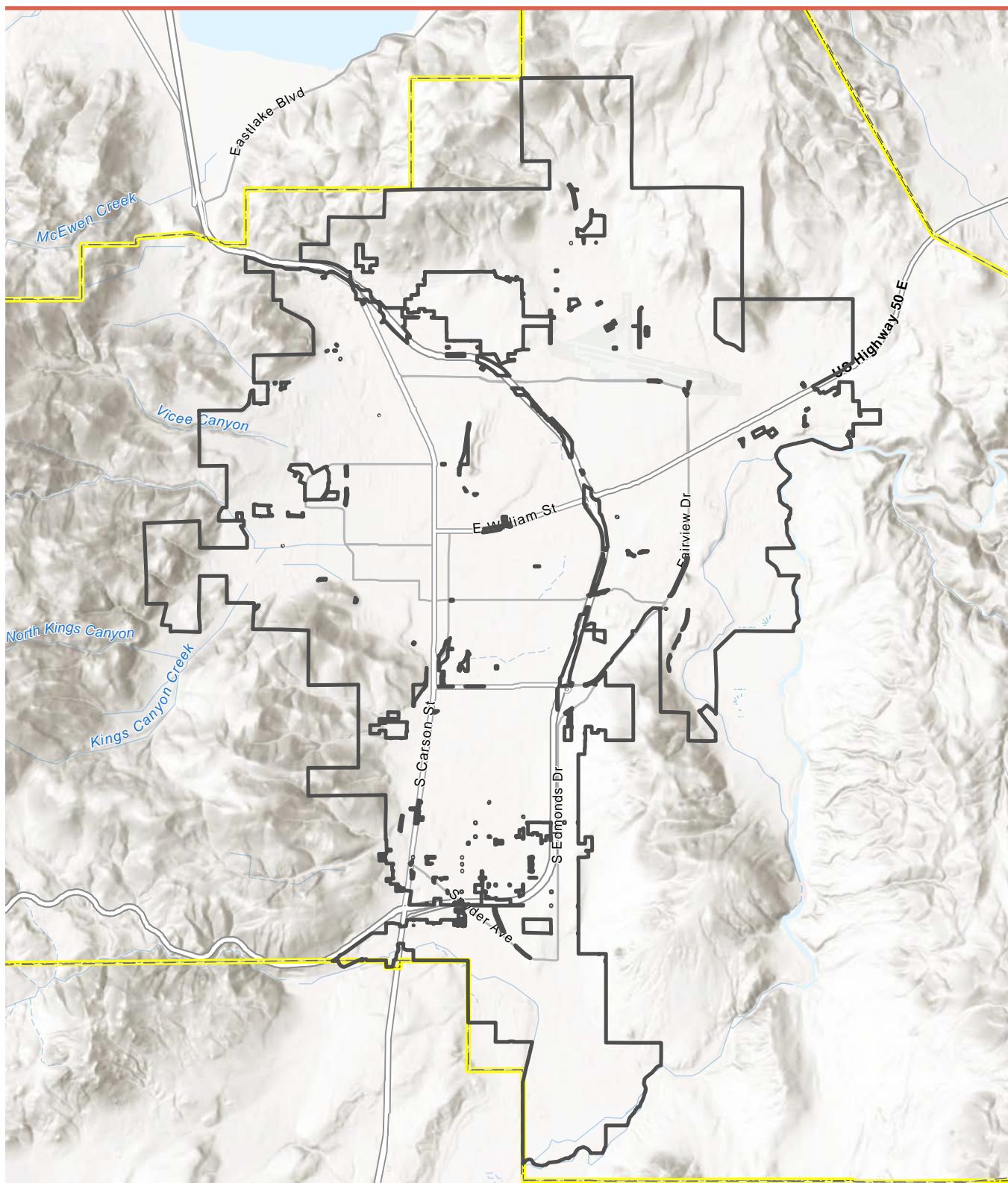
The Urban Services Boundary (as shown on the diagram on the following page and the Land Use Map) represents the planned limits of the City's water and wastewater service capability according to the City's Water and Wastewater Master Plans and the planned limits of future urban development. While public water and sewer are available to the majority of properties within the Urban Services Boundary, existing levels of service and infrastructure conditions vary from site to site. New infrastructure, or upgrades to existing infrastructure, may be required to support planned development densities depicted on the Land Use Map.

### 3.1b—Urban Services Boundary

Concentrate future development within the Urban Services Boundary to make efficient use of the City's limited supply of privately-owned land, infrastructure, and services. Accommodate limited, low-intensity development (consistent with the Land Use Plan) in locations that are not currently served by urban services or not planned to be served by the City's water and wastewater infrastructure, as identified in the City's Water and Wastewater Master Plans. Consider potential expansion of the Urban Services Boundary on a case-by-case basis, provided that the proposed expansion and accompanying update to the Land Use Plan Map (if applicable):

- Is aligned with the vision, guiding principles, goals, and policies contained in the Plan;
- Will provide a demonstrable community benefit;
- Will not negatively impact the City's fiscal health; and
- Will not negatively impact existing levels of service for City facilities and utilities.

## Urban Services Boundary Map



0 0.5 1 2 Miles

See also, Chapter 10: Land Use Plan

See also, policies 5.2c, 5.4a, 6.2b, 6.2c, 7.4b, and 7.4c

### 3.1c—Range of Land Use Opportunities

Provide opportunities for a range of land uses at a variety of scales and intensities that are consistent with the City's Land Use Plan and supported by existing and planned infrastructure capacity.

### 3.1d—Infill, Redevelopment, and Adaptive Reuse

Continue to encourage the creative use of vacant and underutilized sites through infill, redevelopment, and adaptive reuse as consistent with the goals and policies of this Master Plan.

## Growth Terminology

Based on adopted policies and the Urban Services Boundary most development in Carson City will occur through infill, redevelopment, or adaptive reuse on vacant or underutilized sites, as defined below:

**Vacant Sites.** Includes previously undeveloped sites that are planned for residential, mixed-use, or employment uses on the Land Use Map, and are not designated as open space.

**Underutilized Sites.** Generally refers to sites that are developed at a substantially lower intensity than is planned on the Land Use Map (e.g., a one-story strip commercial center that is planned for higher-density mixed-use development). Properties or buildings that are largely vacant, or that have been entirely vacant for an extended period of time are also considered underutilized, as are properties where the value of the land is substantially higher than the value of the improvements on the land.

**Infill Development.** Development on a vacant or substantially vacant tract of land surrounded by existing development.

**Redevelopment.** Development on a tract of land with existing buildings where all or most of the existing buildings would be razed and a new building or buildings built. Redevelopment generally occurs on underutilized sites. Redevelopment activity is not limited to defined Redevelopment Areas.

**Adaptive Reuse.** The process of converting an existing building to a use other than that for which it was originally designed.



### 3.1e—Infrastructure Improvements

Continue to enforce the City's policy of requiring private developers to build and pay for the capital facilities (e.g., local streets, access improvements, new water or sewer lines, upsizing of existing water or sewer lines) needed to support proposed developments, particularly improvements that will serve new development directly, or that are needed to offset the potential impacts of a proposed development on established neighborhoods, businesses, or roads. Consider exceptions to this policy on a case-by-case basis to support the goals and policies contained in Chapter 6, or in instances when the public benefits associated with a project are sufficient to warrant an alternative approach.

### 3.1f—Mixed-Use Development

Provide opportunities for mixed-use development (with either a vertical or horizontal orientation, as appropriate given the surrounding development context) to offer flexibility in the face of changing market conditions, increase resident access to services and amenities, and encourage the revitalization of areas in need of reinvestment.

See also, policies 6.2a, MU 1.1, and MU 1.2.

## Goal 3.2—Mitigate the Potential Risk and Effect of Natural or Human-Caused Hazards on Life, Property, and Infrastructure

### 3.2a—Hazard Mitigation Planning

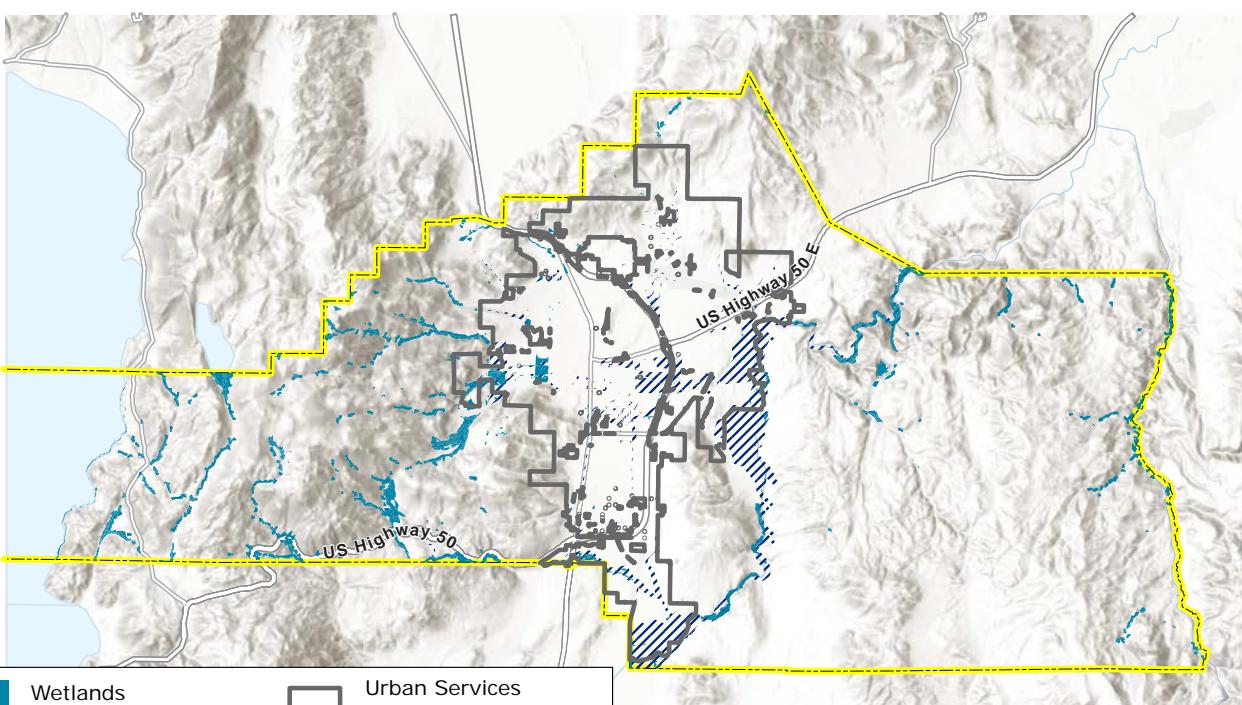
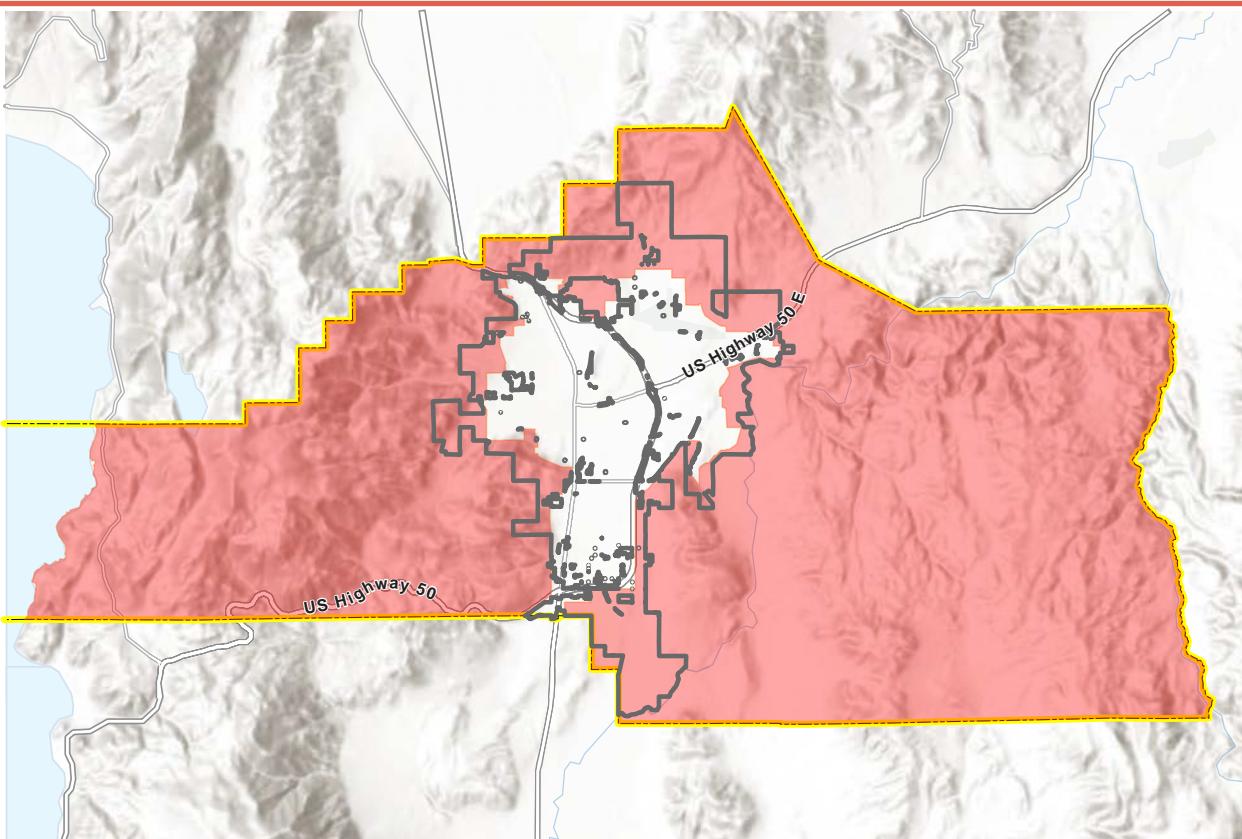
Continue to work with FEMA and other local and state agencies to adopt and implement preparedness, response, and recovery measures as part of the Carson City Hazard Mitigation Plan, Carson City Wildfire Protection Plan, Community Source Water Protection Plan for Public Water Systems in Carson City, and through strategic planning and coordination.



### Planning for Hazards

The Carson City Hazard Mitigation Plan (HMP) is a collaborative plan created by Carson City in partnership with a variety of local, regional, state, and federal partners. The HMP identifies the possible causes, locations, and severity of potential natural or man-made hazards in Carson City, and recommends action items to mitigate the risk and effect of hazards on residents and property. Led by the Carson City Emergency Management Division, Carson City uses the HMP to guide projects and mitigation actions like public education, resource coordination, and preventative action. According to the HMP, Carson City has a high risk of experiencing wildland fires, flooding, earthquakes, severe winter storms, and acts of violence (due to Carson City's role as the state capitol), and a moderate risk of experiencing impacts from drought and less predictable weather patterns.

An interactive map of Natural Hazards is available at: <https://bit.ly/CarsonCityStorymap>

**Natural Hazards Map**

- █ Wetlands
- █ Urban Services Boundary
- Carson City Boundary
- 100 Year Floodplain
- █ Wildland Urban Interface (WUI)



0 1.5 3 6 Miles



## What is the Wildland Urban Interface?

The Wildland Urban Interface (WUI), as shown on the Natural Hazards Map, is the line, area, or zone where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels.

### 3.2b—Wildland Urban Interface

Discourage intensive development within the Wildland Urban Interface to limit the impacts of potential disasters.

### 3.2c—Floodplain Management

Continue to discourage development within the 100-year floodplain and require development on flood prone properties to be clustered out of the 100-year floodplain as defined by FEMA. Coordinate with Carson Water Subconservancy District, Alpine, Churchill, Douglas, and Lyon County on the implementation of the Carson River Watershed Floodplain Management Plan, as adopted.

### 3.2d—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.





## Goal 3.3—Protect Sensitive Natural and Visual Resources

### 3.3a—Environmentally Sensitive Areas

Protect environmentally sensitive areas, such as floodplain and wetlands, using available tools, including but not limited to, development setbacks, land dedication, and conservation easements.

### 3.3b—Protection of Existing Site Features

Ensure that development outside of the Urban Services Boundary is designed to minimize disturbances to natural features including existing stands of mature trees, distinctive topographic features (hillsides/ridgelines), and other character-defining features. Require a detailed site analysis for any development outside of the Urban Services Boundary to identify unique features to be protected.

### 3.3c—Hillside Development

Limit future hillside development through the retention of public lands at a local, state, or federal level. Minimize the impacts of hillside development on private lands through the implementation of applicable hillside development standards, placing a particular focus on areas identified on the Skyline Area Map.

### 3.3d—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 development and the lighting of recreational areas, particularly at the edges of or outside of the Urban Services Boundary and near the Western Nevada College Observatory.

### 3.3e—Communication and Renewable Energy Facilities and Equipment

Ensure that communication and renewable energy facilities and equipment, such as cellular towers, utility scale solar, wind farms, and similar facilities are located and designed to promote land use compatibility and not detract from the City's visual quality.

### 3.3f—Carson City Freeway Corridor

Maintain signage controls for the Carson City Freeway Corridor that limit the height, type, size, and quantity of signs permitted.

## Goal 3.4—Encourage the Use of Innovative, Low-Impact Development Practices



### 3.4a—Sustainable Construction Techniques

Require the use of energy conservation strategies through the enforcement of the International Energy Conservation Code, as adopted, and other programs as required by state law. Encourage the use of sustainable building materials and construction techniques to promote the development of energy efficient, sustainable buildings and communities.

### 3.4b—Water Conservation

Continue to encourage water conservation and water quality 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. Continue to implement the Community Source Water Protection Plan for Public Water Systems in Carson City.

### 3.4c—Energy Conservation

Encourage the incorporation of site planning and building design techniques that promote energy efficiency in the construction of residential and non-residential development. Encourage the use of alternative energy and new and emerging technologies that lead to increased energy conservation for both residential and non-residential uses.

### 3.4d—Stormwater Management

Continue to require the use of stormwater best management practices (BMPs) and low impact development (LID) strategies that are designed to manage runoff to minimize the adverse effects of development on local waterways.

### 3.4e—Tree Preservation and Replacement

Maintain the City's commitment to the Nevada Tree City USA Program and associated efforts to protect and enhance the City's urban tree canopy on public and private land. Continue to encourage the retention of healthy, mature trees as part of the development process, and enforce requirements for replacement in instances where retention is not possible due to location, site constraints, or other factors.



### 3.4f—Pollinator-Friendly Landscapes

Incorporate pollinator-friendly plantings as part of City parks, open spaces, community gardens, and other public spaces. Require the use of pollinator-friendly plants in landscape plans for non-residential and multi-family residential developments.

### 3.4g—Water Quality Protection

Continue to facilitate cooperation and education between water purveyors, local and State agencies, industry, community leaders, and residents to aid in the protection and continued safety of public drinking water sources in Carson City through implementation of the Community Source Water Protection Plan for Public Water Systems in Carson City.

## Goal 3.5—Foster Cooperation on Master Plan Issues

### 3.5a—Coordination with Neighboring Communities

Coordinate with neighboring communities 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.

### 3.5b—Coordination with State and Federal Agencies

Coordinate with state and federal agencies, including the Bureau of Land Management and United States 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, or land banking, and to ensure that plans for state and federal landholdings are mutually compatible with the goals and policies of this Master Plan.

### **3.5c—Coordination with Regional Planning Agencies**

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Coordinate with regional planning organizations, such as the Carson Area Metropolitan Planning Organization (CAMPO) and Tahoe Regional Planning Agency (TRPA) 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.

*See also, policy 5.1f.*

### **3.5d—Coordination of Services**

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Continue to 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.

### **3.5e—Airport Compatibility**

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Support the safe and efficient operation of the Carson City Airport. Avoid development in airport critical flight path areas that poses immediate or long-term risks to flight safety or building occupants, such as tall structures, excessive reflectivity or lighting, and residential or high-occupancy uses.

### **3.5f—Local Utility Providers**

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Coordinate with utility companies, such as Nevada Energy and Southwest Gas, on the siting of new power lines and future facilities necessary to support the community. Encourage the undergrounding of existing power lines or the co-location of facilities as opportunities arise.

### 3.5g—Aboveground Utility Corridors

Coordinate with the Bureau of Land Management, the Governor's Office of Energy, adjoining counties, and other entities as applicable on the siting of new aboveground utility corridors and expansion of existing aboveground utility corridors. Support increasing the capacity of existing utility corridors in Carson City over establishing new ones. If established corridors cannot meet utility demand, support the development of new multi-use utility corridors that ensure safe siting of transmission lines to minimize impacts on existing development. Additional aboveground utility corridors must be found to be compatible with the Master Plan.

## Aboveground Utilities Plan

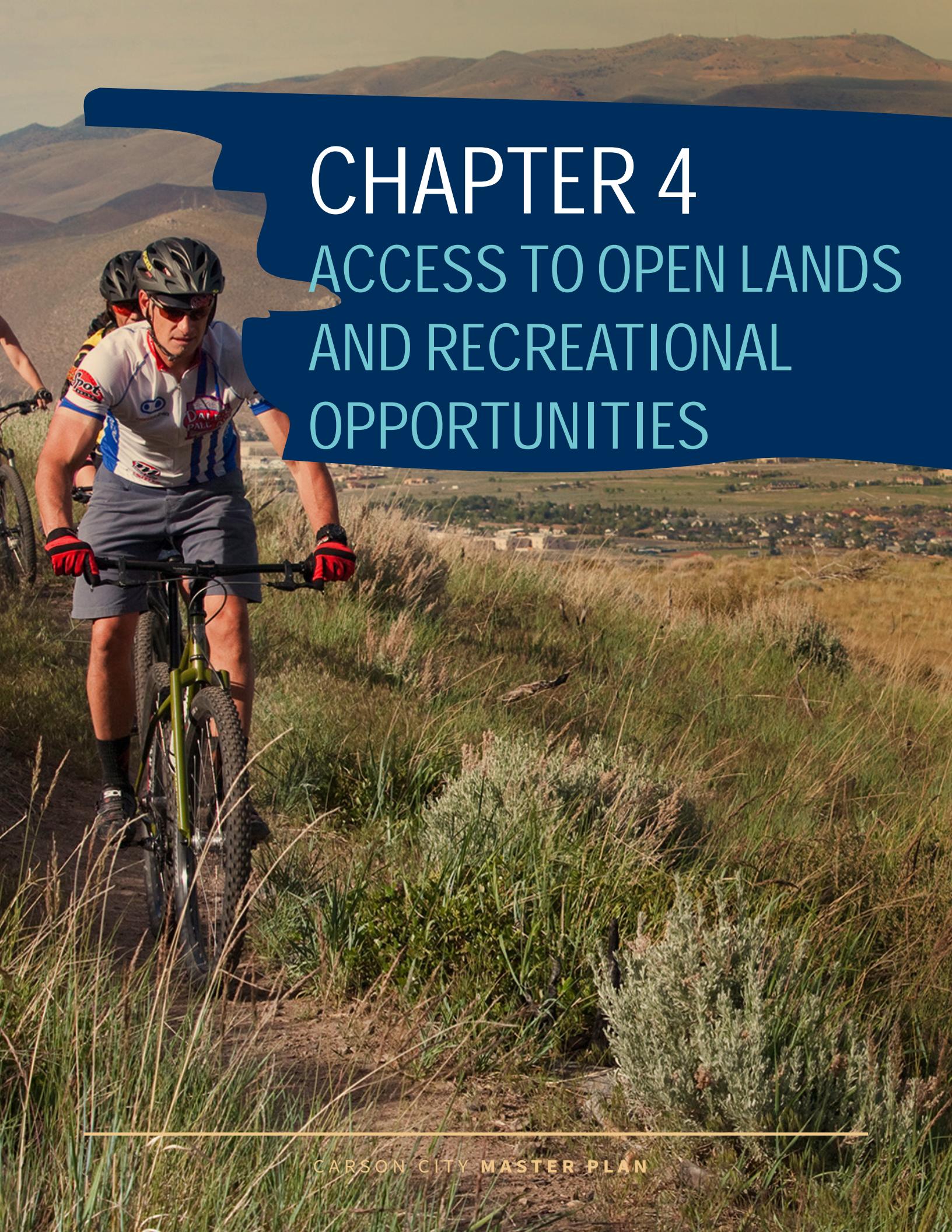
In accordance with NRS 278.165, Carson City has adopted by reference the Bureau of Land Management (BLM) Utility Corridors identified in the Carson Field Office Consolidated Resource Management Plan (2001) and subsequent amendments as a part of this Master Plan. Additional corridors may be adopted through the City's Master Plan Amendment process, as requested.

In accordance with Section 368(a) of the Energy Policy Act of 2005, the BLM has designated 5,000 miles of energy corridors (“Section 368 corridors,” or “West-wide energy corridors”) to locate future oil, natural gas and hydrogen pipelines, and electricity transmission and distribution infrastructure. As preferred locations for energy transport rights-of-way on BLM-managed public lands, these corridors are intended to facilitate long-distance movement of oil, gas, or hydrogen via pipeline, and transmission and distribution of high-voltage electric power. West-wide energy corridors exist or are planned in neighboring counties and are identified in aboveground utility corridors included as part of the respective Master Plans for those counties. These corridors do not enter Carson City. The 2001 BLM Carson City District Resource Management Plan identifies two aboveground utility corridors in Carson City:

- **Walker Resource Area.** A right-of-way corridor following the existing major powerline from the Fort Churchill Power Plant to Reno and Carson City.
- **Reno Planning Area of Walker Resource Area.** A right-of-way corridor containing major powerlines from the Tracy Power Plant to Carson City and Gardnerville.

Nevada Energy does not have plans to acquire additional land for new utility corridors in Carson City within the 20-year planning horizon of this Master Plan.

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# CHAPTER 4

## ACCESS TO OPEN LANDS AND RECREATIONAL OPPORTUNITIES



## WHERE WE ARE TODAY

Carson City community members place great value on having access to scenic open space and recreational opportunities. 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 the acquisition, development and maintenance of parks, open space, trails and recreation facilities. This funding has allowed the City, in partnership with a variety of organizations, to develop and maintain a wide assortment of facilities, including:

- An expansive open space program, both within and surrounding Carson City, that provides residents and visitors alike with access to scenic vistas and active and passive recreation opportunities.
- An extensive parks system, including special use facilities (such as shooting ranges) and sports complexes.
- A significant inventory of pathways, including trails, sidewalks, bike lanes, and multi-use paths that support the use of non-automotive travel.
- A broad range of recreation facilities, programs, and gathering spaces including the Community Center theatre, Multi-Purpose Athletic Center (MAC), aquatic facility, sports complexes, and various off-site programs which routinely draw people from Washoe County (including Reno and Sparks), Douglas County, Storey County, Lyon County, and California.

Additional consideration will need to be given to how recreational amenities are distributed throughout Carson City, as well as how facilities are designed and updated to meet changing community preferences.



## LOOKING TO THE FUTURE

*Carson City will continue to provide a diverse range of parks and recreational opportunities to include facilities and programming for all ages, abilities, and interests. The City will also continue to enhance connections to the community's expansive open space network, providing residents and visitors with access to scenic vistas and both passive and active recreation. These recreational opportunities will serve both existing and future neighborhoods.*

## GOALS AND POLICIES



### **Goal 4.1—Enhance the City's Parks, Trails, and Open Space Network**

#### **4.1a—Parks and Recreation Master Plan**

Continue to provide a diverse range of parks and recreational opportunities consistent with the City's Parks Master Plan.

#### **4.1b—Open Space Master Plan**

Continue to review future development proposals for consistency with the City's Open Space Master Plan.

#### **4.1c—Unified Pathways Master Plan**

Continue to maintain and expand the City's existing network for pathways consistent with the Unified Pathways Master Plan.



See also, Goal 9.3 and associated policies

#### 4.1d—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.

#### 4.1e—Prison Hill Master Plan

Continue to promote the Prison Hill Recreation Area as an amenity for residents and visitors who enjoy both motorized and non-motorized trail use. Continue to support the maintenance and expansion of the area's trail system in line with the recommendations of the Prison Hill Master Plan.

### Goal 4.2—Improve Access to Parks and Recreation at a Neighborhood Level

#### 4.2a—Distribution of Facilities

Evaluate the amenities and features of parks and recreational facilities throughout the City on a periodic basis to ensure they are balanced in terms of their distribution and adequately meet the needs of the community.

#### 4.2b—Maintain/Enhance Existing Facilities

Improve the quality of existing parks and recreational facilities. Continue to pursue opportunities to improve the City's existing community center/aquatic facility in Mills Park.

#### 4.2c—Match Improvements to Demand and Current Standards

Require that new developments 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.

#### 4.2d—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 under-served (or that will be under-served as the result of future infill/redevelopment) and in new neighborhoods using the Parks and Recreation Master Plan as a guide.



## Goal 4.3—Expand the City’s Capacity and Excellence in Community-Wide Recreation Facilities, Programs, and Gathering Spaces

### 4.3a—Ongoing Maintenance

Ensure standards and resources are in place to support continued maintenance of park and recreational facilities in advance of entering into agreements with private landowners, acquiring new sites, or accepting donations.

### 4.3b—Recreation Partners

Continue to pursue cost-effective sharing of facilities, resources, and maintenance opportunities with the City’s existing and potential recreation partners.

## Goal 4.4—Promote Access to State and Federal Lands as a Community Amenity

### 4.4a—State and Federal Land Disposal

Continue to coordinate with state and federal agencies to ensure that disposal plans are consistent with the City’s Land Use Plan and the criteria for Urban Services Boundary expansion.

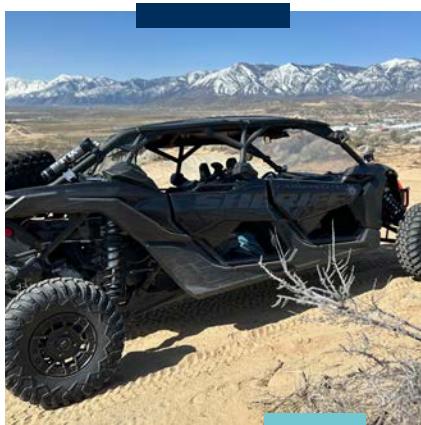
### 4.4b—State and Federal Land Transfers

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 or desired for land banking) through the Federal Lands Bill and other programs.

### 4.4c—Access to Public Lands

Ensure that vehicular and pathway access to surrounding public lands are maintained as development occurs adjacent to public lands. Require pathways, bicycle facilities, and roadway easements through future developments as identified in the Unified Pathways Master Plan.

See also, policy 3.1b



See also, Goal 9.3 and associated policies

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# CHAPTER 5

## ECONOMIC VITALITY





## WHERE WE ARE TODAY

Carson City's identity and economy are heavily influenced by its role as the state capital. Public Administration is the largest employment industry in Carson City (representing nearly one in every four jobs), followed by the Health Care and Social Assistance industries. The State Legislature meets every other year, bringing with it an influx of legislators, lobbyists, and aides from around Nevada that fill the City's hotels and restaurants. Carson City's economy also benefits from the City's proximity to Lake Tahoe, an abundance of outdoor recreation opportunities, arts and cultural events, and historical tourism.

As with other communities in Nevada and around the country, Carson City has experienced the effects of a changing workforce and retail trends. Remote and hybrid work options have become commonplace as employers struggle to attract and retain skilled workers. While the State's Administrative and Legislative Branches both maintain a workforce in Carson City, the State has geographically diversified its operations and workforce. As a result, many State employees commute from neighboring communities and some work remotely at least part of the time. Rising housing costs have also made it increasingly challenging for young adults, families, service workers, and others with more limited resources to live and work in Carson City. As a result, there are more jobs in Carson City than there are working residents to fill those jobs.

While retail jobs are increasing, the City has added very little net new retail or office space since 2014, and vacancies along major commercial corridors have posed persistent challenges due to their age, condition, and in some cases, absentee owners. While residents note they are generally able to meet their day-to-day needs within Carson City, there is interest in expanding retail and entertainment options.



Carson City also has a large inventory of industrial and industrial/flex space, primarily concentrated near the airport and at the eastern portal. The inventory of industrial space in Carson City has experienced modest growth over the past decade but growth has been limited in part because of land constraints.

Economic development in Carson City is supported by the Carson City Chamber of Commerce, the Carson City Downtown Business Association, as well as the State of Nevada Department of Business & Industry Business Resource Hub, the Northern Nevada Development Authority (NNDA), various Nevada Governor's Office of Economic Development (GOED) programs, and the Nevada Small Business Development Center. The City also participates in tourism campaigns led by Visit Carson City, Travel Nevada, and others.



## LOOKING TO THE FUTURE

*Carson City is projected to see a steady increase in jobs over the coming decades, bolstering the City's primary jobs base and providing opportunities to enhance the vitality of the community. The City will continue to seek opportunities to diversify the local economy, including focusing on ways to support industrial development, expanding the local retail base, and supporting the retention and growth of local small businesses. The City will continue to leverage its many assets and overall quality of life as a means of generating tourism revenue and attracting new employers to the community. The City will continue to approach economic development activities using a collaborative approach that leverages available state resources, and encourages cooperation between the public and private sector, and with other agencies and jurisdictions as appropriate. However, achieving the objectives of this Master Plan require the City to take a role in economic development moving forward.*

### Learn more about Non-Residential Development Trends and Projections

An analysis of non-residential development trends and projections was prepared to help inform the 2024 update to the Carson City Master Plan. A technical memorandum documenting the methodology used is provided in Appendix A. For a summary of key findings, visit: [www.envisioncarsoncity.org/community-profile](http://www.envisioncarsoncity.org/community-profile).

# GOALS AND POLICIES

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## **Goal 5.1—Promote a Collaborative Approach to Economic Development**

### **5.1a—Economic Development Strategy**

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Establish and periodically update an Economic Development Strategy for Carson City that defines economic development roles and responsibilities in coordination with state and regional partners, identifies target industries, and articulates near-term priorities to support the implementation of this Master Plan.

### **5.1b—Public/Private Sector Collaboration**

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Promote collaboration between the City and public- and private-sector partners. Work with other levels of government and with the private sector to support and encourage activities associated with a range of economic development activities, as necessary and appropriate.

### **5.1c—Development Regulations and Procedures**

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Maintain land-use regulations and permitting procedures that are understandable, predictable, and can be accomplished within reasonable time periods. Consider streamlined permitting procedures to encourage desired economic development objectives.

### **5.1d—Statewide Economic Development Efforts**

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

### **5.1e—Business Cycles**

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Recognize that business cycles will occur and that 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.

See also, policy 7.2g

### 5.1f—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 be collaborative.

### 5.1g—Property Value Retention/Enhancement

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

### 5.1h—Adequate Infrastructure

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

## Goal 5.2—Maintain and Enhance Carson City's Primary Job Base



### 5.2a—Retention/Expansion of Established Employers

Retain and support 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; Western Nevada College; the extensive manufacturing community; finance, insurance, and real estate industries (FIRE); banking; and other knowledge-based industries. Continue to coordinate the City's ongoing planning efforts and Land Use Map with major employers to ensure compatibility with their facility master plans and expansion efforts.

### 5.2b—Business Support and Recruitment

Use available resources to support existing businesses and to recruit new companies to the community aligned with economic diversification goals. Collaborate with local educational facilities and foster public-private-partnerships to cultivate new opportunities for current and future employers in the community. Promote expansion and recruitment of industries that offer career opportunities for both secondary and post-secondary school graduates.

### 5.2c—Diverse Employment and Entrepreneurial Opportunities

Support industry growth and encourage workforce development across multiple targeted sectors to improve economic resilience. Prioritize initiatives that attract high-tech, manufacturing, healthcare, and creative industries, alongside traditional retail and service sectors. Use available State resources such as the State of Nevada Department of Business & Industry Business Resource Hub, various Nevada Governor's Office of Economic Development strategic programs, Nevada Works, and the Nevada Small Business Development Center, and implement City-based incentives, to the extent possible, to foster diverse economic growth and create a supportive environment for startups and established businesses alike.



### 5.2d—Industry Specializations

Focus local economic development efforts to build on existing businesses. Identify, develop, and enhance these and additional industrial specializations in which the City can effectively compete to retain and gain market share. Improve opportunities for workforce training and development in targeted industrial sectors, including those already present in Carson City.

### 5.2e—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 or tech school graduates). Encourage educational opportunities for the development and/or upgrade of skills required for employment, advancement, and entrepreneurship.

### 5.2f—Workforce Services

Encourage the expansion of programs, services, and land uses that are necessary to support participation in the local workforce, including training, job placement, childcare, health care, and transportation services.

## Goal 5.3—Recognize and Adapt to the Impact of Technology on Work and Workforce Patterns

### 5.3a—Home-Based Occupations and Remote/Hybrid Work

Support home-based occupations and remote/hybrid work through the incorporation of live/work units that are generally consistent with the character of adjoining properties and surrounding neighborhoods. Enhance digital infrastructure citywide by ensuring reliable high-speed internet access and establishing public Wi-Fi hotspots in public spaces like parks, libraries, and community centers.

### 5.3b—Access to Community Information

Use technology to increase information available to residents and businesses regarding growth patterns, economic conditions, development activity, local recreational, retail, and entertainment-based amenities, and other elements of the competitive landscape.

### 5.3c—Development Regulations

Adopt development regulations that enable flexibility in the adaptive reuse of existing buildings as needs change over time and create opportunities for reinvesting in nonconforming buildings.

See also, policies 5.4a, 6.2b, 6.2c, 7.4b, and 7.4c.

## Goal 5.4—Promote Revitalization and Re-investment in Underutilized Areas

### 5.4a—Redevelopment Assistance

Continue to work with local businesses and property owners to encourage and assist in redevelopment efforts. Focus redevelopment efforts on encouraging higher intensity and mixed-use development in Downtown and along major gateway corridors.

See also, policies 5.2c, 6.2b, 6.2c, 7.4b, and 7.4c

### 5.4b—Redevelopment Tools

Continue to employ the use of redevelopment areas, regulatory incentives, and other tools, as may be available, to promote reinvestment in underutilized areas.

#### 5.4c—Destination Retail

Encourage the creation of destination retail developments that include shops, restaurants, entertainment or recreational venues, offices, hotels, premium amenities, and upscale gaming venues to provide residents with access to a variety of retail service and entertainment needs close to home, and to attract patrons from surrounding growth areas.

#### 5.4d—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.

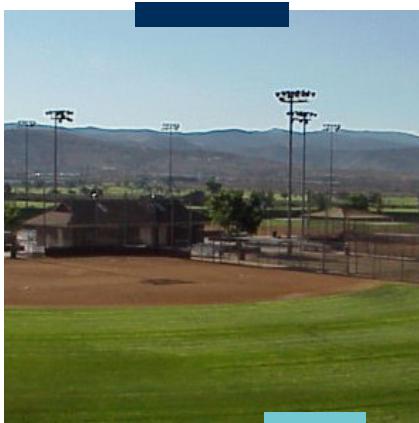
### Goal 5.5—Promote The City’s Assets as Economic Development Tools

#### 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 develop additional facilities as appropriate.

#### 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.



#### 5.5c—Lake Tahoe Gateway

Develop and share 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—Carson City Airport

Protect the vitality of the airport by continuing to support the goals and policies of the Airport Master Plan. Encourage the development of airport-related industrial, as well as 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—Heritage Tourism

Continue to support the efforts of Visit Carson City, Travel Nevada, and other state and regional partners to promote tourism activities associated with the major historic resources within the community, such as the Westside Historic District, V&T Railway, the Kit Carson Trail, the Nevada State Prison, and the State Capitol Complex.

See also, goals 8.1-8.3 and associated policies

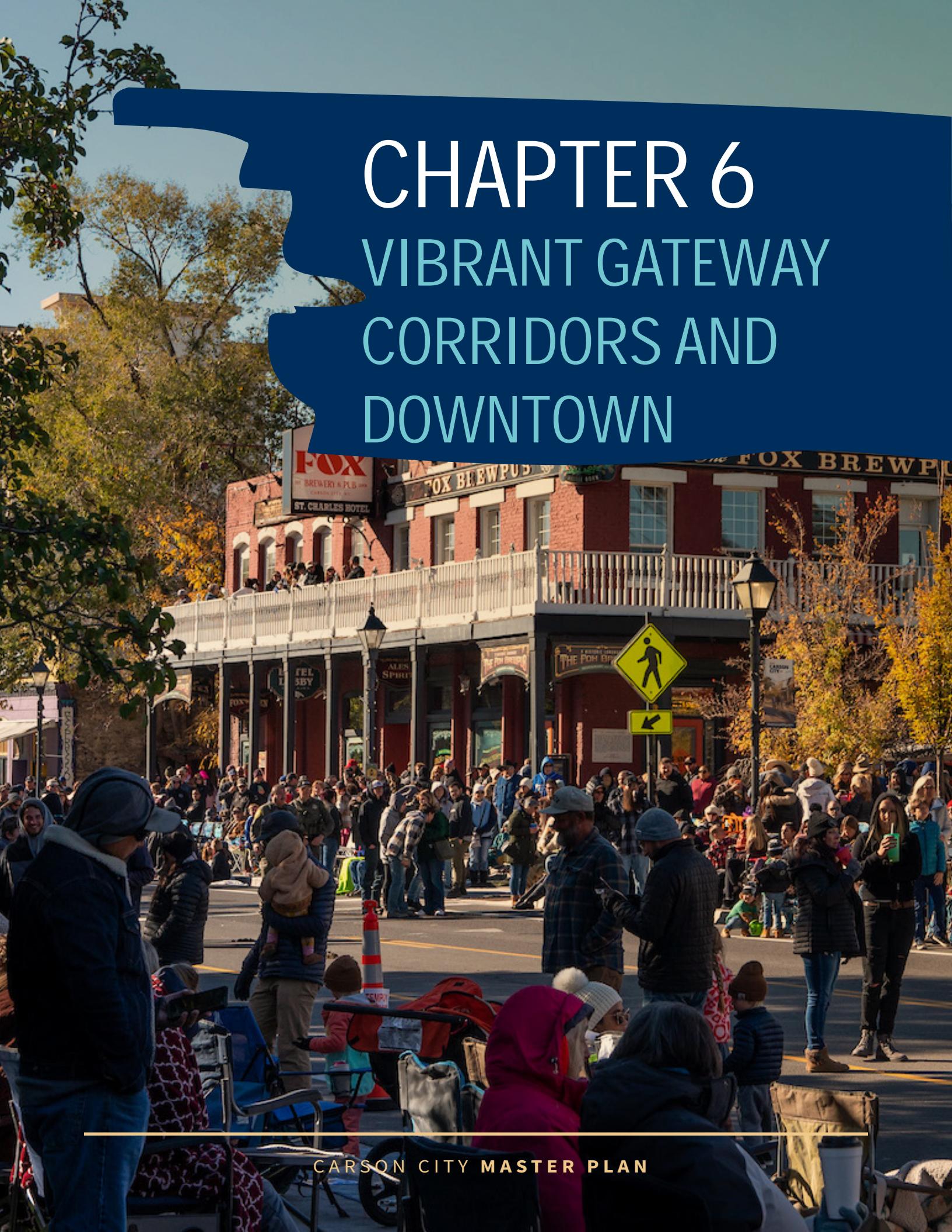


### 5.5f—Natural Resource Conservation

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

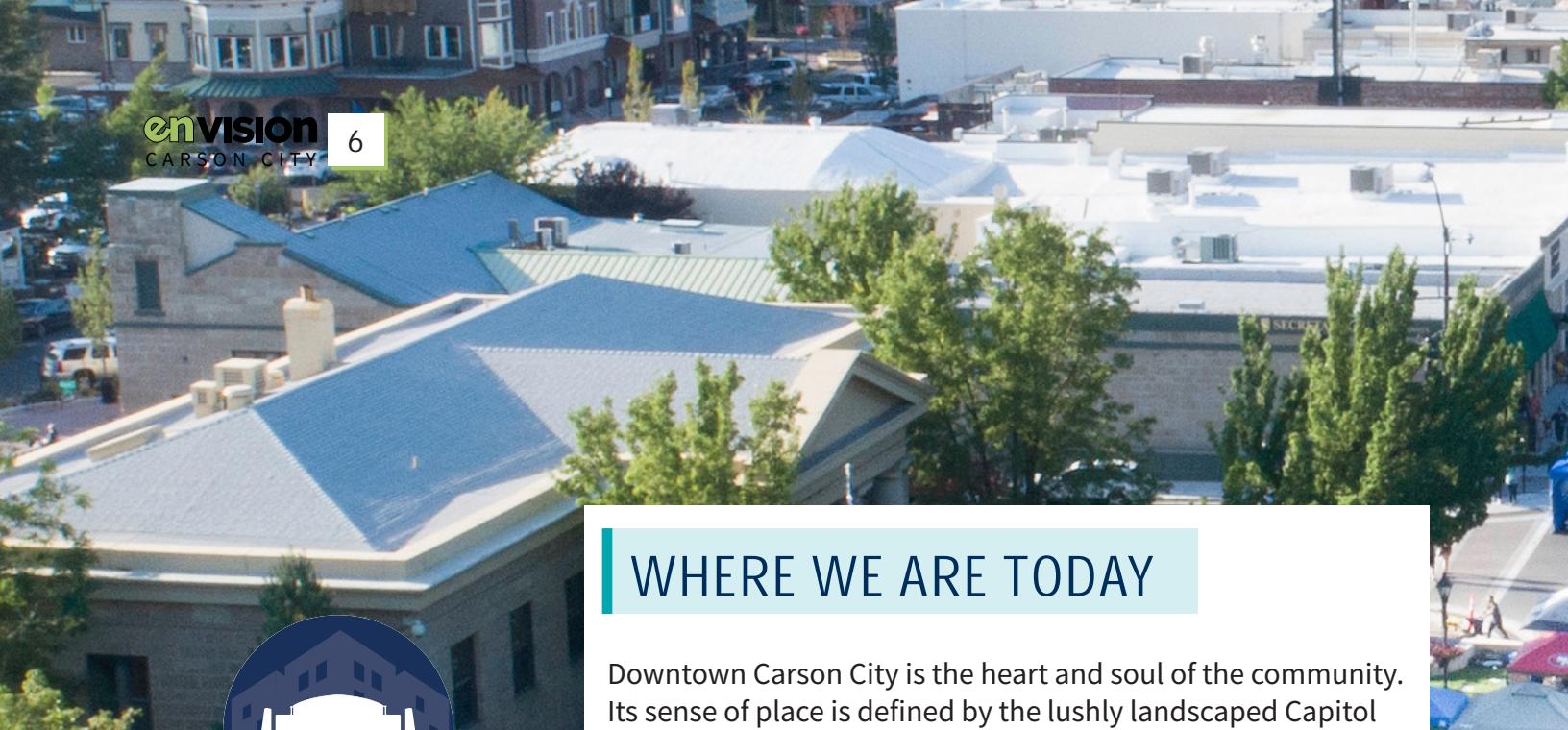
### 5.5g—Educational Resources

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



# CHAPTER 6

## VIBRANT GATEWAY CORRIDORS AND DOWNTOWN



## WHERE WE ARE TODAY

Downtown Carson City is the heart and soul of the community. Its sense of place is defined by the lushly landscaped Capitol grounds, the many historic buildings that line Carson Street, the variety of local restaurants and shops, and its walkable and bikeable streetscape. Over the past ten years, Downtown has been transformed through public investment in pedestrian improvements, lighting, signage, landscaping, and infrastructure; however, private investment has lagged behind, creating pockets of underutilized and poorly maintained property in high-traffic areas of the community.

Along the City's major gateway corridors, aging strip commercial uses and longstanding vacancies present challenges to economic development, both visually and by hindering potential revitalization momentum. High profile sites remain a source of frustration among residents who are eager to see a change.

Community members of all ages shared that, while they appreciate Carson's small-town feel and retail/service offerings, they often travel to other destinations in the region to access services and amenities that are not available in Carson City. Young adults and families with children in particular noted that they would like to see more restaurants, entertainment options, and activities in Carson City, that appeal to their demographics.



## LOOKING TO THE FUTURE

*The revitalization of Carson City’s gateway corridors through public and private investment will be a priority to help enhance the visual appeal of the community, promote economic development, and create new opportunities for people of all ages, incomes, and ability levels to live, work, and recreate. As part of these efforts, the City will continue to enhance the appearance, safety, and functionality of public rights of way, and promote adaptive reuse and reinvestment in properties, prioritizing the redevelopment of properties that have long sat underutilized. The City will also continue to prioritize the ongoing revitalization of Downtown Carson City as a major asset of the community by supporting efforts to attract private sector investment and collaborating with major property owners and the business community to establish a broader “footprint” for a series of destinations within Downtown to enhance its visibility and appeal.*

## GOALS AND POLICIES

### **Goal 6.1—Enhance the Safety, Functionality, and Appearance of Gateway Corridors**

#### 6.1a—Complete Streets

Continue to implement Complete Streets improvements along North Carson Street and East William Street with the goal of improving the entire length of each corridor and establishing a seamless connection to Downtown Carson City. Design intersections, crossings, access standards, traffic calming features, and roadway widths to improve accessibility and safety for bikes, pedestrians, and transit vehicles/riders. Incorporate landscaped medians, street trees, public art, wayfinding signage, lighting, and other features to enhance the appearance of the public realm and the comfort and safety of those who use it.



## What are Complete Streets?

Carson City adopted a Complete Streets policy in 2014. Complete Streets are designed and operated to enable safe access and comfortable accommodation for users of all ages and abilities, including, without limitation, pedestrians, bicycle riders, movers of commercial goods, persons with disabilities, vehicles for public transportation and their passengers, older adults, children and motorists. As an added benefit, Complete Streets support economic development and enhance the visual experience for users.

### 6.1b—Highway 50 Corridor (East)

Collaborate with the Nevada Department of Transportation, area businesses and property owners, and other stakeholders to develop and implement a coordinated vision and goals for the Highway 50 Corridor (East) that foster a coordinated approach to land use, access management, multi-modal transportation, signage, landscaping, and other considerations.

### 6.1c—Connectivity to Adjacent Neighborhoods and Employment Uses

Establish direct connections between gateway corridors and adjacent residential neighborhoods and employment uses, including as identified in the City's Unified Pathways Master Plan, to improve non-automobile access and allow for creative connectivity solutions.

See also, policy 3.3f

#### 6.1d—Business Signage

Balance visibility considerations for businesses with the need to minimize sign “clutter” along gateway corridors in the design of signage plans for individual developments. Encourage the incorporation of historic signs (e.g., neon, painted murals) or other unique features into signage plans where feasible.

### Goal 6.2—Facilitate the Revitalization of Vacant and Underutilized Properties

#### 6.2a—Mix of Uses

Accommodate a mix of commercial, employment, residential, entertainment, and/or other supporting uses on vacant and underutilized properties along gateway corridors and in Downtown, in accordance with applicable land use policies in Chapter 10.

#### 6.2b—Adaptive Reuse

Support the repurposing of vacant or functionally obsolete buildings where the original use intended for the building is no longer viable. Place a particular emphasis on the adaptive reuse of buildings that have been vacant for an extended period of time and/or are located in a highly visible location.

#### 6.2c—Infill and Redevelopment

Encourage infill of vacant parcels and the redevelopment of underutilized properties when adaptive reuse is not feasible. Support opportunities to consolidate smaller lots where necessary to increase the viability of redevelopment. Collaborate with property owners, developers, and the community to define the desired mix of uses and other parameters for larger redevelopment sites.

#### 6.2d—Incentives

Consider establishing regulatory incentives (e.g., density or height bonuses or reduced parking requirements) that complement other redevelopment tools. Increase awareness of financial incentives or other programs offered by outside agencies (e.g., historic tax credits, low-cost loans, grants) to help stimulate private investment.

## 6.2e—Infrastructure and Service Improvements

Proactively plan for infrastructure and service improvements necessary to support uses and densities planned for vacant and underutilized sites and buildings in Downtown and along primary gateway corridors. Facilitate discussions between developers and the City's Public Works department to ensure existing water and sewer services can accommodate proposed projects, or establish a means for upgrading water and sewer services to meet project demands.

## 6.2f—Public-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 revitalization efforts.

## 6.2g—Branding

See also, Goal 5.6

## Goal 6.3—Promote the Ongoing Revitalization of Downtown

### 6.3a—Private Investment

Recognize the need to continue to promote private investment that complements the substantial public improvements made in the transformation of Carson Street and Curry Street through streetscape, landscaping, signage, and other Downtown improvements. Place a particular focus on the expansion of housing options in Downtown and opportunities to pursue the redevelopment or adaptive reuse of long-time vacant properties.





### 6.3b—Downtown Character Areas

The Downtown Mixed-Use land use category encompasses several distinct character areas or districts, as illustrated on the accompanying diagram on page 59. The area also includes portions of the Historic District. Future development and public/private investments in Downtown should reinforce the identity of and distinctions between these areas:

- **Main Street Mixed-Use (Carson Street).** This area is intended to reinforce the traditional “main street” character found along portions of Carson Street, as defined by a mix of historic storefronts and public buildings, a modest scale (generally two to three stories), on-street parking, and a bicycle and pedestrian-oriented streetscape. Opportunities exist for the rehabilitation of existing buildings through façade improvements and/or adaptive reuse, as well as for targeted redevelopment. Many buildings within this character area are listed on the National or State Register of Historic Places, or are eligible to be listed.
- **Urban Mixed-Use.** This area is characterized by high concentrations of vacant or underutilized parcels east of the Main Street Mixed-Use area, many of which are currently used for surface parking. Opportunities for larger, higher-density development exist, which may be suitable for uses that require a larger footprint, such as convention space, hotels, casinos, and multi-family residential. While a vertical mix of uses is encouraged to help activate primary street frontages and promote pedestrian activity, single-use buildings may be appropriate in some locations.
- **Neighborhood Transition.** This area is characterized by a mix of residential, office, small-scale retail, and other complementary uses. Buildings in the Neighborhood Transition Area have a smaller-scale and more residential character than is found in other areas of Downtown, particularly in areas west of Carson Street. Building heights generally do not exceed three stories, and some businesses are located in converted single-family residences. While infill and redevelopment opportunities exist, the adaptive reuse of the existing building stock in this area provides opportunities for smaller businesses that may benefit from a less prominent location (and potentially less expensive) option. Portions of the Neighborhood Transition area are located within the Historic District.



See also, Goal 8.1

- **Capitol Complex.** The Capitol Complex is a defining feature of Downtown Carson City. While it is not under the City's jurisdiction, the Capitol Complex serves as a draw for visitors and residents and contributes to the character and vibrancy of Downtown. Plans for properties that abut the Capitol Complex should be coordinated with state facilities staff and planners, as appropriate.

- **State Office Complex.** The State Office Complex lies on the eastern edge of Downtown. While it is not within the City's jurisdiction, the employee base that it houses contributes substantially to the vibrancy of Downtown and the health of Downtown businesses. Plans for properties that abut the State Office Complex should be coordinated with state facilities staff and planners, as appropriate.

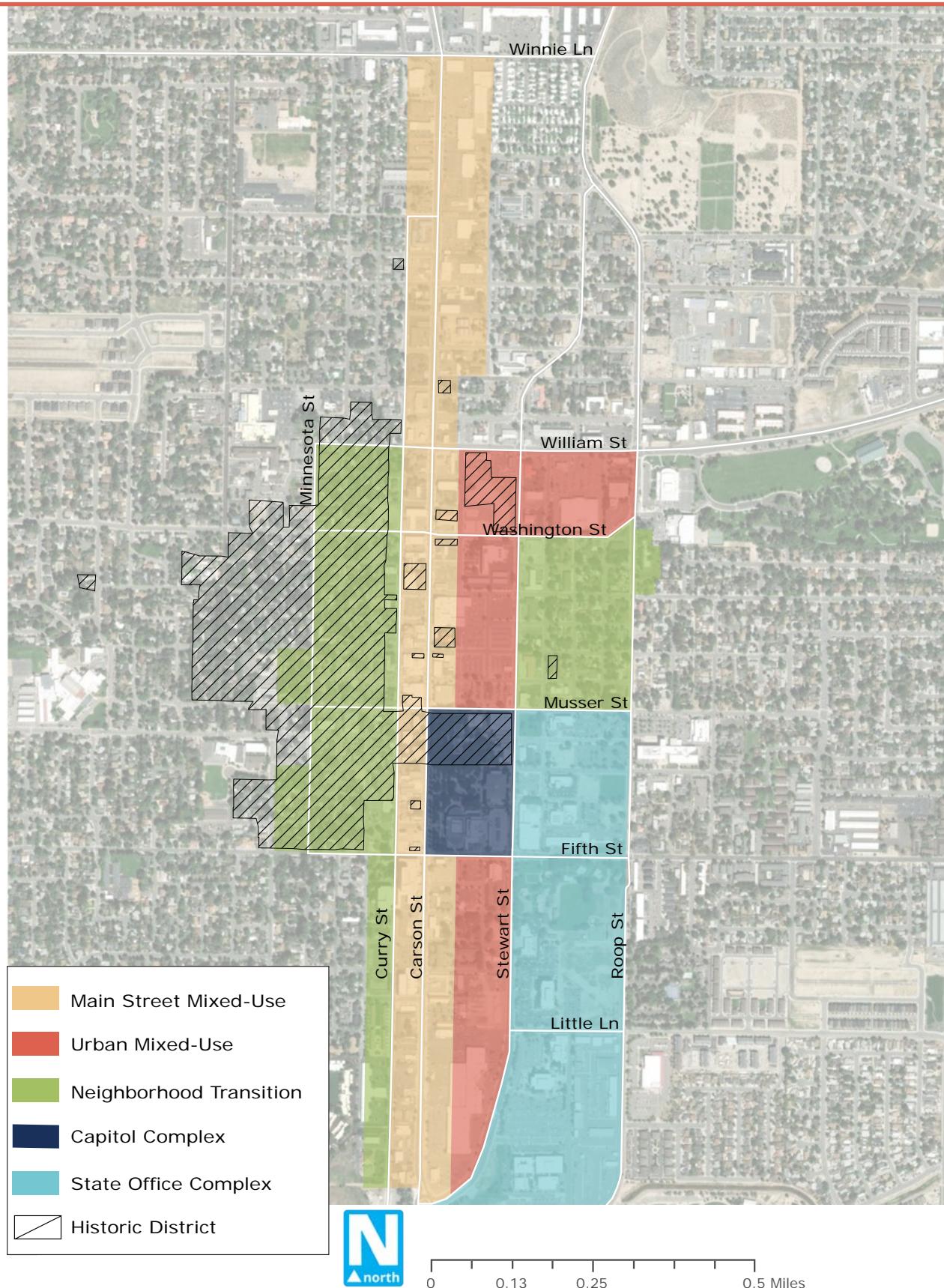
### 6.3c—Carson City Historic District

Continue to promote a balanced approach to economic development and historic preservation within Downtown, recognizing that these objectives are not mutually exclusive. Encourage the rehabilitation and adaptive reuse of historic structures regardless of whether or not they are listed on the State or National Register of Historic Places.

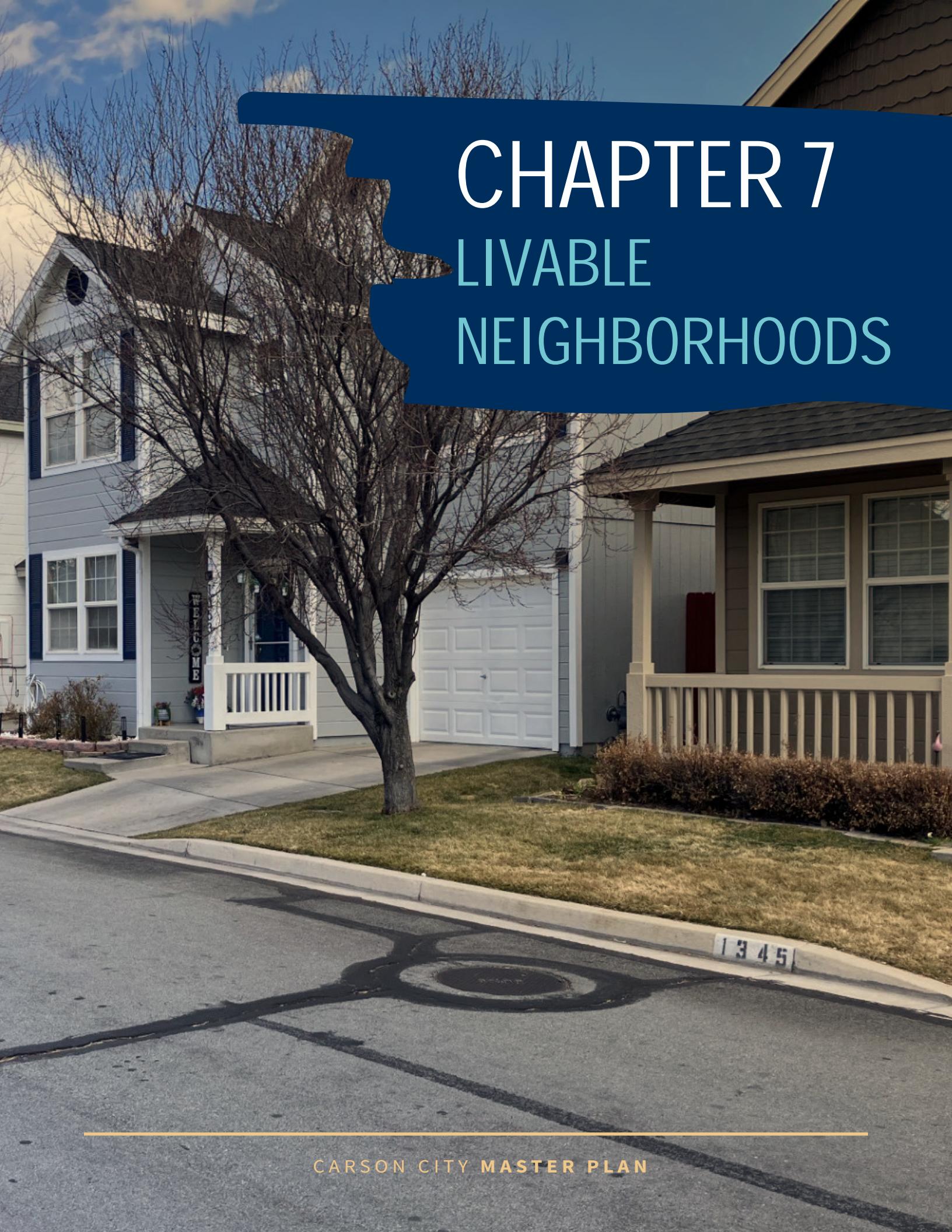
### 6.3d—Capitol Master Plan

Recognize the unique opportunity created by the state government cluster. Support ongoing efforts to reinvest in existing state buildings and construct new buildings and the long-term implementation of the Capitol Master Plan.

## Downtown Character Areas Map



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# CHAPTER 7

## LIVABLE NEIGHBORHOODS



## WHERE WE ARE TODAY

Carson City residents value the community's safe, attractive, and diverse neighborhoods. However, like many communities across the country, Carson City is experiencing cost of living increases as wages stagnate and the housing supply struggles to keep up with demand. Many of the community's younger residents aspire to buy a home and start a family in the City, but struggle to find options they can afford.

Today, Carson City's housing stock is made up of predominantly older, detached single-family homes, but is becoming more diverse, as townhomes and apartment buildings continue to pop up around the City. Based on the projected population growth, Carson City is anticipated to need around 2,100 additional housing units by 2042. These homes will need to accommodate a range of income levels and household types, including higher-end homes for affluent community members, options for older residents looking to retire in Carson City, and smaller homes for young families looking to start a life here.

Infill and redevelopment have occurred in multiple forms: on larger parcels that remain within the Urban Services Boundary (in the form of new planned neighborhoods); within older neighborhoods (in the form of individual homes or small multifamily developments); as well as along aging commercial corridors. While this activity has helped to expand the variety of housing options that are available for new and long-time residents, the scale and intensity of infill and redevelopment has at times generated concern from residents of established neighborhoods.



## LOOKING TO THE FUTURE

*Livable neighborhoods contain not only homes, but also services and amenities for supporting the day-to-day activities of residents and visitors. Carson City will encourage the development of new neighborhoods within the Urban Services Boundary that contain a mix of land uses and housing options that meet the varying functional and financial needs of its residents, including single-family detached and attached homes (duplexes, townhomes), smaller homes, multi-family homes, 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, encourage reinvestment in older neighborhoods, and ensure that infill and redevelopment is designed in a manner that is compatible with existing neighborhoods.*



### Learn more about Residential Development Trends and Projections

An analysis of residential development trends and projections was prepared to help inform the 2024 update to the Carson City Master Plan. A technical memorandum documenting the methodology used is provided in Appendix A: Background and Context. For a summary of key findings, visit: [www.envisioncarsoncity.org/community-profile](http://www.envisioncarsoncity.org/community-profile).

# GOALS AND POLICIES

## **Goal 7.1—Expand Housing Options to Meet the Needs of Existing and Future Residents and Workers of all Ages, Abilities, and Income Levels**

### **7.1a—Lifestyle and Stage of Life Options**

Maintain the ability for Carson City residents to choose from an array of housing options and lot sizes based on their lifestyle preferences, income level, and stage of life, as supported by the range of residential land use categories on the Land Use Map.

### **7.1b—Mix of Housing Types**

Encourage a mix of housing types, price points, and unit sizes as part of new developments based upon their size, location, surrounding neighborhood context, and applicable land use policies, as contained in Chapter 10.

### **7.1c—Higher Density Housing Types**

Support the incorporation of detached single-family homes on smaller lots, higher-density housing types (such as duplexes, townhomes, multi-family apartments, condominiums, and live-work options), and housing or neighborhoods for special populations (such as seniors or people with specialized needs) in locations that have access to, or are planned to include, a range of services and amenities, employment opportunities, and transit.



### **7.1d—Accessory Dwelling Units**

Provide opportunities for accessory dwelling units (ADUs) in existing and established neighborhoods as a means of expanding affordable and multi-generational housing options.

### **7.1e—Accessible Design**

Encourage the construction of homes and the renovation of existing homes to meet universal design or visitability principles that facilitate aging-in-place, accommodating older residents and others with mobility limitations or disabilities.

## 7.1f—Neighborhood Design



Promote variety and visual interest in the design of new neighborhoods through the incorporation of varied lot sizes, building styles, and other features, as consistent with the land use policies contained in Chapter 10 of this Plan.

## HOUSING TERMINOLOGY

**Affordable Housing.** Housing affordability comes down to the relationship between the price of housing in a community (either sale price or rent) and the incomes of households in that community. Generally, for housing to be affordable, housing costs (including utilities) for any given household should not exceed 30 percent of the household's gross annual income. When households must spend more of their incomes on housing, it means they have less income to spend on essential services (such as healthcare, childcare, and transportation) and discretionary items that benefit the local economy (such as meals at a local restaurant).

**Workforce Housing.** Workforce housing is a subset of affordable housing, and generally refers to housing that is affordable to households earning between 80 percent and 120 percent of the area median income (AMI). In other words, housing costs for households earning between 80 percent and 120 percent of AMI should not exceed 30 percent of those households' gross annual incomes. Typically, workforce housing is targeted toward workers who are vital for the everyday function of the community, such as teachers, public safety workers, first responders, and workers in retail, food/beverage, hotel/casino, and other core industries.

## Goal 7.2—Support the Retention and Expansion of Affordable and Workforce Housing Options within the Community

### 7.2a—Existing Affordable Units

Collaborate with local non-profits and housing partners to access and employ available local, state, and federal programs that provide funds devoted to the retention and rehabilitation of existing, income-restricted affordable housing.

### 7.2b—New Lower-Cost Units

Work with non-profit housing partners, state and federal agencies, and others to expand the availability of certified affordable housing units, housing options for first-time homebuyers, and workforce housing units through the development and construction of new affordable and mixed-income housing projects.

### 7.2c—Manufactured Home Parks

Build the capacity of homeowner groups, affordable housing providers, and support organizations to enable the purchase, rehabilitation, and long-term management of manufactured home parks where practicable. Where retention of an existing manufactured home park or portions of an existing manufactured home park is not feasible due to age or condition, consider mitigation strategies to assist residents displaced through closure or redevelopment. Consider expanding opportunities for affordable, high-density site built or modular housing options as a tool to encourage reinvestment in existing manufactured home parks, where appropriate.



### 7.2d—Land Inventory

Establish and maintain an inventory of public lands, including state or federal disposal sites and City-owned properties that may be suitable for workforce and/or affordable housing development. Collaborate with the Nevada Rural Housing Authority, the private sector, and non-profits on the development of key sites as opportunities arise.

### 7.2e—Housing for Vulnerable Populations

Collaborate with local agencies, organizations, and neighboring communities to expand programs and resources designed to prevent Carson City residents from becoming homeless and facilitate the provision of supportive and assisted housing options to meet the needs of vulnerable populations, such as the elderly, those afflicted with drug or alcohol addiction, and those transitioning away from homelessness.

### 7.2f—Short-term Occupancy Units

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. Encourage the conversion of short-term occupancy units to permanent housing in accordance with adopted building codes.



See also, policy 5.7c

### 7.2g—Housing Resources

Connect residents to available local, state, and federal housing programs, grants, opportunities and agencies available to assist with housing weatherization and retrofitting to improve energy efficiency, down payment assistance, first-time homebuyer assistance, rental assistance, and other needs.

### 7.2h—Development Regulations and Approvals

Support the construction of affordable and workforce housing options by adopting clear, flexible regulations and development standards and facilitating the economical and efficient processing of development applications and building permits.

## Goal 7.3—Maintain the Quality, Character, and Livability of Established Neighborhoods

### 7.3a—Existing Housing Stock

Work with partners to implement programs and incentives that increase home ownership opportunities for residents and promote regular maintenance and reinvestment within the City's established neighborhoods.

### 7.3b—Infill and Redevelopment Compatibility

Ensure that infill and redevelopment is of a scale, character, and intensity that is compatible with the surrounding development.

### 7.3c—Infrastructure and Amenities

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Prioritize infrastructure improvements, such as traffic calming enhancements, sidewalks, pathways, street tree plantings, stormwater improvements, under-grounding of overhead utilities, or others that will improve safety and quality of life in established neighborhoods based on documented deficiencies. Identify schedules and funding for ongoing operations and maintenance of citywide infrastructure.

## Goal 7.4—Promote Reinvestment in Declining Neighborhoods

### 7.4a—Retention of Existing Housing Stock

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Support the retention and rehabilitation of existing housing stock in older neighborhoods as a core component of the workforce and affordable housing supply in Carson City. Allow for the adaptation of housing units to meet the needs of current and future residents (e.g., expanded footprints, garage construction, creation of accessory dwelling units).

### 7.4b—Infill and Redevelopment

---

Encourage the construction of new homes on vacant lots and the redevelopment of dilapidated properties. Where consistent with the Land Use Plan, support the introduction (or expansion) of attached single-family, duplex, townhome, or accessory dwelling units.

### 7.4c—Vacant and Dilapidated Properties

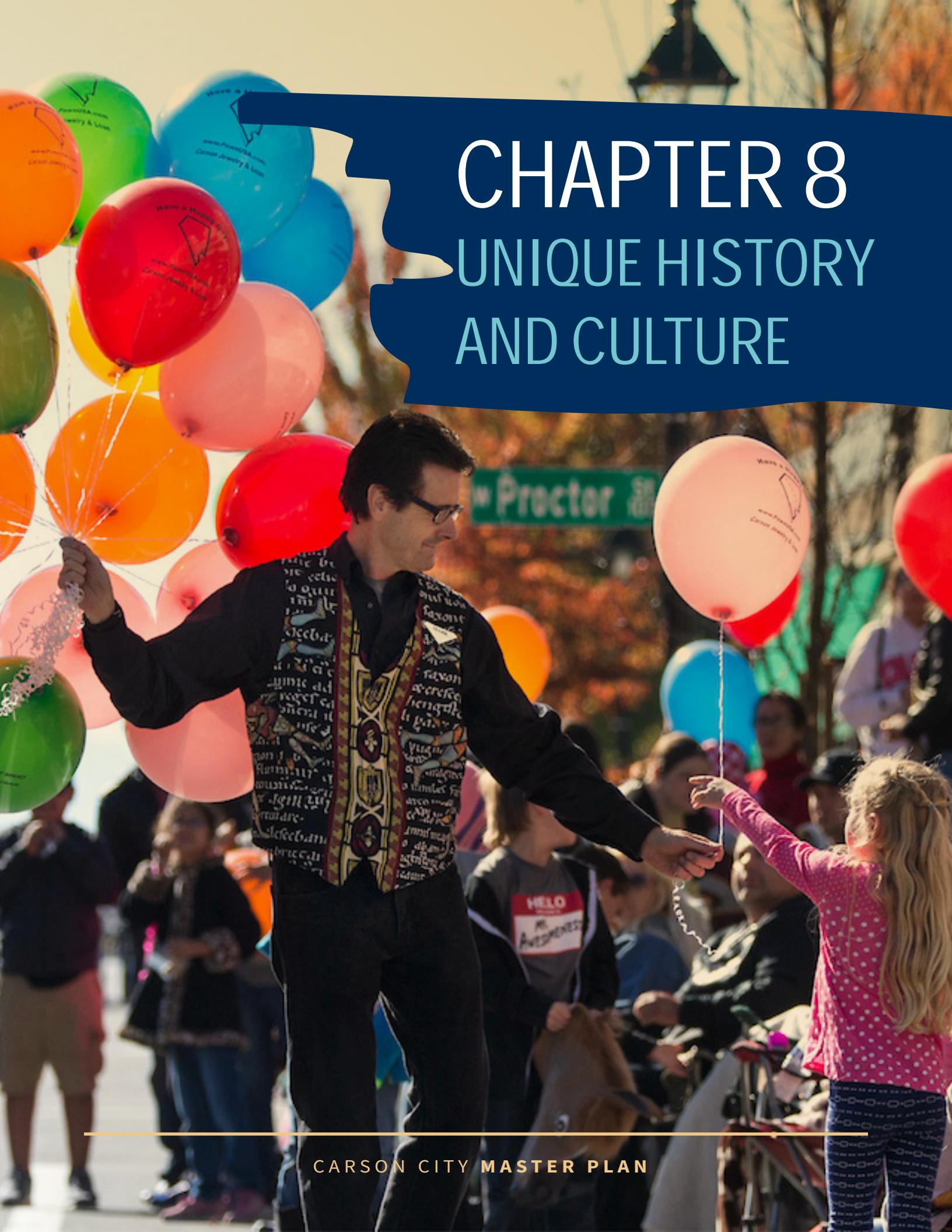
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Consider legal and regulatory measures that put vacant and/or dilapidated properties back to productive use. Such measures include, but are not limited to, auction of tax defaulted properties and demolition by neglect.

### 7.4d—Code Enforcement

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Pursue violations related to safety, public health, and quality of life, including removal of abandoned vehicles, abatement of blighted properties, and other nuisances in accordance with adopted codes and ordinances.

A photograph of a man with glasses and a patterned vest handing a pink balloon to a young girl. They are surrounded by many colorful balloons. In the background, a street sign for "Proctor St" is visible.

# CHAPTER 8

## UNIQUE HISTORY AND CULTURE

## WHERE WE ARE TODAY

Carson City is home to a rich tapestry of historic, cultural, archaeological, and paleontological resources that serve as community landmarks and draw visitors from around the country. Destinations like the V&T Railway, the Lincoln Highway, the Stewart Indian School, the Orion Clemens House, the Kit Carson Trail, Nevada State Prison, the Historic District, the Capitol grounds, and many others offer insights into the history of Carson City's settlement, as well as the history of the indigenous tribes that occupied the Eagle Valley prior to the arrival of European settlers in the 1850s.

Carson City is a Certified Local Government (CLG) and is endorsed by the State Historic Preservation Office (SHPO) to promote consistency with federal historic preservation programs and the Secretary of the Interior's Standards for Archaeology and Historic Preservation. CLG status provides the City with access to grants and other assistance to support local preservation initiatives. The City works with volunteers, non-profit organizations, and the SHPO to document and preserve historic, cultural, and archaeological resources in the community. Web-based maps, photos, and other resources maintained by the Carson City Historical Society, Visit Carson City, and Travel Nevada also contribute to increase awareness of Carson City's historic and cultural resources and help draw visitors to the community.

Carson City also boasts a lively arts and culture scene. Youth Theater Carson City and the Bob Boldrick Theater provide an opportunity to explore the arts and view live performances. The Brewery Arts Center provides multi-cultural art experiences, including a free outdoor summer concert series and painting, pottery, and visual arts classes. The City also has a public arts program and several museums and art galleries for residents and tourists to explore, such as the Nevada State Railroad Museum, the Charlie B Gallery and Vasefinder Museum, and the Children's Museum of Northern Nevada. These and other programs contribute to Carson City's culture, economy, vibrancy, and quality of life.





## LOOKING TO THE FUTURE

*Carson City will continue to protect and preserve its historic and cultural resources by enforcing its existing preservation regulations and ordinances and updating them as needed. The City will continue to encourage historic preservation efforts through the use of financial, building, and related incentives for the restoration and rehabilitation of historic structures and facilities. The City will also collaborate with local artists, artist organizations, cultural facilities, and economic development and tourism partners to increase awareness of the City's historic and cultural offerings and support the incorporation of art installations in public spaces.*

## GOALS AND POLICIES

### **Goal 8.1—Protect and Preserve Carson City's Historic and Cultural Resources**

#### **8.1a—Historic Preservation Initiatives**

Encourage ongoing efforts by the City, volunteers, non-profit organizations, and state and federal partners to research, identify, document, interpret, and preserve structures and sites with historical, cultural, archaeological, or paleontological significance.

#### **8.1b—Documentation**

Continue to pursue and support opportunities to investigate and document local history through efforts that increase the community's awareness and understanding of the resources that exist in Carson City.



### 8.1c—Historic Properties Inventory

Continue to maintain an inventory of historic properties in Carson City. Support the nomination of eligible properties for the state and national registers of historic places, designation of National Register Historic Districts and Landmarks, and the potential formation of additional local historic districts, as opportunities arise.

### 8.1d—Preservation Incentives

In partnership with the State Historic Preservation Office, increase awareness of state and federal grants, tax incentives, and other financial incentives available to support the rehabilitation and adaptive reuse of historic buildings. Consider establishing financial, regulatory, or related incentives to encourage the restoration and rehabilitation of historic resources.

### 8.1e—Consistency with Standards and Guidelines

Ensure that the rehabilitation and renovation of historic structures occurs according to the City's adopted Historic District and Development Standards.

### 8.1f—Adaptive Reuse

Encourage the adaptive reuse of historic buildings not eligible for designation on the Local, State, or National Register of Historic Places, but that have historic features or cultural significance and contribute to the overall character of the neighborhood or district.

See also, policy 6.2b

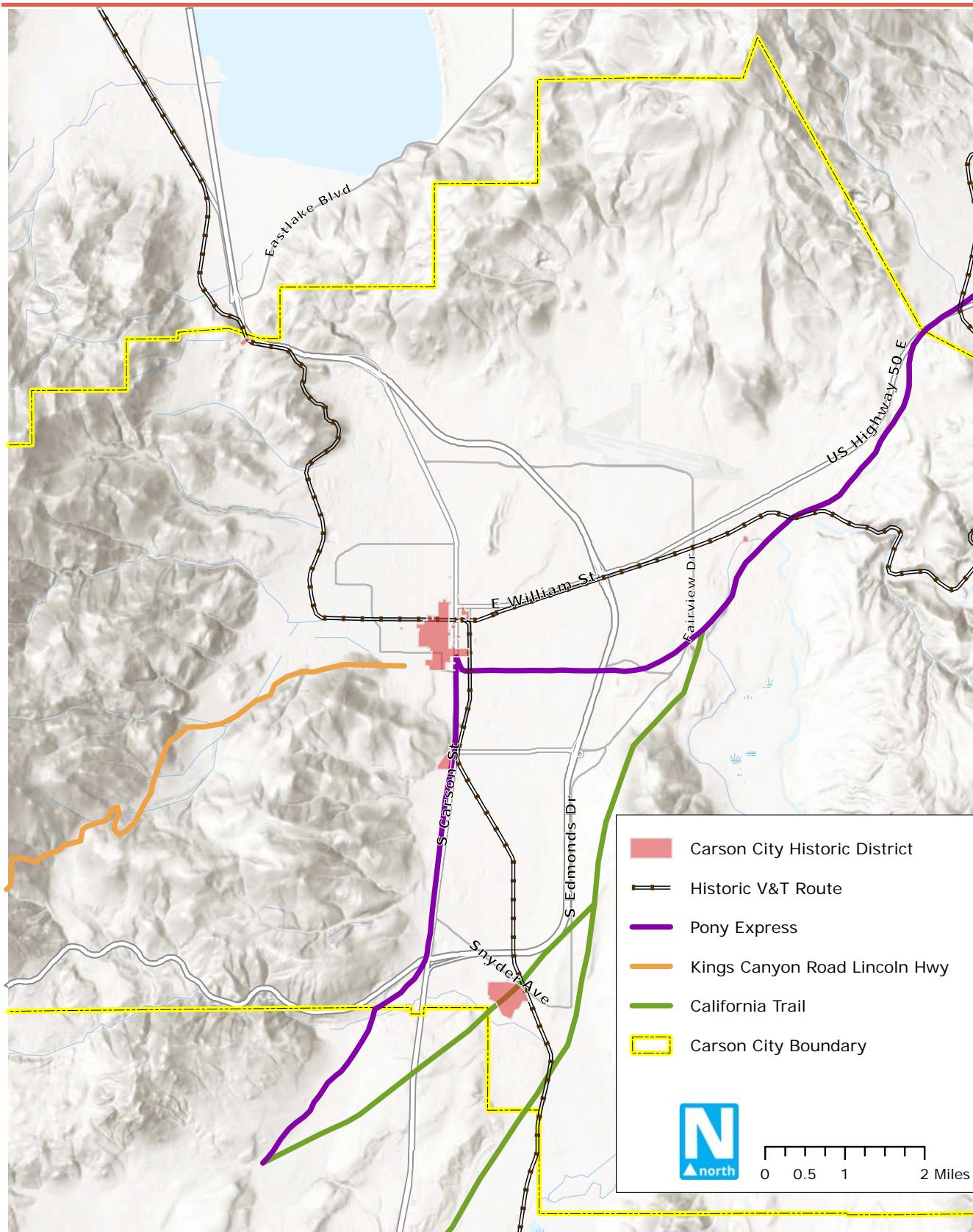
## Historic and Cultural Resources in Carson City

The Historic and Cultural Resources map highlights some of Carson City's many historic and cultural resources, not all of which are formally recognized.

- **Carson City Historic District.** The District (also referred to as the [West Side Historic District](#)) was created in 1982 by the Carson City Board of Supervisors, and added to the National Register of Historic Places in 2011.
- **National Register of Historic Places** – [43 listings](#)
- **Nevada Register of Historic Places** – [20 listings](#)

A complete listing of properties on the National or State Register of Historic Places is provided in Appendix D. An interactive Historic and Cultural Resources Map is available at: <https://bit.ly/CarsonCityStorymap>

## Historic and Cultural Resources Map



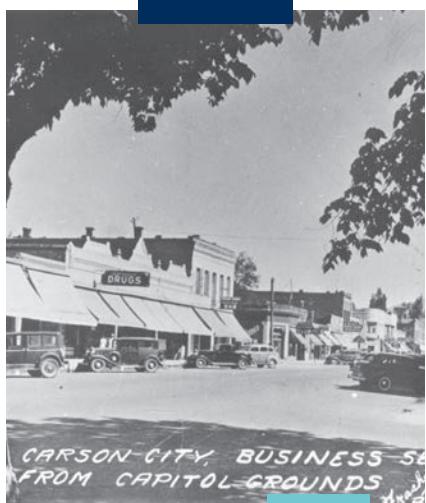
## Historic Resources Commission

Authorized through the City's CLG status, the Carson City Historic Resources Commission (HRC) is an appointed board of community volunteers that reviews applications for exterior modifications to historic properties and designs for new construction within the historic district, and considers historic property tax deferments, historic grant opportunities, and historic preservation awards.

### Goal 8.2—Promote Heritage Tourism

#### 8.2a—Heritage Tourism

See also, policy 5.6e



Support tourism activities associated with significant historic resources, such as the Westside Historic District, the Historic Virginia & Truckee Trail, the Kit Carson Trail, the Stewart Indian School, the State Capitol Complex, and various cultural institutions, by ensuring that future development supports the functions and visual character of these resources.

#### 8.2b—Historical and 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 Railway, expand Downtown walking tours and interpretive signage exhibits, and identify new opportunities to showcase the City's historic and cultural resources.

## Goal 8.3—Support the Expansion of Artistic and Cultural Programs and Events

### 8.3a—Arts and Culture Strategic Plan

Collaborate with Visit Carson City and other local and regional partners on the implementation of the Arts and Culture Strategic Plan.

### 8.3b—Art in Public Places

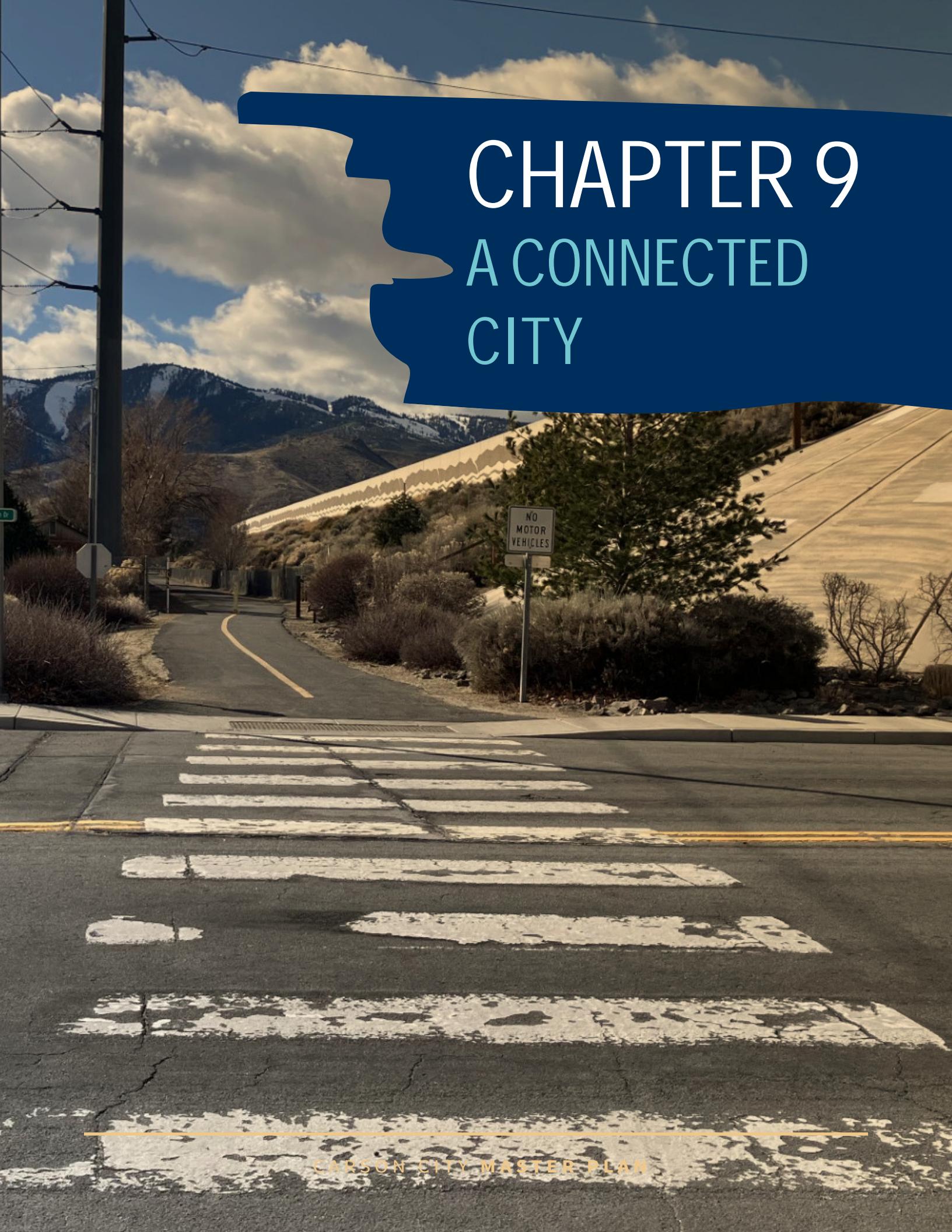
Support the efforts of nonprofits that work to increase the community's access to art in public buildings and spaces throughout Carson City. Explore opportunities to integrate art as part of City projects in line with the recommendations of the Arts and Culture Strategic Plan.

### 8.3c—Public Gathering Spaces

Encourage the use of distinctive features in design of the built environment, the presence of arts and cultural programs or facilities, and spaces for people to gather and host events as part of private-sector development. Recognize the role community amenities play in the vibrancy of the City and the quality of life of residents.



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# CHAPTER 9

## A CONNECTED CITY



## WHERE WE ARE TODAY

Carson City has seen a number of roadway improvement projects, such as the Carson Freeway and the Complete Streets program, that have transformed the look, feel, and function of the City's multimodal transportation network.

The improved connectivity in Carson City allows residents to travel throughout the community using a safe and efficient multi-modal transportation system. Enhancing the City's multi-modal system has many benefits, including providing affordable transportation options for lower-income residents, creating opportunities for active transportation options through walking, rolling, and biking, and improving traffic congestion. As Carson City continues to grow, traffic volumes and safety are top of mind for many residents.

The Carson Area Metropolitan Planning Organization (CAMPO) is the agency responsible for creating and maintaining the Regional Transportation Plan and other transportation-related documents for the Carson City urbanized area, which includes Carson City, northern Douglas County, and western Lyon County. Within Carson City, street patterns and roadway designs are influenced by the same plans and policies that inform the design of our built environment.



## LOOKING TO THE FUTURE

*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. The City will seek to ensure that destinations, parks, and open space areas within the community are accessible via safe, enjoyable routes, free of vehicular conflicts, that allow the user to appreciate the natural setting of Carson City with or without their automobiles. Additionally, the City will seek opportunities to enhance existing transit services as feasible to increase travel choices for the community and to support a more compact pattern of growth.*

## GOALS AND POLICIES

### **Goal 9.1—Provide a Safe and Efficient Multi-Modal Transportation System For All Users**

#### **9.1a—Plan Consistency**

Promote the development of an integrated multi-modal transportation system through the ongoing implementation of the Regional Transportation, Transit, Roadway Functional Classification, and Unified Pathways Master Plans within the context of land development.

#### **9.1b—Plan Overlap and Implementation**

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

See also, policy 6.1a



### 9.1c—Street Design and Connectivity

Maintain a comprehensive, integrated, and connected transportation network through the continued implementation of Carson City's Complete Streets Policy and the construction of roads consistent with the City's Regional Transportation Plan, prioritizing the creation or enhancement of parallel routes.

### 9.1d—Safe Routes

Continue to improve the safety of pedestrians, bicyclists, transit riders, passengers, and drivers throughout the region by aligning the goals of the Local Road Safety Plan and the Safe Routes to School Master Plan with the goals and policies contained in this Master Plan.

### 9.1e—Regional Coordination

Maintain an active presence in regional and state-level transportation planning activities 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.

## Goal 9.2—Coordinate Land Use and Transportation Decisions to Support the Use of Alternative Modes of Transportation

### 9.2a—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.

### 9.2b—Transit-Supportive Development

Promote the development of transit-supportive development patterns and amenities (e.g., bike racks, mix of uses, pedestrian-orientation, higher density) along major gateway corridors to facilitate future transit. Coordinate the review of development

proposals with local transit providers and the Regional Transportation Commission as appropriate to respond to existing/planned transit service.

### 9.2c—Design and Access Standards

Establish design and access standards for development occurring along major gateway corridors to ensure functionality that accommodates safe multi-modal options. Support compact development patterns that utilize existing streets and pathways managed by the City wherever possible.

## Goal 9.3—Establish a City-wide System of Sidewalks, Multi-Use Pathways, and Bike Lanes by Identifying and Closing Gaps in Connectivity

### 9.3a—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. Provide multi-use paths as identified on the Unified Pathways Master Plan map to cross physical barriers, establish direct connections between neighborhoods, schools (as consistent with the Safe Route to School Master Plan), and other destinations, and to take advantage of available opportunities such as utility and open space corridors where possible.

### 9.3b—Broaden Facility Types

Continue to broaden the types of facilities provided within the community. Implement the Unified Pathways Master Plan as adopted to promote the shared use of trail corridors and increased access for persons with disabilities.

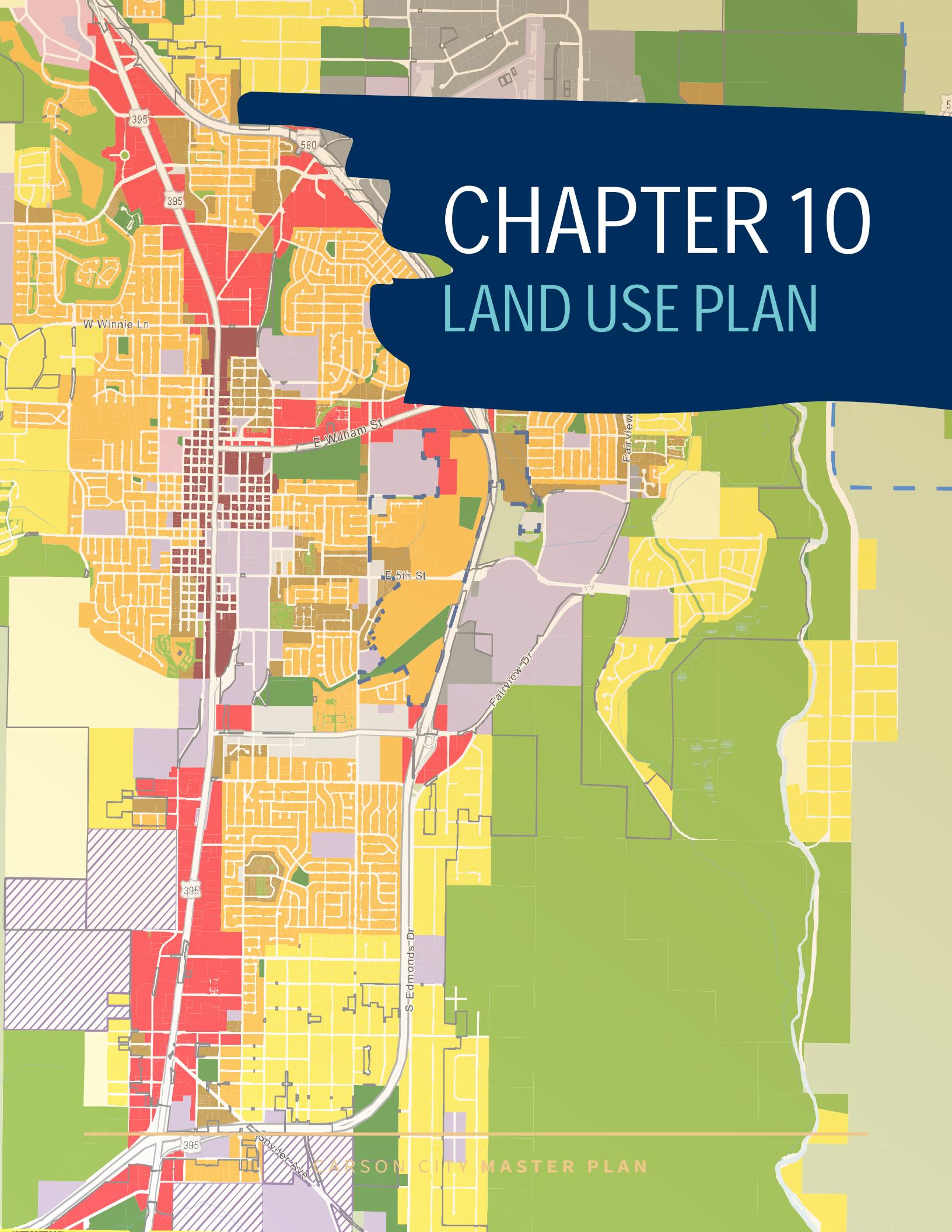
### 9.3c—Section-by-Section Implementation

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.

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# 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.



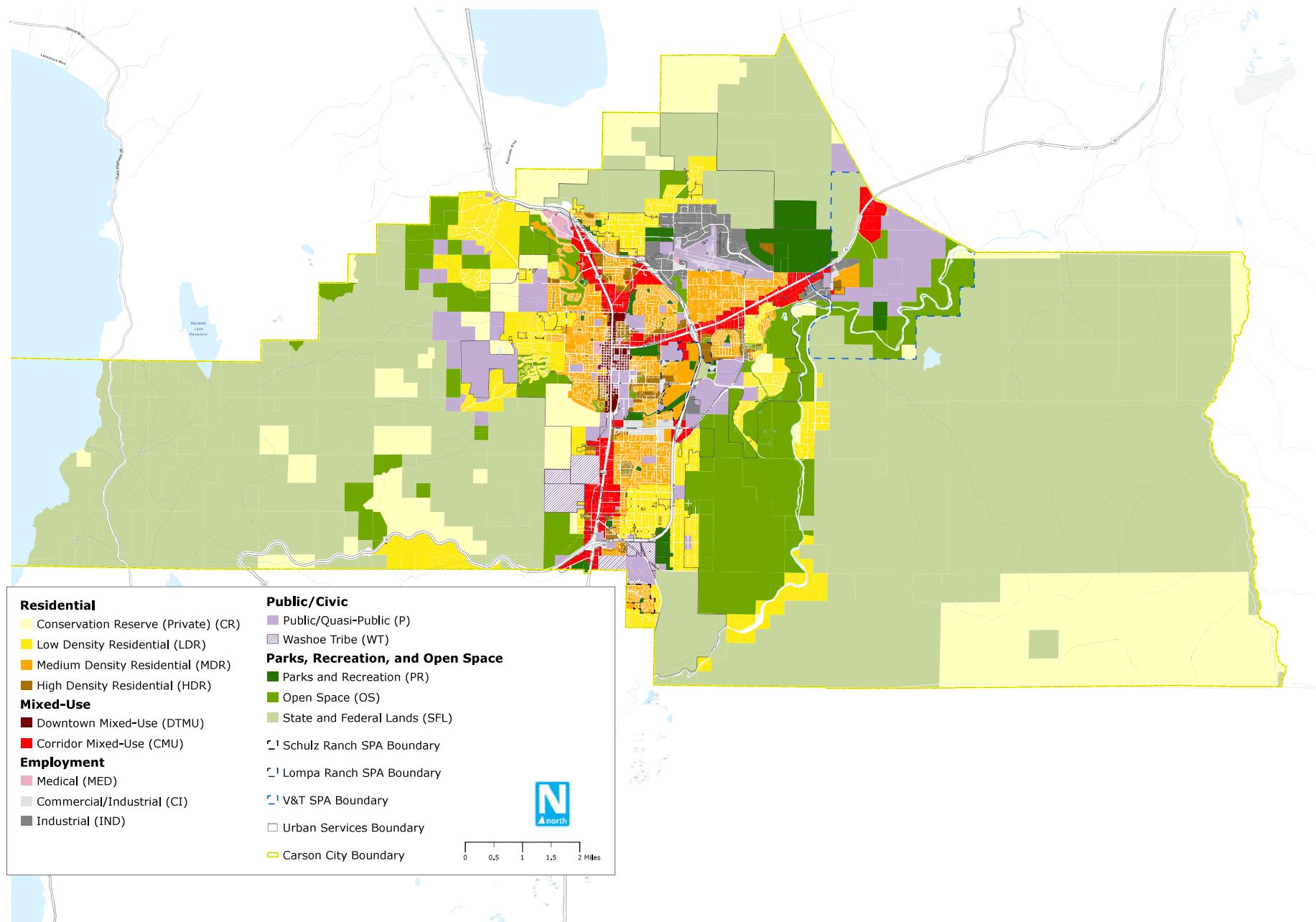
## LAND USE MAP

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.

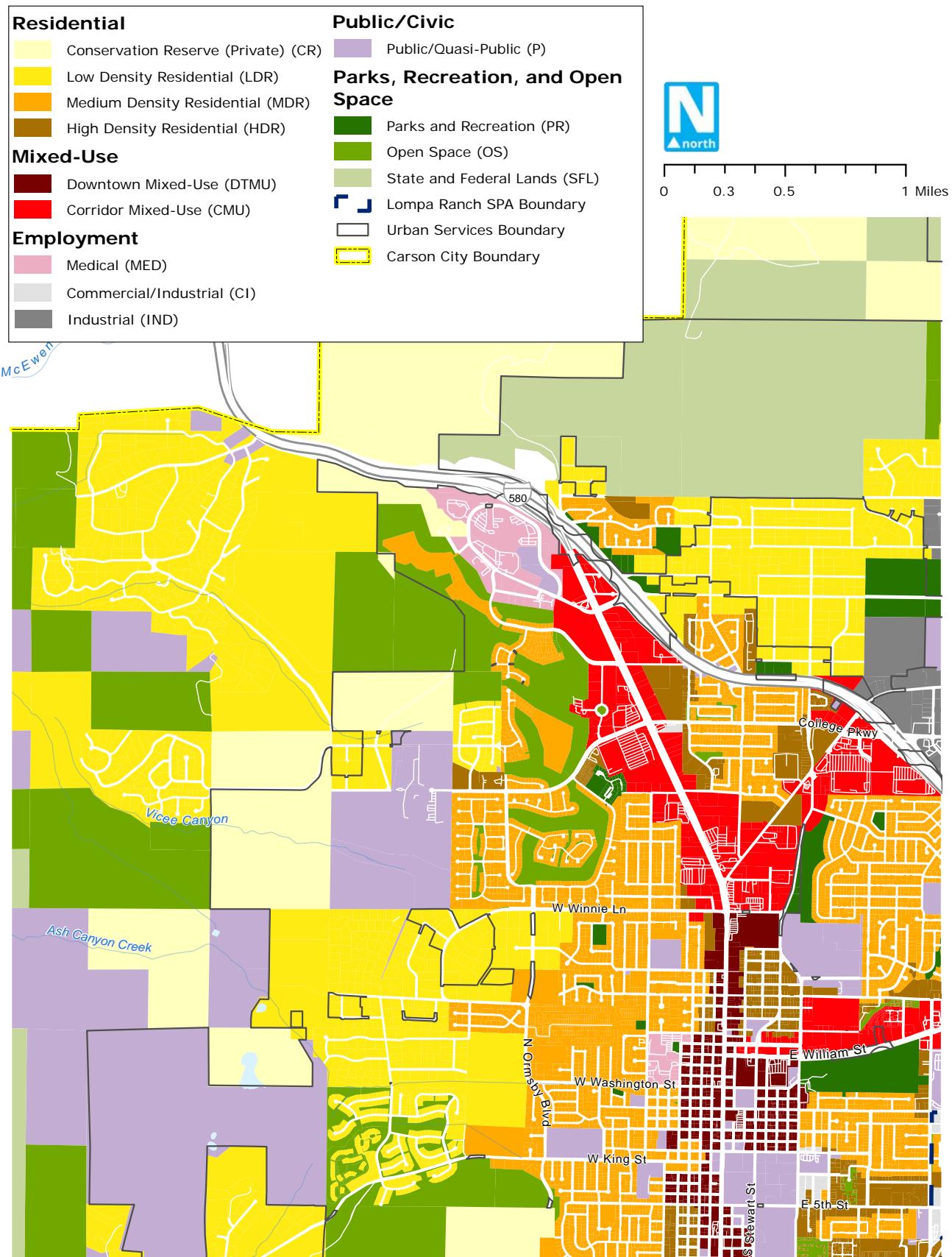


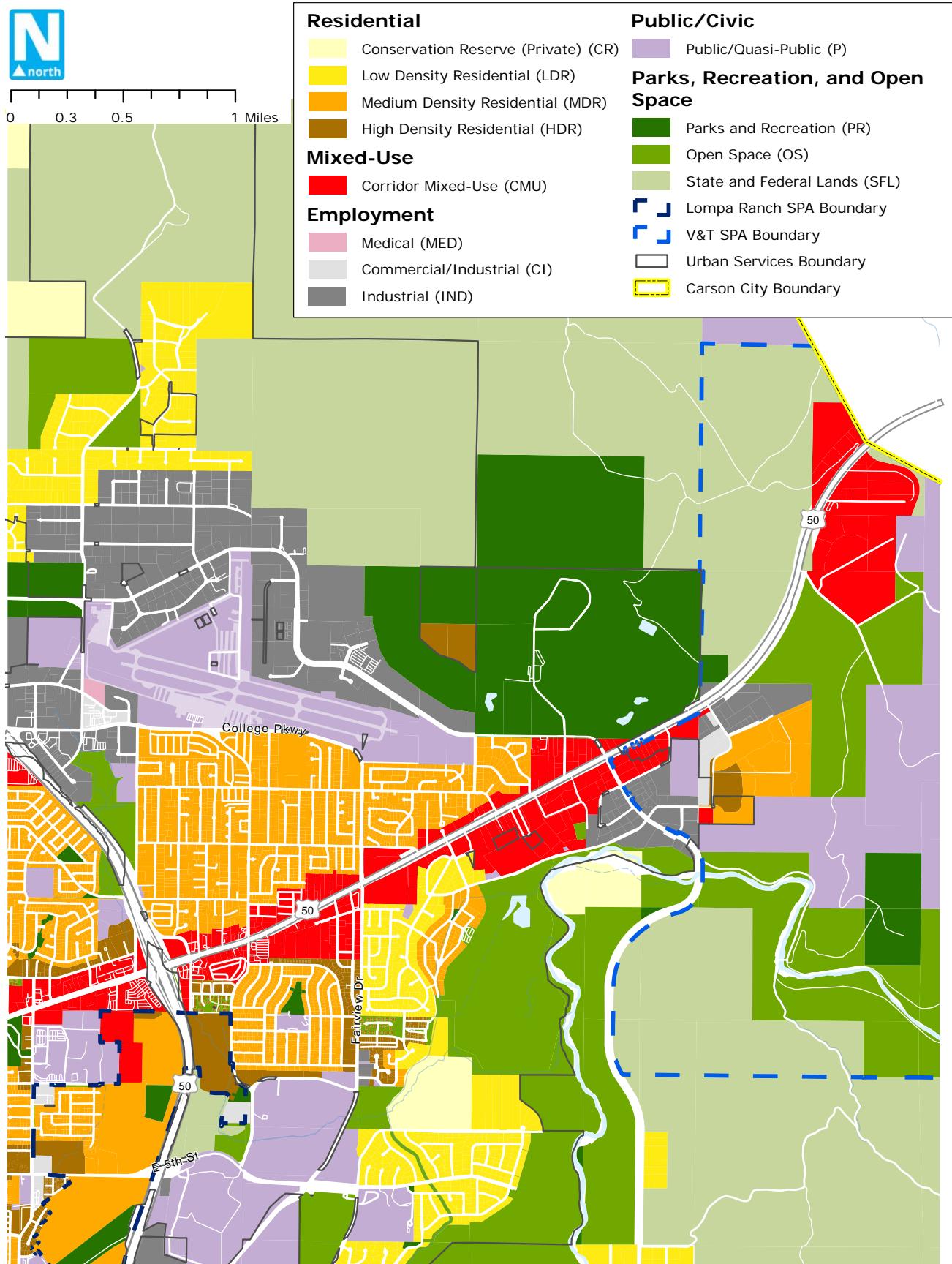
### Interactive Land Use Map

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>

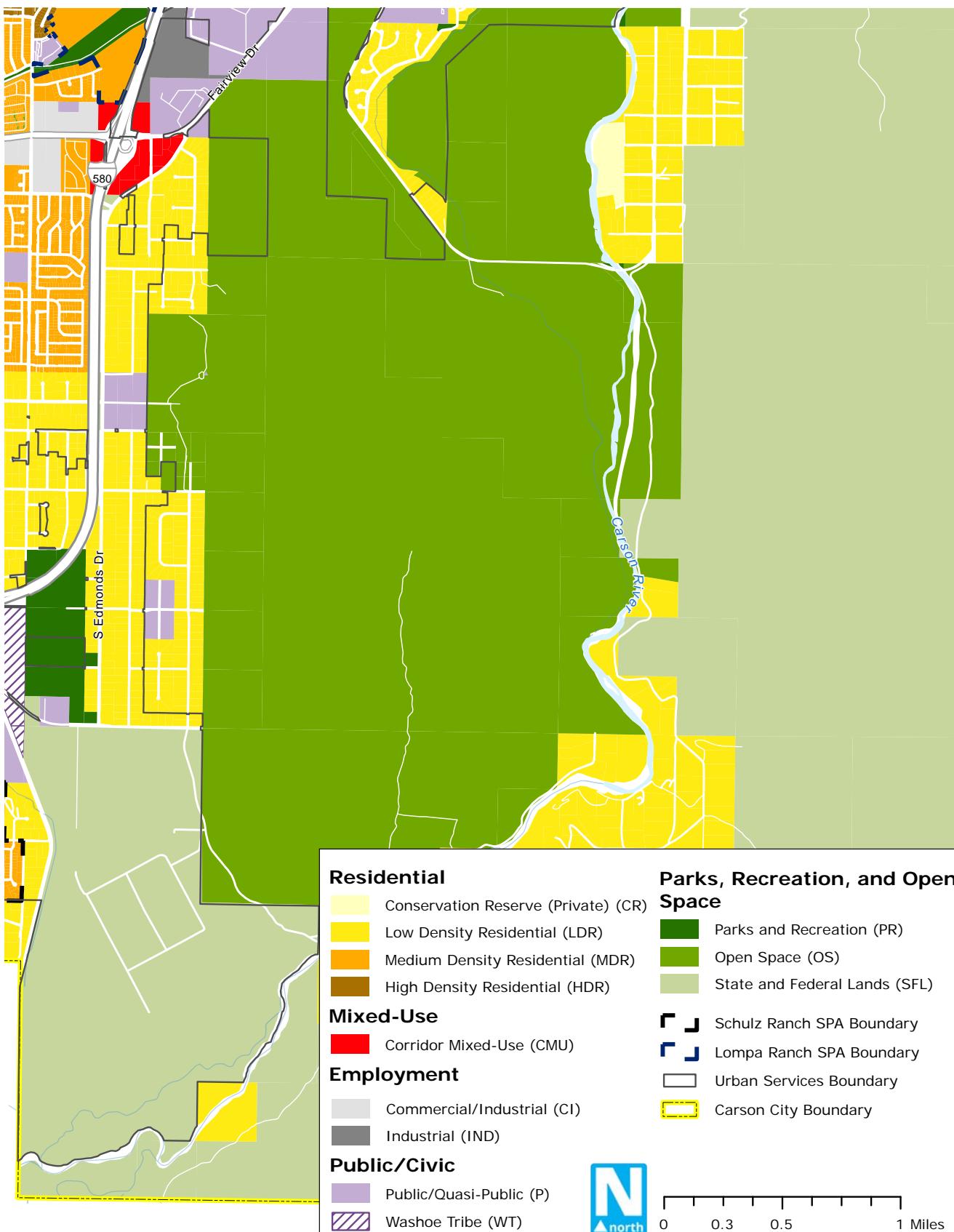


## Carson City Land Use Map - Northwest

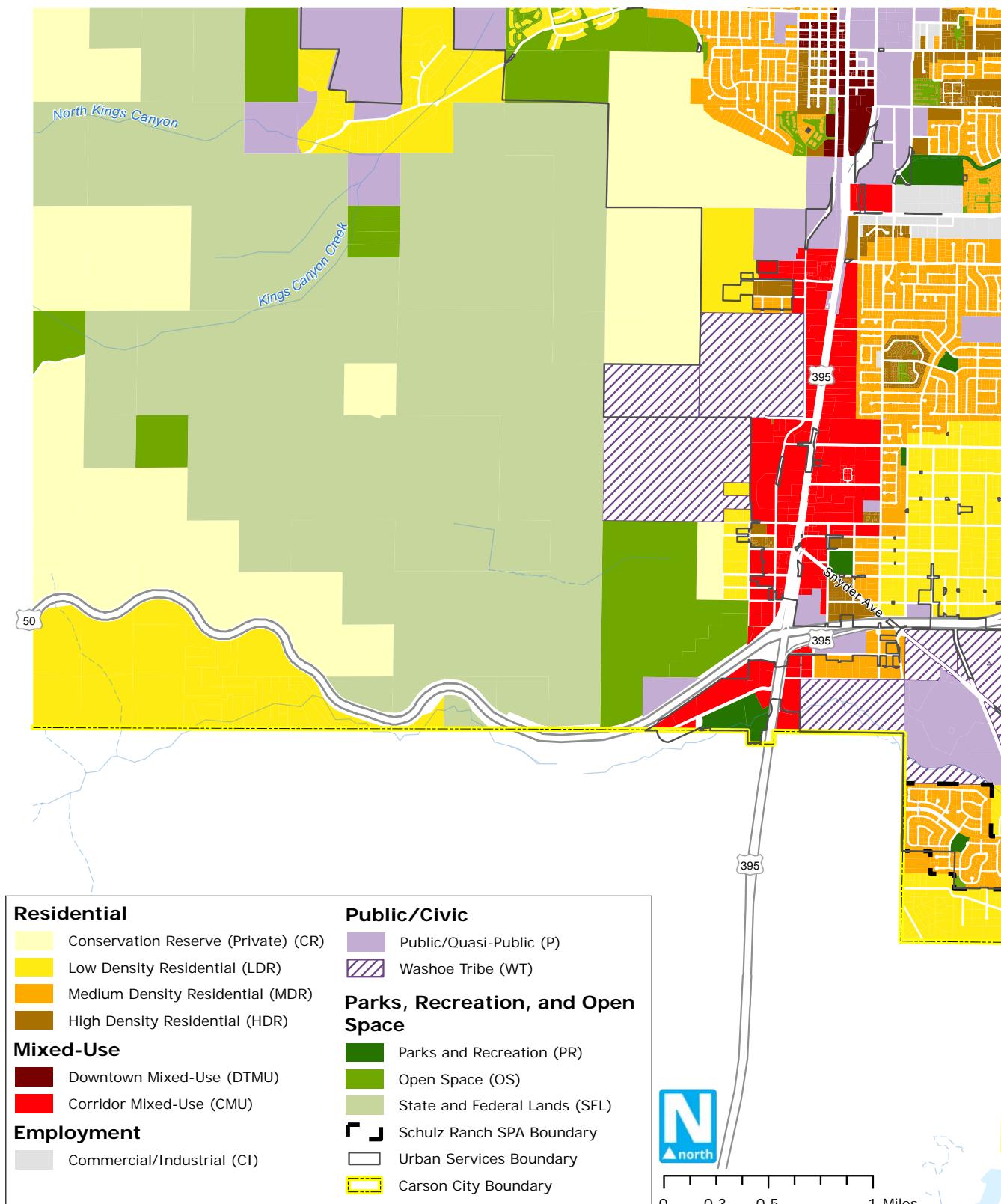




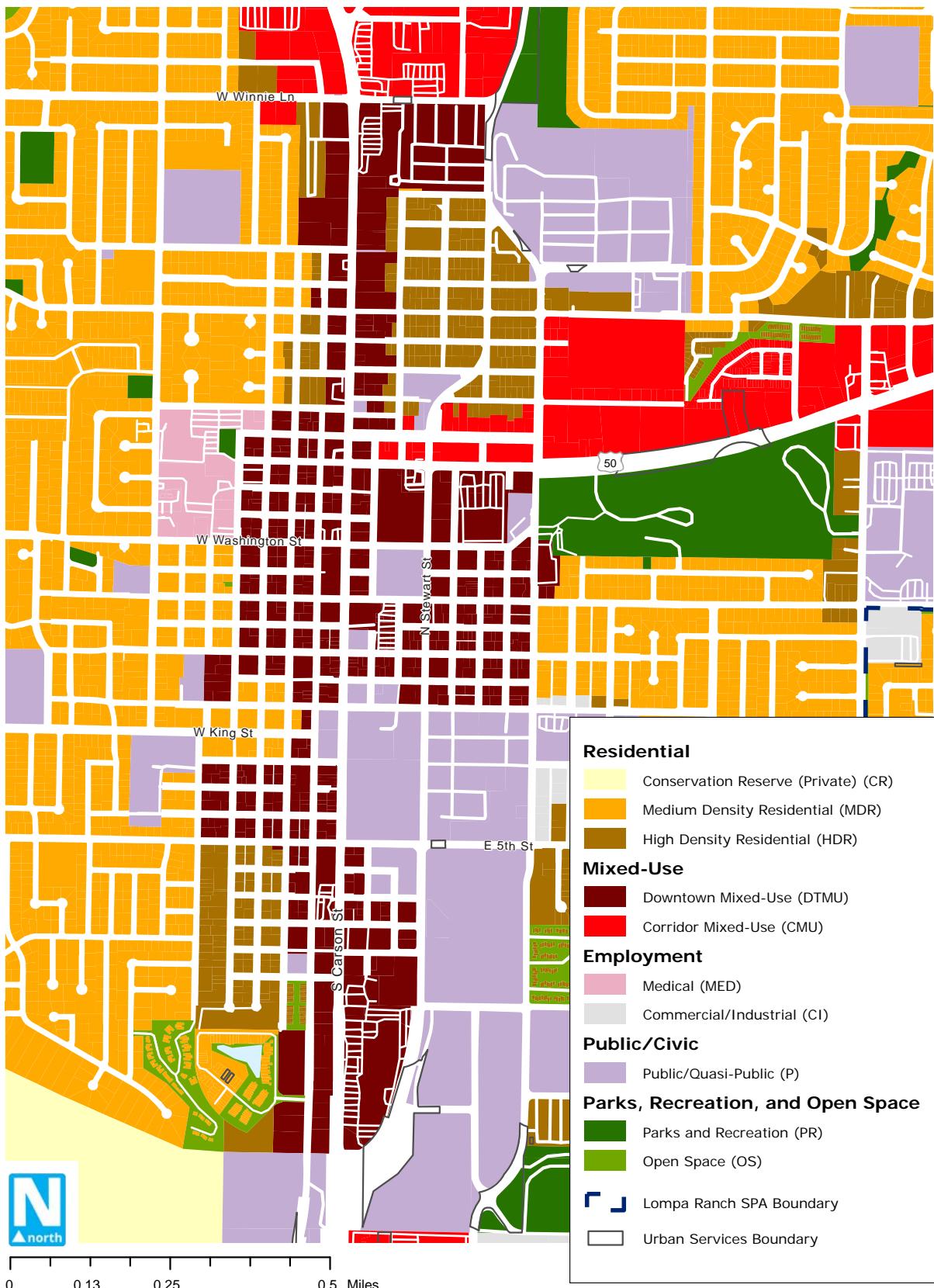
## Carson City Land Use Map - Southeast

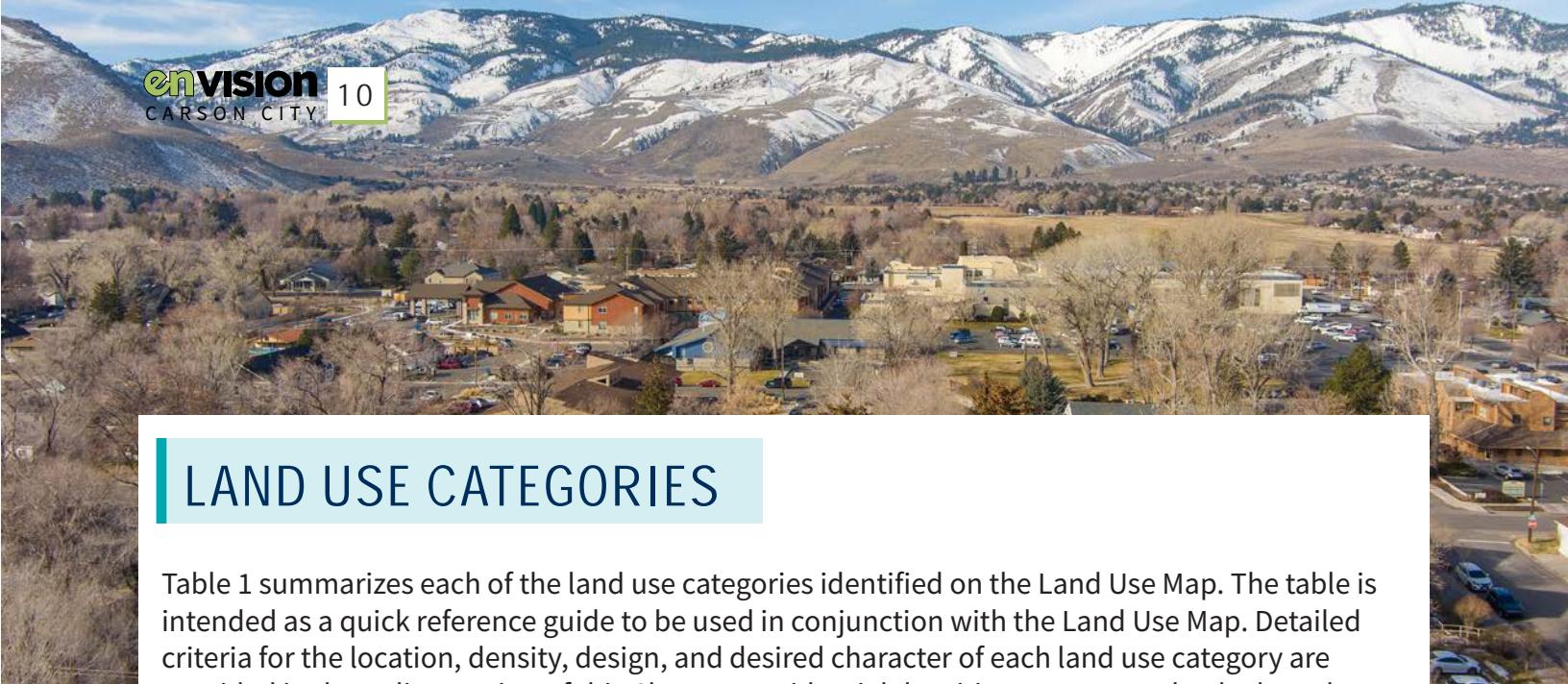


## Carson City Land Use Map - Southwest



## 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.

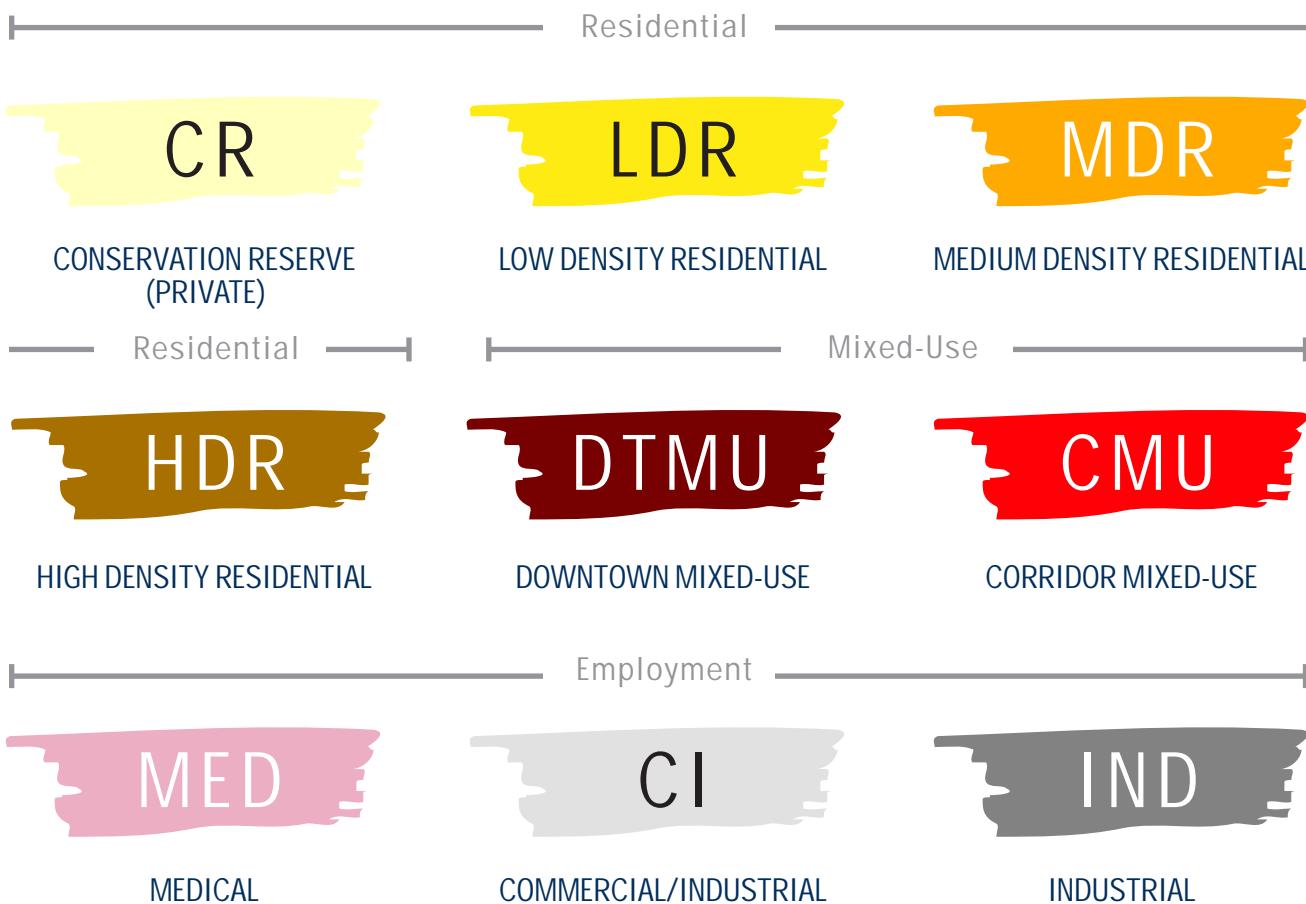


TABLE 1: LAND USE CATEGORY DESCRIPTIONS

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

\*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><b>Primary:</b> Detached single-family dwellings, attached single-family dwellings, and duplexes</p> <p><b>Secondary:</b> 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"> <li>Residential development containing a mix of housing types and lot sizes in a neighborhood setting, typically connected by sidewalks.</li> <li>Intended to provide a variety of lot sizes and housing types within the City's Urban Services Boundary.</li> <li>Neighborhoods should, where practicable, have access to bike and trail infrastructure in line with the recommendations of the Unified Pathways Master Plan.</li> <li><b>Relationship to 2006 Master Plan:</b> Medium Density Residential is an established land use category.</li> <li><b>Zoning districts:</b> SF21, SF12, MH12, SF6, MH6, MFD, RO</li> </ul>
High Density Residential (HDR)	8-36 dwelling units per acre	<p><b>Primary:</b> Detached single-family dwellings on small lots, attached single-family dwellings, quadplexes, apartments, and condominiums</p> <p><b>Secondary:</b> 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"> <li>Residential development containing a mix of higher-density housing types in a compact, urban neighborhood setting.</li> <li>Intended to create opportunities for higher-density housing within the City's Urban Services Boundary.</li> <li>The creation of neighborhood-serving commercial uses may be appropriate at the intersection of two arterial streets or an arterial and collector street.</li> <li>Neighborhoods should, where practicable, have access to bike and trail infrastructure in line with the recommendations of the Unified Pathways Master Plan.</li> <li><b>Relationship to 2006 Master Plan:</b> High Density Residential is an established land use category.</li> <li><b>Zoning districts:</b> MFD, MFA</li> </ul>

TABLE 1: LAND USE CATEGORY DESCRIPTIONS

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

TABLE 1: LAND USE CATEGORY DESCRIPTIONS

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

TABLE 1: LAND USE CATEGORY DESCRIPTIONS

Land Use Category	Range of Density/ Size	Uses	Characteristics*
Public/Civic			
<b>Public/Quasi-Public (P)</b>	N/A	<b>Primary:</b> 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"> <li>Properties that serve the public interest through civic, educational, essential service, or some other means.</li> <li>Intended to identify areas and services provided by the City, special districts, or quasi-public organizations.</li> <li>Access to alternative means of transportation should be provided, where practicable, such as through transit service or multi-use paths.</li> <li><b>Relationship to 2006 Master Plan:</b> Public/Institutional is an established land use category.</li> <li><b>Zoning districts:</b> P, PN, PC, PR</li> </ul>
<b>Washoe Tribe (WT)</b>	N/A	<b>Primary:</b> A range of residential and non-residential uses associated with the Washoe Tribe.	<ul style="list-style-type: none"> <li>Properties owned by the Washoe Tribe are considered to be under tribal sovereignty and as such are not within the City's jurisdiction.</li> <li>Proposed land use changes occurring adjacent to Washoe Tribe properties will require coordination with the Tribe's designated planning representative.</li> <li>Relationship to 2006 Master Plan: Washoe Tribe is an existing land use category.</li> <li>Zoning districts: N/A</li> </ul>

TABLE 1: LAND USE CATEGORY DESCRIPTIONS

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

TABLE 1: LAND USE CATEGORY DESCRIPTIONS

Land Use Category	Range of Density/Size	Uses	Characteristics*
<b>State and Federal Lands (SFL)</b>	N/A	<p><b>Primary:</b> 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><b>Secondary:</b> Utilities (e.g. municipal wells or other utility structures).</p>	<ul style="list-style-type: none"> <li>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.</li> <li>Intended to provide natural resource protection, view protection, and protection of steep slopes or other sensitive areas.</li> <li>Active uses include unimproved trails for hiking, biking, equestrian use, and off-road vehicle use.</li> <li>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.</li> <li><b>Relationship to 2006 Master Plan:</b> State and Federal Lands is a new land use category which replaces the Public Conservation category.</li> <li><b>Zoning districts:</b> PR</li> </ul>

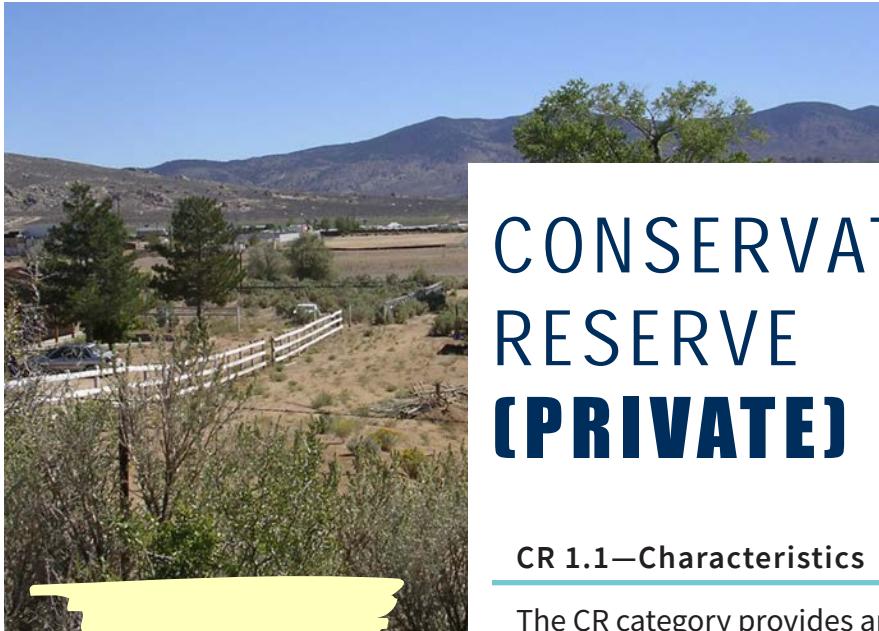


## LAND USE POLICIES

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



## 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**

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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**

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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**

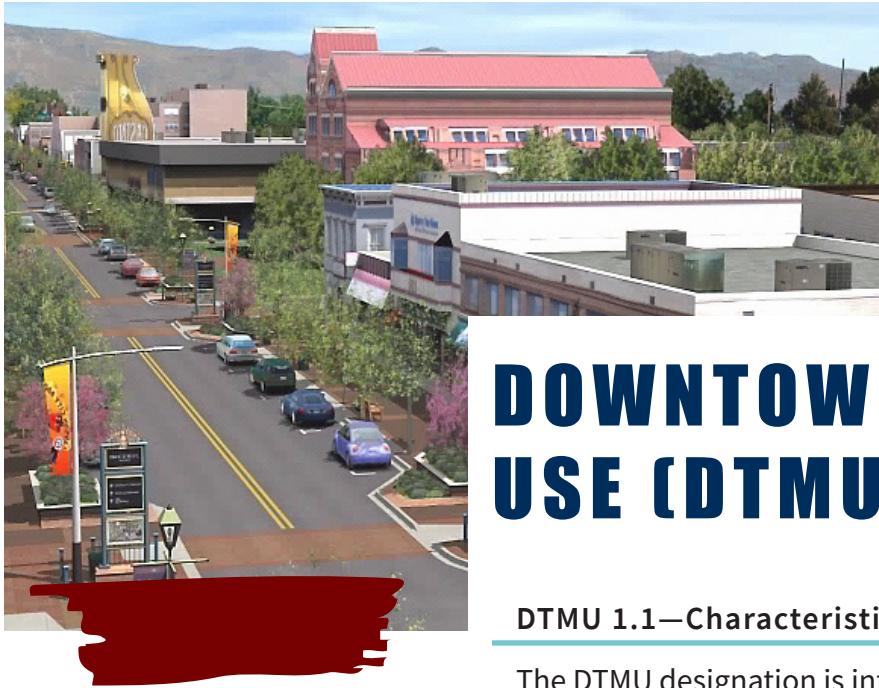
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Off-street parking for mixed-use developments should be located behind buildings and away from primary street frontages, or within a parking structure. The use of on-street parking, shared parking, or similar tools to provide a portion of the required 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**

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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.



See also, policy 6.3c and  
Downtown Character Areas  
Map

## DOWNTOWN MIXED- USE (DTMU)

### 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**

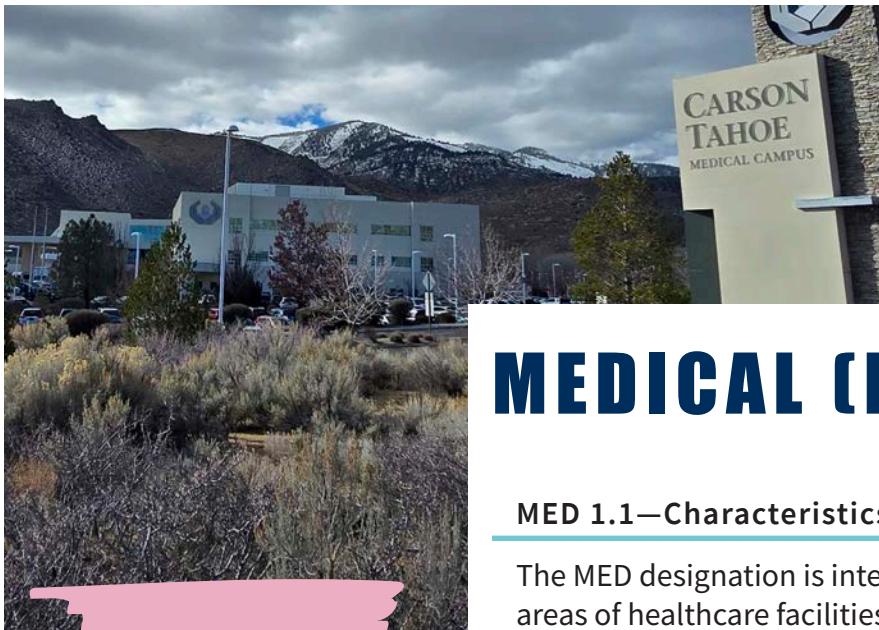
Clear, safe, and direct bicycle and pedestrian connections should be provided through parking areas to building entrances and to surrounding neighborhoods or streets.

#### **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

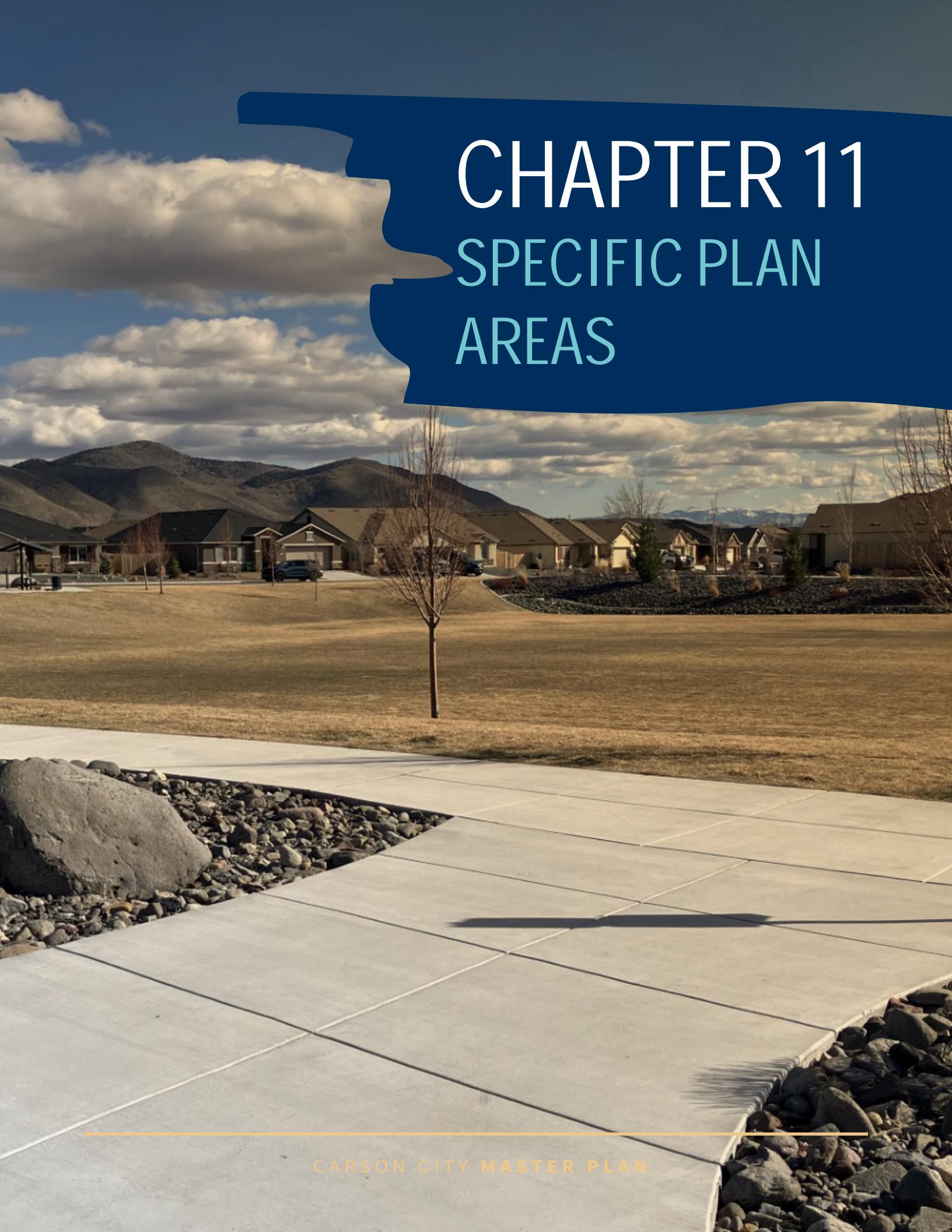
The IND designation is intended to provide locations for light and heavy manufacturing, warehousing and distribution, indoor and screened outdoor storage, airport-related industrial, and a wide range of other industrial services and operations. Uses typically involve more intensive work processes and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



# CHAPTER 11

## 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, three Specific Plan Areas have been identified on the Land Use Map. They include the following:

- Schulz Ranch Specific Plan Area (SR-SPA);
- Lompa Ranch Specific Plan Area (LR-SPA); and
- Eastern Portal—Virginia & Truckee Railway 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.



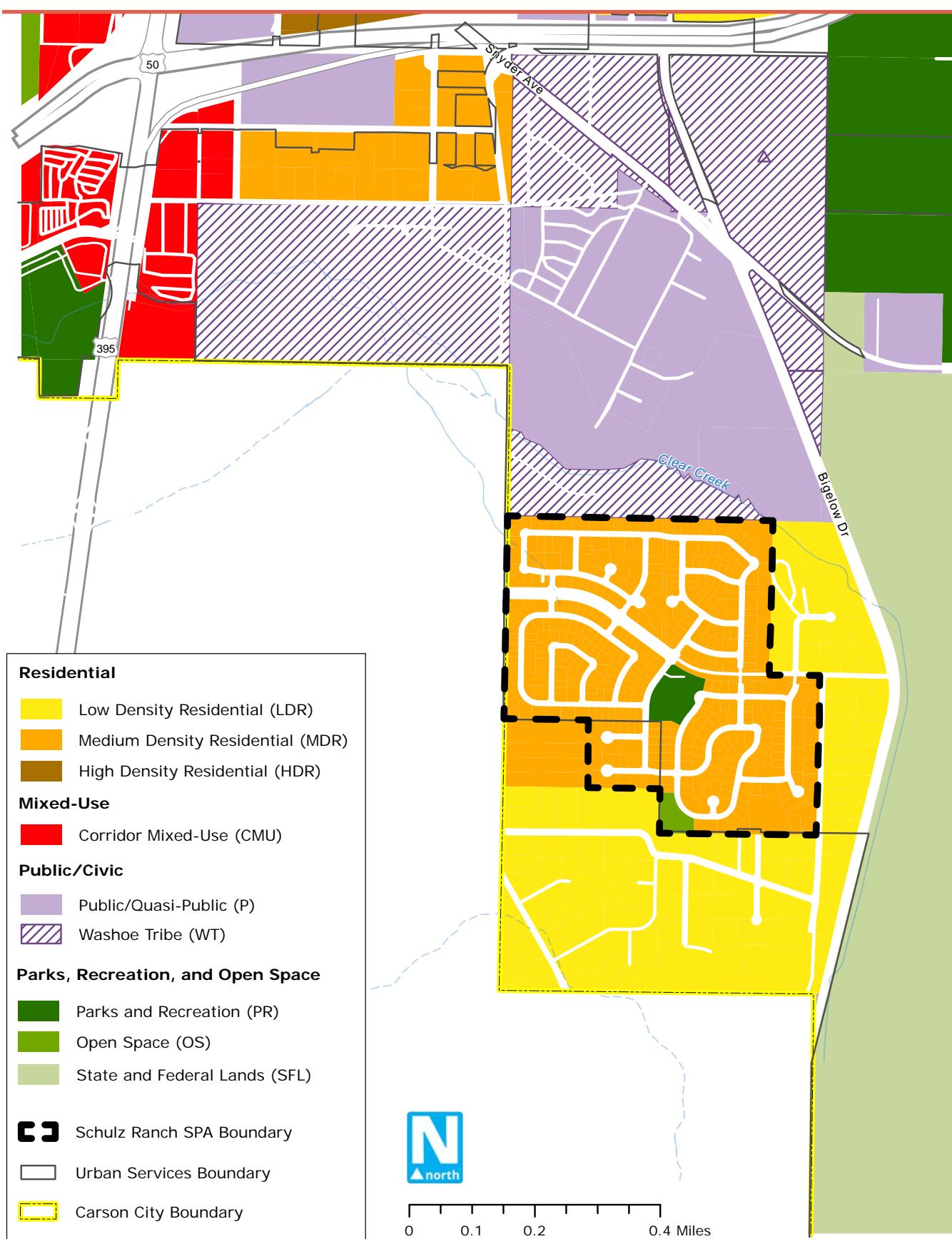
## SCHULZ RANCH SPECIFIC PLAN AREA (SR-SPA)

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 Highway 580 between Bigelow Drive and Center Street, as identified on the map on page 124. While the SR-SPA is nearly built out, the policies in this Section should continue to be used to review future site plans and redevelopment proposals.



## DEVELOPMENT CONTEXT

The SR-SPA abuts property owned by the Washoe Tribe to the north, between 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. Large lot residential developments surround the SR-SPA to the east and south, including detached single-family homes and manufactured homes. The land west of the SR-SPA is within the North Douglas County Specific Plan Area. Most of the property that abuts the SR-SPA to the west is slated for residential development, including patio homes, duplexes, and townhomes.

## 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 racetrack 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**

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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**

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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

## 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 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 homes models.
- Subdivisions with less than 150 units shall provide a minimum of 3 distinctly different homes 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:
  - **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**

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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**

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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**

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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**

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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

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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

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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

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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 INFRASTRUCTURES, SERVICES, AND FACILITIES POLICIES

## SR-SPA 5.1—Extension of Public Utilities

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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.



## LOMPA RANCH SPECIFIC PLAN AREA (LR-SPA)

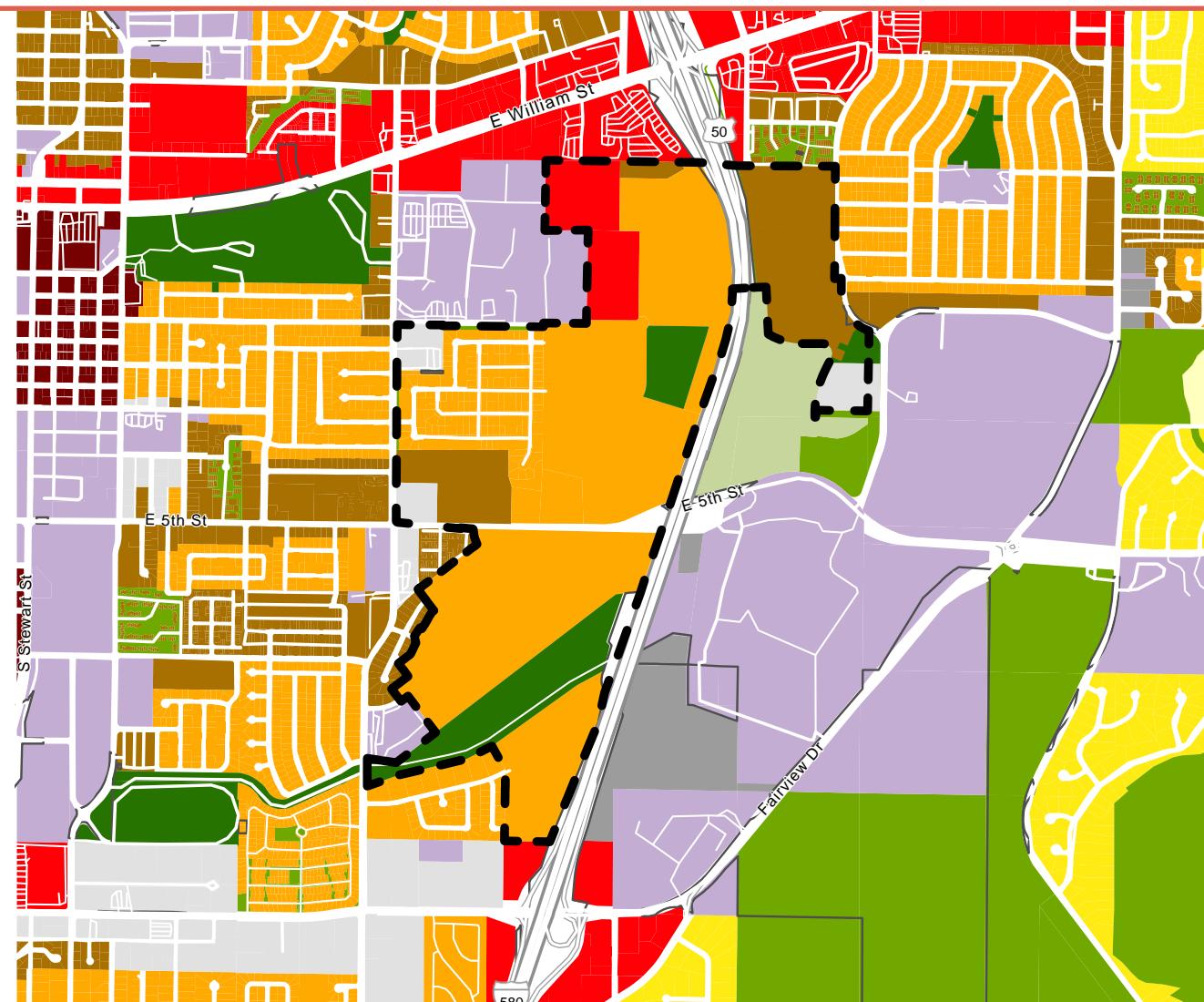
The intent of the Lompa Ranch Specific Plan Area (LR-SPA) is to establish policies that provide a framework for the future development of the area in a manner that:

- 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; and
- 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 East and north of Fairview Drive, as defined on the map on page 135. The policies and guidelines contained herein shall be applicable to all properties contained within the Specific Plan Area boundary.

## Lompa Ranch SPA Map

**Residential**

- Conservation Reserve (Private) (CR)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)

**Mixed-Use**

- Downtown Mixed-Use (DTMU)
- Corridor Mixed-Use (CMU)

**Employment**

- Commercial/Industrial (CI)
- Industrial (IND)

**Public/Civic**

- Public/Quasi-Public (P)

**Parks, Recreation, and Open Space**

- Parks and Recreation (PR)
- Open Space (OS)

- State and Federal Lands (SFL)

- Lompa Ranch SPA Boundary

- Urban Services Boundary



0 0.13 0.25 0.5 Miles

## LR-SPA POLICIES

Development of lands within this Special Planning Area may occur pursuant to the policies below. For areas where development isn't approved, adoption of an amended SPA and rezoning of these areas will be required. The applicant shall have the burden of proof to provide facts supporting the proposed amended 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—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 complement 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—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 1.4—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 Drive 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; and
- 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. 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.



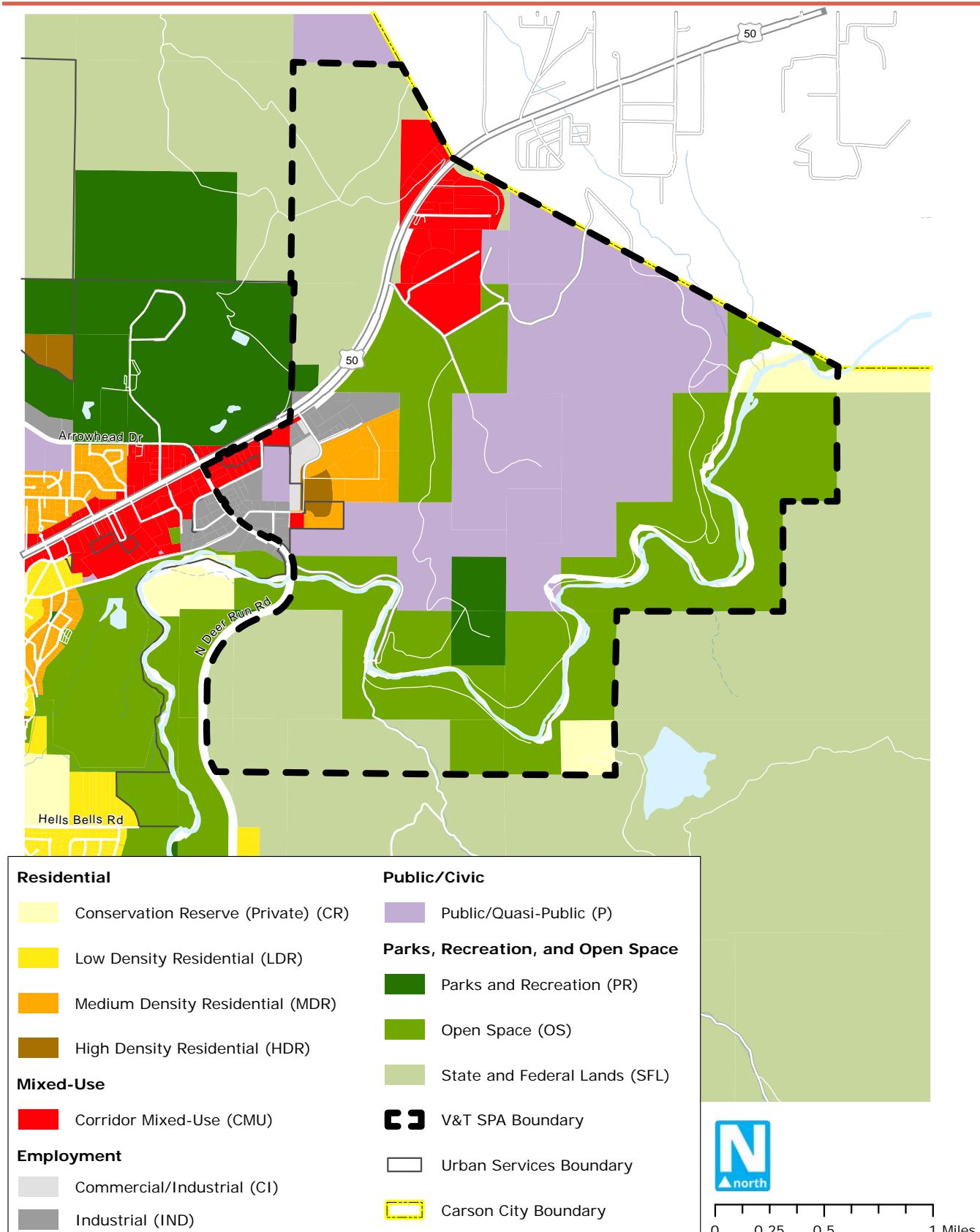
# **EASTERN PORTAL— VIRGINIA & TRUCKEE RAILWAY GATEWAY SPECIFIC PLAN AREA (V&T-SPA)**

The purpose of the Eastern Portal—Virginia & Truckee Railway 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 Railway.
- To protect visual resources associated with the V&T Railway 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 Railway Gateway Specific Plan Area is located along Highway 50 East at the Lyon County line, as defined on the map on page 142. The policies and guidelines contained herein shall be applicable to all properties contained within the Specific Plan Area boundary.





## BACKGROUND

The V&T Railway runs 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, stopping in the East Gate Siding.

The V&T Railway is a tourist attraction and a benefit to the local economy. The visual experience of the train ride is a key element in the success of the V&T. The Carson River corridor within Carson City can be viewed as a specialty train, and 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. 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. The Plateau residential development is this area is in the process of bringing public water and sewer up Drako Way.

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

## V&T-SPA LAND USE POLICIES

### V&T-SPA 1.1—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 through the use of 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 PARKS AND OPEN SPACE POLICIES

### LR-SPA 2.1—Trail Facilities

The Parks and Recreation Department 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 POLICY

### 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 3.2—Coordination

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

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# CHAPTER 12

## ACTION PLAN





## OVERVIEW

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.

This chapter should be used as a tool to inform annual departmental work programs, budgeting, and priorities, and to track the City's progress in implementing the Master Plan over time.

## 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 advance community priorities and 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. Complete a Comprehensive Rewrite of Title 18

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The lack of consistency between the current Land Use Master Plan (map) and the underlying zoning was identified as a key concern during the Master Plan update process. Carson City's current practice is to proactively look for inconsistencies between the Land Use Master Plan (map) and zoning and bring proposed updates forward for consideration as part of the annual Master Plan review process. Property owners may also initiate a request to bring zoning into alignment with the Master Plan. However, participants noted that this practice creates a lack of predictability for residents because the underlying zoning allows for development that is inconsistent with the Master Plan. Participants also noted that it creates a lack of predictability for property owners and developers because the mix of uses and density called for in the Master Plan often can't be achieved by right, meaning that applicants must go through the Special Use Permit process, which adds time, uncertainty, and cost to the development process.

The City completed a targeted update of Title 18 and the Title 18 Appendix in November 2024 with an effective date of December 1, 2024. The Action Plan Matrix identifies a range of potential updates to Title 18 that should be considered as part of a more comprehensive update following the adoption of this Master Plan, such as:

- Review and update commercial, office, and mixed-use zone districts as necessary to align with Master Plan goals, policies, and land use categories, and allow desired uses by right.
- Review and update residential and mixed-use zone districts as necessary to align with Master Plan goals, policies, and land use categories and to ensure the full spectrum of desired housing types are allowed by right in the locations called for by the Plan.
- Review and update residential adjacency standards to better address community concerns related to infill and redevelopment abutting existing residential neighborhoods.
- Evaluate current allowances for home-based occupations and consider expanding, provided impacts on neighborhoods can be mitigated through use-specific standards.

## 2. Clarify the City's Role in Economic Development

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When the 2006 Master Plan was completed, Carson City had dedicated staff in place to support the City's economic development and redevelopment initiatives. Over time, staffing resources have shifted and the City's role in economic development has become less pronounced. Implementation of the updated Master Plan will require the City to take an active role in economic development initiatives, as well as in the revitalization of gateway corridors, and the ongoing revitalization of Downtown.

The Action Plan Matrix identifies a range of economic development and revitalization strategies, including these key priorities:

- Establish an Economic Development Strategy for Carson City that defines economic development roles and responsibilities in coordination with state and regional partners, identifies target industries, and articulates near-term priorities to support the implementation of this Master Plan. Align the Economic Development Strategy with periodic updates to the City's 5-year Strategic Plan to support implementation.
- Expand and maintain capacity to support economic development initiatives, as identified in this Master Plan and the City's 5-year Strategic Plan, as amended.
- Explore the concept of a redevelopment role to promote redevelopment and revitalization goals, foster relationships with business and property owners, pursue grants, manage public/private partnerships (as applicable), and generally serve as a resource for City departments on Economic Development initiatives.

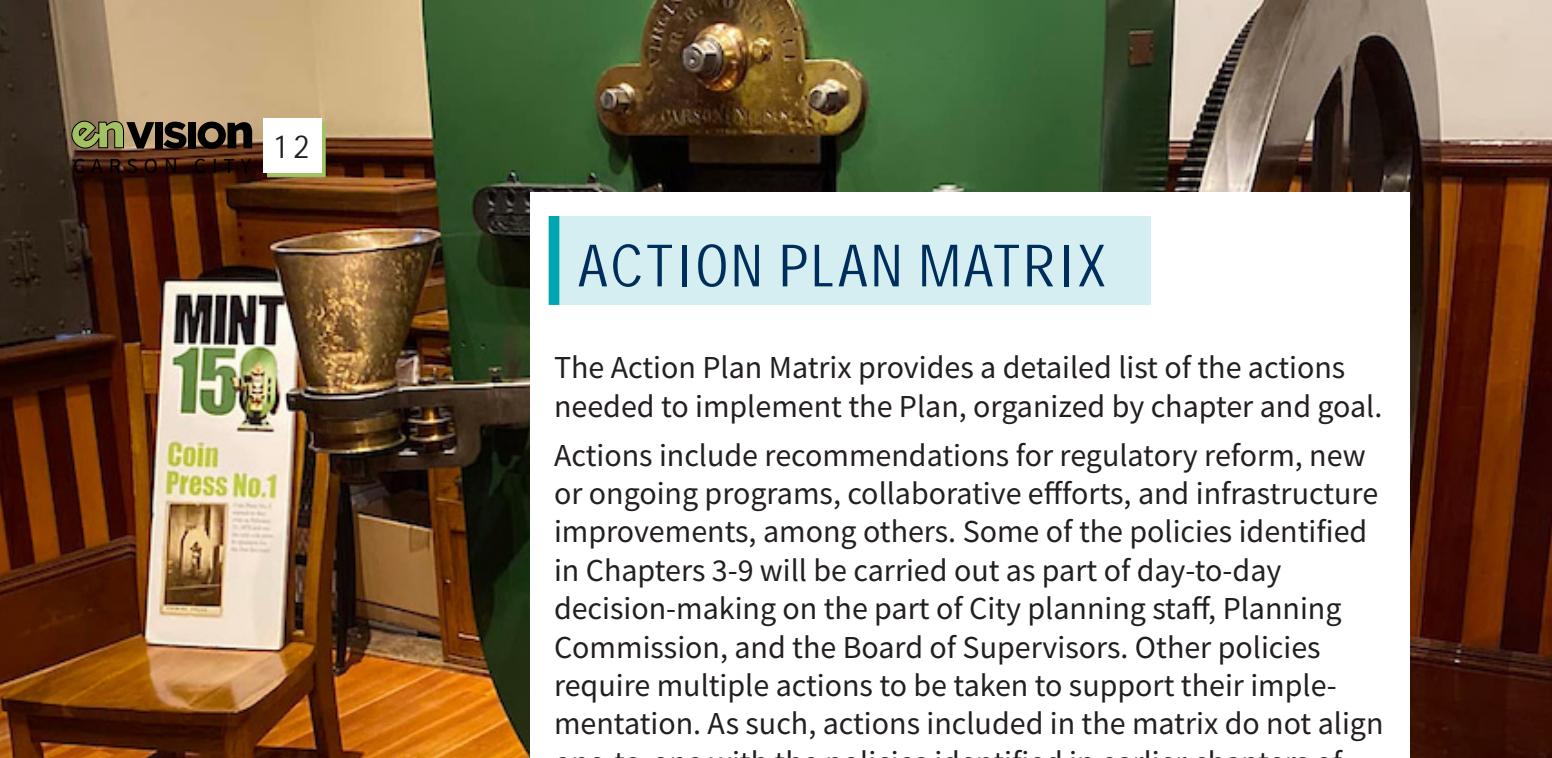
## 3. Expand Revitalization Focus to Gateway Corridors

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The 2006 Master Plan identified Downtown Carson City as a high priority area for revitalization in conjunction with the Carson Freeway project. Participants in the Master Plan update agreed that while efforts to promote private investment in Downtown should continue, the City's broader revitalization focus for the next 20 years should expand to include gateway corridors. Enhancing and sustaining vibrant, active gateway corridors will require ongoing investment in infrastructure improvements, such as the recent enhancements along south Carson Street,

and efforts to promote the redevelopment of underutilized properties or vacant buildings. Chapter 6 of this Master Plan outlines goals and policies to promote reinvestment in these areas. Key priorities identified in the Action Plan Matrix include:

- In coordination with CAMPO and NDOT, develop an area plan for the Highway 50 Corridor (East) to establish a coordinated vision and corridor-specific policies for land use, access management, multi-modal transportation, landscaping, signage, lighting, safety, and other considerations, as appropriate. Adopt supporting regulations as appropriate to implement the plan.
- Develop and adopt streetscape and signage standards as part of Title 18 for private properties with frontages that abut gateway corridors. Incorporate requirements for native or drought-tolerant landscaping, pedestrian- and bicycle-connectivity, lighting, and site planning strategies that will promote the implementation of a cohesive and attractive appearance along gateway corridors over time.
- Encourage NDOT to complete the Interstate-580/Highway 50 interchange.
- Evaluate infrastructure needs to support planned uses and development intensities. Explore a range of financing and recovery strategies to support necessary infrastructure improvements and promote redevelopment or adaptive reuse.
- Consider establishing a program to encourage redevelopment along North Carson Street.
- Explore property and business owner interest in developing a coordinated branding strategy, area plan, and/or Neighborhood Improvement District for portions of individual corridors. Establish a strategy to complete each segment based on input received.
- Engage the owners of vacant properties to gauge their overall interest in redevelopment or adaptive reuse; potential barriers; and anticipated timing. Develop a short list of possible catalyst sites based on input received and conduct a preliminary feasibility analysis.



## ACTION PLAN MATRIX

The Action Plan Matrix provides a detailed list of the actions needed to implement the Plan, organized by chapter and goal. Actions include recommendations for regulatory reform, new or ongoing programs, collaborative efforts, and infrastructure improvements, among others. Some of the policies identified in Chapters 3-9 will be carried out as part of day-to-day decision-making on the part of City planning staff, Planning Commission, and the Board of Supervisors. Other policies require multiple actions to be taken to support their implementation. As such, actions included in the matrix do not align one-to-one with the policies identified in earlier chapters of the Plan.

The matrix should be reviewed on an annual basis to help track implementation progress and keep the actions and responsibilities current.

## RESPONSIBILITY

The responsibility column lists the departments, divisions, or entities that will lead or support the implementation of each action.

## PRIORITY

The “Priority” column lists four possible time frames for implementing actions:

- **1 -Immediate Priority**, to be initiated as soon as possible and completed within one to two years after Plan adoption.
- **2 -Near-term Priority**, to be initiated as soon as possible and completed within three to five years after Plan adoption.
- **3-Long-term Priority**, to be initiated as soon as possible and completed within six to ten years after Plan adoption.
- **0 - Ongoing**, are actions that occur continually.

ACTION PLAN MATRIX		
Strategy	Responsibility	Priority
<b>CHAPTER 3: WELL-MANAGED GROWTH</b>		
<i>Goal 3.1—Promote the Efficient Use of Land, Water, and Infrastructure</i>		
Action 3.1.1—Update the water model to reflect updated density and land use assumptions reflected on the Land Use Map, and in land use policies in Chapter 10. Ensure that the model accounts for planned uses on sites identified as a priority for infill, redevelopment, or adaptive reuse.	Lead: Planning Support: Public Works	1
Action 3.1.2—Continue to monitor growth trends and review the City's growth capacity and residential allocations on an annual basis in accordance with the Carson City 1988 Growth Management Ordinance. (See also, Action 3.5.5.)	Lead: Planning Support: Growth Management Commission, All	0
Action 3.1.3—Discourage the rezoning of lands for urban development intensities outside of the Urban Services Boundary.	Lead: Planning Support: Public Works	0
Action 3.1.4—Review the Urban Services Boundary on an annual basis and update the boundary, as needed, to reflect changes in service capacity.	Lead: Planning Support: Public Works, Growth Management Commission	0
Action 3.1.5—Continue to review applications for proposed residential and commercial development in accordance with the Carson City 1988 Growth Management Ordinance.	Lead: Planning Support: Planning Commission, All	0
Action 3.1.6—Adopt and enforce residential adjacency standards as part of Title 18 to establish clear expectations about the mechanisms that will be used to promote compatibility and connectivity between residential neighborhoods of varying intensities, and/or between non-residential or mixed-use development that abuts an existing residential neighborhoods.	Lead: Planning Support: Planning Commission, All	2
Action 3.1.7—Continue to foster inter-departmental collaboration on the development of the many functional plans (e.g. transportation, water, wastewater, fire, sheriff, parks, pathways) that directly support the implementation of this Master Plan (and vice versa).	Lead: Planning Support: Planning Commission, All	0
<i>Goal 3.2—Mitigate the Potential Risk and Effect of Natural or Human-Caused Hazards on Life, Property, and Infrastructure</i>		
Action 3.2.1—Continue to discourage development in hazardous areas in accordance with applicable local, state, or federal standards.	Lead: Planning Support: All	0
Action 3.2.2—Continue collaborative training and other efforts to support the implementation of the Carson City Hazard Mitigation Plan and the Community Source Water Protection Plan for Public Water Systems in Carson City.	Lead: Emergency Management Support: All	0

## ACTION PLAN MATRIX

Strategy	Responsibility	Priority
Action 3.2.3—Maintain and continue to enforce Wildland Urban Interface (WUI) codes consistent with state and regional best practices and continue the defensible space vegetation removal program.	Lead: Fire Support: Community Development, Public Works, Parks & Recreation	0
Action 3.2.4—Review and update Development Standards as part of Title 18 as necessary to ensure they align with Wildland Urban Interface (WUI) codes (e.g., provide multiple access points, maintain defensive space in forested areas, and construct homes and outbuildings of fire resistant materials).	Lead: Fire Support: Community Development, Public Works, Parks & Recreation	2
Action 3.2.5—Maintain an interactive map of documented hazards (e.g. floodplain, earthquake faults, and WUI) in Carson City to help existing and prospective residents and property owners make informed decisions about potential risks.	Lead: Planning Support: Fire, Public Works, Parks & Recreation	1
Action 3.2.6—Consider adopting a disaster response and recovery ordinance (e.g., procedures following disasters) to streamline decision-making about rebuilding and permitting in the aftermath of a significant hazard event.	Lead: Planning Support: Fire, Public Works	3
Action 3.2.7—Continue to implement planned improvements to public buildings and infrastructure to improve the City's emergency preparedness, communication, response, and overall resilience in the event of hazard event.	Lead: Fire Support: Public Works	3
<b>Goal 3.3—Protect Sensitive Natural and Visual Resources</b>		
Action 3.3.1—Continue to coordinate future development with the Carson River Watershed Floodplain Management Plan and the Carson River Master Plan.	Lead: Planning Support: Parks & Recreation	0
Action 3.3.2—Continue to require the identification of environmentally sensitive areas, such as wetlands, soils, hillside areas, floodplains, earthquake faults, critical wildlife habitat, and Wildland Urban Interface areas, prior to the development of detailed site plans.	Lead: Planning Support: Parks & Recreation, Fire, Public Works	0
Action 3.3.3—Review and update the Hillside Development standards to strengthen or add requirements for cluster development, grading, erosion control, cut and fill slopes, revegetation, retaining walls, view sheds, fencing, and other considerations that have the potential to negatively impact Carson City's natural and visual resources.	Lead: Planning Support: Public Works, Parks & Recreation	3
Action 3.3.4—Continue to maintain and enforce lighting controls designed to protect the City's dark skies, limit light pollution, and prevent spillover into adjacent residential neighborhoods.	Lead: Planning Support: Code Enforcement	0
Action 3.3.5—Continue to evaluate the location and design of communication facilities and equipment according to applicable regulations.	Lead: Planning Support: Public Works	0
Action 3.3.6—Develop and adopt comprehensive standards for wind, solar, and geothermal energy facilities to address considerations such as facility size, access, community compatibility, siting and screening criteria, decommissioning requirements, and others as applicable.	Lead: Planning Support: None	3

ACTION PLAN MATRIX		
Strategy	Responsibility	Priority
Action 3.3.7—Continue to enforce signage controls for the Carson City Freeway Corridor in accordance with applicable regulations.	Lead: Planning Support: None	0
<b><i>Goal 3.4—Encourage the Use of Innovative, Low-impact Development Practices</i></b>		
Action 3.4.1—In accordance with NRS 701.220, maintain and enforce current building and energy efficiency codes that establish minimum standards for the energy efficient construction and renovation of residential and commercial buildings.	Lead: Building Support: Planning	0
Action 3.4.2—Continue to implement and periodically update the City's Water Conservation Plan in accordance with NRS 540.121 through 540.151	Lead: Public Works Support: Planning	0
<b><i>Goal 3.5—Foster Cooperation on Master Plan Issues</i></b>		
Action 3.5.1—Continue to consult with neighboring counties on development applications that abut shared boundaries, applicable long-range plans, regional trail enhancements, and other initiatives as appropriate.	Lead: Planning Support: Public Works, Parks & Recreation	0
Action 3.5.2—Continue to work with the Bureau of Land Management (BLM), the Forest Service, and the State on land disposal, transfer, or acquisition opportunities.	Lead: Planning Support: Board of Supervisors, City Manager, Public Works, Parks & Recreation	0
Action 3.5.3—Actively participate with BLM, Senate, and Congressional delegations on periodic updates to the federal lands bill.	Lead: Board of Supervisors, City Manager Support: Planning, Public Works, Parks & Recreation	0
Action 3.5.4—Continue to participate in long-range planning efforts, at the state and regional planning level, as appropriate.	Lead: Planning Support: Public Works, Parks & Recreation, City Manager, Board of Supervisors	0
Action 3.5.5—Continue to collaborate with internal service departments, as well as other governmental organizations and service providers, on the annual Growth Management allocation process, and the review of major development proposals.	Lead: Planning Support: Public Works, Parks & Recreation, Fire, Police, Growth Management Commission	0
Action 3.5.6—Support program with NV Energy Underground Management Plan to fund underground power lines in redevelopment areas, transportation projects, and major corridor projects.	Lead: Public Works Support: Community Development	0
Action 3.5.7—Collaborate with the Airport Authority to adopt an airport overlay and associated standards as part of the Title 18 update.	Lead: Planning Support: Airport Authority	2

## ACTION PLAN MATRIX

Strategy	Responsibility	Priority
<b>CHAPTER 4: ACCESS TO OPEN LANDS AND RECREATIONAL OPPORTUNITIES</b>		
<b><i>Goal 4.1—Enhance the City’s Parks, Trails, and Open Space Network</i></b>		
Action 4.1.1—Conduct a comprehensive update of the 2006 Parks and Recreation Master Plan to include: 1) an assessment of existing parks and recreation facility needs and community preferences; 2) a fiscally-constrained set of priorities for maintenance and improvements, and 3) a list of “as feasible” priorities that may be implemented through grant-funding or collaborative efforts with other agencies, non-profits, or volunteer organizations.	Lead: Parks & Recreation  Support: Planning, Public Works	3
Action 4.1.2—Conduct a comprehensive update of other plans that inform the City’s priorities related to open lands and recreation, such as the Unified Pathways Master Plan, the Open Space Plan, the Carson River Master Plan, and the Hazard Mitigation Plan.	Lead: Parks & Recreation  Support: Planning	3
Action 4.1.3—Continue to reinvest in established parks and recreation facilities, leveraging the proceeds of the Residential Construction Tax (RCT) and Quality of Life Initiative in conjunction with grant funding and other supplemental measures as feasible.	Lead: Parks & Recreation  Support: Planning, Public Works	0
Action 4.1.4—Continue to utilize Landscape Maintenance Districts (LMDs), maintenance associations, and similar instruments as mechanisms to provide a sustainable source of funding for the maintenance of new parks.	Lead: Parks & Recreation  Support: Planning, Public Works	0
<b><i>Goal 4.2—Improve Access to Parks and Recreation at a Neighborhood Level</i></b>		
Action 4.2.1—Continue to pursue opportunities to enhance infrastructure and facilities at City-owned recreation facilities.	Lead: Parks & Recreation  Support: Planning	0
Action 4.2.2—Identify opportunities for the incorporation of park facilities as part of new developments commensurate with development intensity and identified need, consistent with the City’s adopted standards.	Lead: Parks & Recreation  Support: Planning	0
Action 4.2.3—Focus new neighborhood parks and trail improvements in established areas of the community that are currently under-served or in planned/developing neighborhoods (e.g., Lompa Ranch SPA) that will be under-served as the result of future infill/redevelopment.	Lead: Parks & Recreation  Support: Planning	0
Action 4.2.4—Continue to explore opportunities for cooperative park development in the City, where there is a sustainable funding source for maintenance of new parks.	Lead: Parks & Recreation  Support: Planning	0
<b><i>Goal 4.3—Expand the City’s Capacity and Excellence in Community-Wide Recreation Facilities, Programs, and Gathering Spaces</i></b>		
Action 4.3.1—Continue to adapt the City’s recreational facilities and programs for all ages and abilities to meet the changing needs and preferences of the community, based on public input and available resources.	Lead: Parks & Recreation  Support: Planning	0

ACTION PLAN MATRIX		
Strategy	Responsibility	Priority
Action 4.3.2—Continue to seek opportunities to enhance regional parks infrastructure, such as sports complexes and indoor facilities, convenient to all major quadrants of Carson City.	Lead: Parks & Recreation Support: Planning	0
<b><i>Goal 4.4—Promote Access to State and Federal Lands as a Community Amenity</i></b>		
Action 4.4.1—Continue to coordinate with the BLM to ensure that its Urban Interface Plan is consistent with the Land Use Map.	Lead: Planning Support: Parks & Recreation	0
Action 4.4.2—Continue to coordinate with the BLM and Forest Service on and monitor future land transfer opportunities, particularly within the Urban Services Boundary.	Lead: Planning Support: Parks & Recreation, City Manager	0
<b>CHAPTER 5: ECONOMIC VITALITY</b>		
<b><i>Goal 5.1—Promote a Collaborative Approach to Economic Development</i></b>		
Action 5.1.1—Establish an Economic Development Strategy for Carson City that defines economic development roles and responsibilities in coordination with state and regional partners, identifies target industries, and articulates near-term priorities to support the implementation of this Master Plan. Align the Economic Development Strategy with periodic updates to the City's 5-year Strategic Plan to support implementation.	Lead: City Manager, Community Development Support: Planning; Business	1
Action 5.1.2—Expand and maintain capacity to support economic development initiatives, as identified in this Master Plan and the City's 5-year Strategic Plan, as amended.	Lead: City Manager Support: Community Development	2
Action 5.1.3—Complete a comprehensive review and update of Title 18 and the Development Standards to ensure they are in alignment with the goals and policies of this Master Plan.	Lead: Planning Support: Public Works, Parks & Recreation	2
Action 5.1.4—Conduct an analysis of the City's current development and permitting fees and update as needed to ensure the City's fees capture actual costs of doing business.	Lead: Community Development Support: Finance, Public Works, Fire	1
Action 5.1.5—Leverage, wherever possible, statewide economic development efforts to help attract business investment to Carson City and promote the benefits of the region.	Lead: City Manager Support: Community Development	0
Action 5.1.6—Continue to collaborate with surrounding counties on economic development strategies through the City's membership on the Western Nevada Development District board.	Lead: City Manager Support: Planning	0
Action 5.1.7—Prioritize investments in infrastructure and public services through the continued development of the City's Asset Management Program, and through alignment with RTC projects, annual growth management activities, and long-term modeling to ensure adequacy of planned improvements.	Lead: Public Works Support: Community Development; RTC	0

## ACTION PLAN MATRIX

Strategy	Responsibility	Priority
<b>Goal 5.2—Maintain and Enhance Carson City’s Primary Job Base</b>		
Action 5.2.1—Monitor long-term opportunities for the retention and expansion of the City’s employment base.	Lead: City Manager Support: Community Development, Public Works, Parks & Recreation	2
Action 5.2.2—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.	Lead: Community Development Public Works, Parks & Recreation Support: City Manager	1
Action 5.2.3—Implement retention initiatives, such as workforce development programs and business advisory services, along with expansion incentives like streamlined permitting and tax abatements, to support established employers.	Lead: City Manager Support: Community Development	3
Action 5.2.4—Foster public-private partnerships between the City, local educational facilities, and private businesses to cultivate new opportunities for current and future employers in the community; promote activities that have the potential to update the skill and wage levels of the City’s resident labor force; and address workforce challenges.	Lead: City Manager Support: Community Development	3
Action 5.2.5—Use available State resources and implement City-based regulatory, financial, and/or process-oriented incentives to foster diverse economic growth and create a supportive environment for existing businesses and entrepreneurial opportunities.	Lead: Community Development Support: City Manager	3
Action 5.2.6—Ensure a diversity of ready-to-build sites with essential infrastructure and services, enhance redevelopment areas, consider the formation of improvement districts where appropriate, and maximize available economic development tools to meet the demands of growing and targeted industries.	Lead: Community Development Support: Public Works	3
Action 5.2.7—Support ongoing investments in Airport facilities and services to attract additional investment to the airport area.	Lead: Airport Authority Support: City Manager	1
Action 5.2.8—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.	Lead: Airport Authority Support: Planning	0
<b>Goal 5.3—Recognize and Adapt to the Impact of Technology on Work and Workforce Patterns</b>		
Action 5.3.1—Evaluate current allowances for home-based occupations in Title 18 and consider expanding, provided impacts on neighborhoods can be mitigated through use-specific standards.	Lead: Planning Support: Planning Commission	3
Action 5.3.2—Pursue options to bring enhanced broadband service to better support the local community and to increase economic growth.	Lead: Information Technology Support: City Manager	2

ACTION PLAN MATRIX		
Strategy	Responsibility	Priority
<b><i>Goal 5.4—Promote Revitalization and Reinvestment in Underutilized Areas</i></b>		
Action 5.4.1—Use available Redevelopment and grant funds to develop a five-year plan for Redevelopment expenditures and establish programs to retain existing businesses and stimulate new investments.	Lead: Community Development Support: Public Works, City Manager	1
Action 5.4.2—Study potential redevelopment areas to support the redevelopment objectives of this Master Plan.	Lead: Community Development Support: Public Works	1
Action 5.4.3—Construct infrastructure, parking lot, and sidewalk improvements to improve aging infrastructure and access to Redevelopment areas using available Redevelopment and grant funds.	Lead: Community Development Support: Public Works	0
Action 5.4.4—If available, establish baseline data to understand the diversity of retail sales activity in Carson City and the types of retail leakage that are occurring. Update sales data on an annual basis and make it available to the public.	Lead: Community Development Support: City Manager	3
Action 5.4.5—Develop a strategy for attracting new and retaining existing businesses in Carson City.	Lead: City Manager Support: Chamber of Commerce	3
Action 5.4.6-- Undergo a study of the potential benefits of creating new redevelopment areas to support the redevelopment objectives of this Master Plan. (See also, Policy 6.2d.)	Lead: Community Development Support: City Manager	3
<b><i>Goal 5.5—Promote the City’s Assets as Economic Development Tools</i></b>		
Action 5.5.1—Continue to provide promotional materials to the Carson City Culture and Tourism Authority (Visit Carson City) that highlight the City’s varied assets, and share with target markets or specific companies considering relocating to Carson City.	Lead: Parks & Recreation Lead: Visit Carson City-CTA	0
Action 5.5.2—Analyze number and types of events for impacts on City infrastructure and reinvest in aging infrastructure to attract special events and tourism to Carson City.	Lead: Parks & Recreation, Public Works Support: Visit Carson City-CTA	3
Action 5.5.3—Explore the feasibility of creating a convention center and associated support services.	Lead: City Manager Support: All	2

## ACTION PLAN MATRIX

Strategy	Responsibility	Priority
<b>CHAPTER 6: VIBRANT DOWNTOWN AND GATEWAY CORRIDORS</b>		
<b><i>Goal 6.1—Enhance the Safety, Functionality, and Appearance of Gateway Corridors</i></b>		
Action 6.1.1—Continue to implement Complete Streets improvements for City-owned portions of North Carson Street and East William Street with the goal of improving the entire length of each corridor and establishing a seamless connection to Downtown Carson City.	Lead: Public Works  Support: Community Development, All	1
Action 6.1.2— In coordination with CAMPO and NDOT, develop an area plan for the Highway 50 Corridor (East) to establish a coordinated vision and corridor-specific policies for land use, access management, multi-modal transportation, landscaping, signage, lighting, safety, and other considerations, as appropriate. Adopt supporting regulations as appropriate to implement the plan. (See also, Action 6.1.6.)	Lead: Community Development  Support: CAMPO, Public Works	2
Action 6.1.3— Review and update the Eastern Portal Virginia & Truckee Railway Gateway Specific Plan in collaboration with area property owners and other stakeholders to ensure policies articulate and support the implementation of a long-term vision for this important community gateway. This action may be implemented independently, or in conjunction with a broader corridor planning initiative.	Lead: Planning  Support:	3
Action 6.1.4—Review and update access and connectivity requirements in Title 18 to support Complete Streets objectives and enhance multi-modal connectivity between gateway corridors and adjacent uses as infill and redevelopment.	Lead: Public Works  Support: Community Development, Parks & Recreation	3
Action 6.1.5—Collaborate with property owners and the development community on opportunities to consolidate driveway access points or implement other strategies that would improve the safety and functionality of gateway corridors as development proposals are brought forward.	Lead: Public Works  Support: Community Development	3
Action 6.1.6—Develop and adopt streetscape and signage standards as part of Title 18 for private properties with frontages that abut gateway corridors. Incorporate requirements for native or drought-tolerant landscaping, pedestrian- and bicycle-connectivity, lighting, and site planning strategies that will promote the implementation of a cohesive and attractive appearance along gateway corridors over time.	Lead: Planning  Support: Public Works, Parks & Recreation	3
Action 6.1.7—Consider the need for additional Neighborhood Improvement Districts and/or Landscape Improvement Districts to help fund ongoing maintenance of streetscape, wayfinding signage, landscaping, or other public improvements that benefit businesses and property owners in a defined area.	Lead: Planning  Support: City Manager	2
Action 6.1.8—Encourage NDOT to complete the Interstate-580/Highway 50 interchange.	Lead: City Manager  Support: NDOT	0

ACTION PLAN MATRIX		
Strategy	Responsibility	Priority
<b>Goal 6.2—Facilitate the Revitalization of Vacant and Underutilized Properties Along Gateway Corridors</b>		
Action 6.2.1—Explore the concept of a redevelopment role to promote redevelopment and revitalization goals, foster relationships with business and property owners, pursue grants, manage public/private partnerships (as applicable), and generally serve as a resource for City departments on economic development initiatives.	Lead: Community Development  Support: All	3
Action 6.2.2—Increase community awareness to enforce City ordinances when properties are not maintained to prevent erosion of property values and quality of life.	Lead: Code Enforcement  Support: Community Development, All	0
Action 6.2.3—Review and update commercial, office, and mixed-use zone districts in Title 18 as necessary to align with Master Plan goals, policies and land use categories, and allow desired uses by right. This process should consider: <ul style="list-style-type: none"> <li>Allowed uses and the overall mix of uses desired in Corridor Mixed-Use and Downtown Mixed-Use areas;</li> <li>Dimensional standards that allow for compact, urban development (e.g., height, lot coverage, and setbacks);</li> <li>Use-specific and adjacency standards to address the siting of more intensive uses in a corridor or Downtown setting, and to address potential impacts on established neighborhoods; and</li> <li>Regulatory incentives, such as density or height bonuses, or parking reductions, for the incorporation of higher-density housing or other community benefits.</li> </ul>	Lead: Planning  Support: Public Works, Parks & Recreation	2
Action 6.2.4—Evaluate infrastructure needs to support planned uses and development intensities. Explore a range of financing and recovery strategies to support necessary improvements and promote redevelopment or adaptive reuse.	Lead: Public Works  Support: Community Development, RTC	1
Action 6.2.5—Invest in infrastructure and public services along gateway corridors and in Downtown to support the redevelopment or adaptive reuse of vacant or underutilized properties.	Lead: Public Works  Support: Planning	3
Action 6.2.6—Consider establishing a program to encourage redevelopment along North Carson Street and Highway 50.	Lead: Planning  Support: Public Works, Parks & Recreation	3
Action 6.2.7—Explore property and business owner interest in developing a coordinated branding strategy, area plan, and/or Neighborhood Improvement District for portions of individual corridors. Establish a strategy to complete each segment based on input received.	Lead: Community Development  Support: Planning	3
Action 6.2.8—Engage the owners of vacant properties to gauge their overall interest in redevelopment or adaptive reuse; potential barriers; and anticipated timing. Develop a short list of possible catalyst sites based on input received and conduct a preliminary feasibility analysis.	Lead: Community Development  Support: City Manager, Chamber of Commerce	3

## ACTION PLAN MATRIX

Strategy	Responsibility	Priority
<i>Goal 6.3—Promote the Ongoing Revitalization of Downtown</i>		
Action 6.3.1—Engage Downtown property owners to gauge their overall interest in redevelopment or adaptive reuse, potential barriers, and anticipated timing.	Lead: Community Development Support: City Manager	3
Action 6.3.2—Explore property and business owner interest in developing a coordinated branding strategy, area plan, and/or Neighborhood Improvement District for the Urban Mixed-Use or Neighborhood Transition character areas in Downtown.	Lead: Community Development Support: Visit Carson City-CTA	3
<b>CHAPTER 7: LIVABLE NEIGHBORHOODS</b>		
<i>Goal 7.1—Expand Housing Options to Meet the Needs of Existing and Future Residents and Workers of All Ages, Abilities, and Income Levels</i>		
Action 7.1.1—Review and update residential and mixed-use zone districts in Title 18 as necessary to align with Master Plan goals, policies, and land use categories and to ensure the full spectrum of housing types are allowed by right in the locations called for by the Plan. This process should consider: <ul style="list-style-type: none"> <li>• Potential updates to housing definitions for consistency with NRS;</li> <li>• Evaluation of dimensional standards and densities; and</li> <li>• Evaluation of allowed uses and accessory uses to support the desired characteristics of individual land use categories, and to ensure compliance with the Fair Housing Act.</li> </ul>	Lead: Planning Support: Building	2
Action 7.1.2—Adopt regulatory incentives to encourage the construction of homes that meet universal design principles to facilitate aging-in-place, accommodating older residents and others with mobility limitations or disabilities, as a percentage of the total number of units in larger residential projects.	Lead: Planning Support: Building	1
Action 7.1.3—Promote variety and visual interest in the design of new residential development through the incorporation of clearly defined entrances and pedestrian connections, landscaping, and other features as consistent with the City's Development Standards.	Lead: Planning Support: Building	0
<i>Goal 7.2—Support the Retention and Expansion of Affordable and Housing Options within the Community</i>		
Action 7.2.1—Prioritize applying for available grant funding, in collaboration with local housing partners, to retain and rehabilitate existing, income-restricted affordable housing.	Lead: Community Development Support: Building	3
Action 7.2.2—Evaluate ways to partner with affordable housing developers to increase affordable housing units.	Lead: Community Development Support: City Manager	3
Action 7.2.3—Establish and maintain an inventory of public lands, including state or federal disposal sites and City-owned properties within the Urban Services Boundary that may be suitable for affordable housing development. Make this inventory available to potential partners.	Lead: Community Development Support: Public Works	3

ACTION PLAN MATRIX		
Strategy	Responsibility	Priority
Action 7.2.4—Continue to collaborate with local agencies and organizations to provide programs and resources aimed at preventing homelessness and providing supportive and assisted housing options for vulnerable populations, including the elderly, individuals with drug or alcohol addiction, and those transitioning away from homelessness.	Lead: Health and Human Services Support: City Manager	0
Action 7.2.5—Provide transitional housing and ancillary services for Specialty Court Programs and Human Services, including opportunities to obtain units through City-partnered affordable housing projects.	Lead: Courts, Health and Human Services Support: City Manager	0
Action 7.2.6—Develop an approach to incentivize the conversion of non-conforming short-term occupancy units to permanent housing in accordance with adopted building and fire codes. Prioritize the conversion of properties with a history of code enforcement violations or complaints.	Lead: Code Enforcement Support: Building, Fire, Carson City Health and Human Services	0
Action 7.2.7—Maintain an inventory of local, state, and federal housing programs, grants, and agencies available to assist with housing needs on the City's website.	Lead: Community Development	0
Action 7.2.8—Identify and remove potential regulatory barriers (e.g., lack of flexibility in lot sizes and development standards) to the construction of affordable and workforce housing as part of Title 18 updates.	Lead: Community Development	2
<b><i>Goal 7.3—Maintain the Quality, Character, and Livability of Established Neighborhoods</i></b>		
Action 7.3.1—As part of Title 18 updates, review and adopt residential adjacency standards applicable to infill projects that abut existing residential neighborhoods, in accordance with land use policies for residential neighborhoods in Chapter 10.	Lead: Planning Support: Public Works, Parks and Recreation	2
Action 7.3.2—Develop strategies with partner agencies to promote low-cost loans and design assistance programs to increase home ownership opportunities and promote regular home maintenance and renovation.	Lead: Community Development Support: Building	1
<b><i>Goal 7.4—Promote Reinvestment in Declining Neighborhoods</i></b>		
Action 7.4.1—Make information regarding housing rehabilitation, weatherization, and other programs and resources that are available to fixed-income or elderly households in Carson City available on the City's website.	Lead: Community Development Support: Nevada Rural Housing Authority	0
Action 7.4.2—Review and update current nonconformities language as part of broader updates to Title 18 to allow greater flexibility in modifying legally non-conforming properties.	Lead: Planning Support: Public Works	2
Action 7.4.3—Increase community awareness to enforce City ordinances when properties are not maintained to prevent erosion of property values and quality of life.	Lead: Code Enforcement Support: Community Development, All	1
Action 7.4.4—Consider legal and regulatory measures to return vacant and dilapidated properties to productive use, including but not limited to the use of auctions of tax-defaulted properties and demolition of neglected properties.	Lead: Code Enforcement Support: Community Development, All	2

## ACTION PLAN MATRIX

Strategy	Responsibility	Priority
<b>CHAPTER 8: UNIQUE HISTORY AND CULTURE</b>		
<b><i>Goal 8.1—Protect and Preserve Carson City’s Historic and Cultural Resources</i></b>		
Action 8.1.1—Increase awareness of state and federal grants, tax incentives, and other financial incentives available to support the rehabilitation and reuse of historic buildings.	Lead: Planning Support: HRC	2
Action 8.1.2—Continue to review rehabilitation and renovation proposals for compliance with adopted Historic District standards.	Lead: Planning Support: HRC	0
Action 8.1.3—Continue to maintain an inventory and interactive map of historic and cultural resources on the City’s website.	Lead: Planning Support: HRC	0
Action 8.1.4—Expand and refine the City’s historic and cultural resources inventory to incorporate updated information about previously documented resources, distinguish between resources that are listed vs. potentially eligible to be listed, and develop a mechanism to identify and rank historic-age properties from the more recent past.)	Lead: Planning Support: State Historic Preservation Office (SHPO)	3
Action 8.1.5—Review and update the City’s Historic District standards (Division 5 of Title 18) as needed to reflect national best practices related to the integration of sustainability and resilience considerations into the rehabilitation process.	Lead: Planning Support: Building, Historic Resources Commission	3
<b><i>Goal 8.2—Promote Heritage Tourism</i></b>		
Action 8.2.1—Continue to work with the Culture and Tourism Authority, Visit Carson City, and others to expand heritage tourism opportunities, such as the Kit Carson Trail, Downtown historic tours, interpretive signage, etc.	Lead: Community Development Support: HRC, Visit Carson City-CTA	3
Action 8.2.2—Integrate historic preservation considerations into other City plans and initiatives as applicable.	Lead: Planning Support: All	0
Action 8.2.3—Collaborate with Visit Carson City and others to track the economic benefits of heritage tourism in Carson City and the broader region. Disseminate the results to the Chamber of Commerce, Downtown Business Association, and other organizations to help promote heritage tourism.	Lead: Community Development Support: HRC, Visit Carson City-CTA	2
Action 8.2.4—Support the implementation of actions identified to support Goal 5.7—Promote the City’s Assets as Economic Development Tool.	Lead: Community Development Support: All	3
<b><i>Goal 8.3—Support the Expansion of Arts and Cultural Programs and Events</i></b>		
Action 8.3.1—Continue to support the implementation of the Arts and Cultural Master Plan and implement performance measures.	Lead: City Manager, Parks and Recreation Support: Visit Carson City-CTA	0

ACTION PLAN MATRIX		
Strategy	Responsibility	Priority
Action 8.3.2—Integrate public art into gateway corridor improvements, parks, and other capital projects.	Lead: City Manager Support: Visit Carson City-CTA, Public Works, Parks and Recreation	0
CHAPTER 9: A CONNECTED CITY		
<i>Goal 9.1—Provide a Safe and Efficient Multi-Modal Transportation System for All Users</i>		
Action 9.1.1—Continue to coordinate with the Carson Area Metropolitan Planning Organization, Nevada Department of Transportation, Regional Transportation Commission, adjacent counties, and other partners on transportation issues.	Lead: Transportation Support: Planning	0
Action 9.1.2—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.	Lead: Transportation Support: Public Works, Parks & Recreation	0
Action 9.1.3—Identify, prioritize, and fund projects that include upgrades to bicycle and pedestrian safety infrastructure.	Lead: Transportation Support: Public Works, Planning	0
<i>Goal 9.2—Coordinate Land Use and Transportation Decisions to Support the Use of Alternative Modes of Transportation</i>		
Action 9.2.1—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.	Lead: Transportation Support: Planning	0
Action 9.2.2—Coordinate the review of development proposals with local transit providers and the Regional Transportation Commission as appropriate to respond to existing and planned transit service.	Lead: Planning Support: Transportation	0
Action 9.2.3—Seek opportunities to enhance the City’s arterial and collector street network in conjunction with future development (as consistent with the Regional Transportation Plan) to improve connectivity and support broader transit service.	Lead: Transportation Support: Planning	0
Action 9.2.4—Update access standards in Title 18 to clarify requirements for development occurring along major gateway corridors to preserve their functional integrity, capacity, and safety.	Lead: Transportation Support: Planning	2
<i>Goal 9.3—Establish a City-Wide System of Sidewalks, Multi-Use Pathways, and Bike Lanes by Identifying and Closing Gaps in Connectivity</i>		
Action 9.3.1—Provide multi-use paths as identified on the Unified Pathways Master Plan map.	Lead: Transportation, Parks & Recreation Support: Planning	0
Action 9.3.2—Implement the Unified Pathways Master Plan and the ADA Transition Plan to promote the shared use of pathway corridors and increased access for persons of all abilities.	Lead: Transportation, Parks & Recreation Support: Planning	1

## ACTION PLAN MATRIX

Strategy	Responsibility	Priority
Action 9.3.3—Continue to require the construction of on-site sidewalks and connections to adjacent pedestrian systems as part of development projects and coordinate the dedication of right-of-way for planned pathway connections at the time of development.	Lead: Engineering Support: Planning	0



# APPENDICES

## APPENDIX A: BACKGROUND AND CONTEXT

Appendix A contains background data and contextual information that was used to inform the Master Plan—the Community Profile, the Projected Residential and Non-Residential Demand Methodology, and the Development Capacity Analysis.

### COMMUNITY PROFILE

The Community Profile addresses the following subject areas: Land Use; Infrastructure, Services, and Community Facilities; Transportation and Mobility; Open Space, Parks and Recreation; Environmental Values and Constraints; Historical and Cultural Resources; Demographic Trends; Economic Trends; and Housing Trends. This information served as the basis for evaluating Carson City's existing conditions and future development capacity.

View the community profile:

<https://www.envisioncarsoncity.org/community-profile>

### PROJECTED RESIDENTIAL AND NON-RESIDENTIAL DEMAND METHODOLOGY

An explanation of the methodology used to develop the residential and non-residential demand projections used in the Community Profile is provided on the pages that follow.

# Carson City Projected Residential and Nonresidential Demand Methodology

This document describes EPS's residential and nonresidential projections for the period 2025-2042 to plan for future growth as part of Carson City's Master Plan Update.

## Residential Demand

### Purpose

Documenting projected population and estimating net new demand for housing unit development in Carson City for the period 2025-2042.

### Overall Projections

Carson City is projected to support about 2,115 net new housing units between 2025 and 2042, an average annual addition of 124 units, based on the projected addition of 4,775 net new residents over the same period. See **Table 1**.

Based on the proportion of households by income category in Carson City, approximately 35 percent of new households would require housing units to be rented for less than the 2024 average rent (\$1,400 per month) to be affordable to households earning less than \$50,000 a year.

In addition, nearly 90 percent of the projected owner-occupied households would need to be available at the 2024 median sales price or less in Carson City (\$473,000) to be affordable to households earning less than \$150,000 a year. See **Table 2**.

### Projection Sources

State of Nevada Department of Taxation, Nevada County Population Projections 2022 to 2042.

U.S. Census American Community Survey (ACS) 2012 and 2022 5-year Estimates.

### Methodology

- To document estimated household population (excludes group quarters population) growth, EPS applied the State of Nevada's projected incremental

new population growth for Carson City from 2025 to 2042 to Carson City's 2022 household population estimate, obtained from ACS.

$$\triangleright 55,644 \text{ residents in 2022} + 4,775 \text{ net new residents} = 62,355 \text{ residents in 2042}$$

- EPS projected net new households by applying the average persons per household figure of 2.38 derived from the 2022 ACS. Although the persons per household figure in Carson City declined over the past decade (from a high of 2.54 to a low of 2.31), this figure trended higher over the last two years. EPS assumes the household size from the most recent year represents a reasonable assumption for estimating future households.
- To estimate demand for housing units, EPS divided projected households by the 2022 residential occupancy rate of 94.8 percent, obtained from the 2022 ACS, to reflect an existing relationship between households and total housing units, which include occupied and vacant housing units.

See **Table 1**.

- To estimate housing cost affordability EPS applied the existing 2022 ACS income range proportions to the net new housing units.
- An industry-standard of 30 percent was applied to the income ranges to estimate total housing costs (monthly rent and attainable home purchase prices) based on household income.
- EPS then determined the proportion of projected households (used as a proxy for housing units) whose attainable average monthly rent fell below the 2024 average rent of \$1,400. Approximately 731 new households (35 percent) could only afford monthly rents up to a maximum of \$1,200.
- Furthermore, EPS determined the proportion of projected households whose attainable home purchase price fell below the 2024 median sales price of \$473,000. Approximately 1,833 net new households (87 percent) could not afford to purchase a home at or above the median sales price.

See **Table 2**.

**Table 1. Population, Household, and Housing Unit Projections:  
Carson City (2025 – 2042)**

Item	Carson City Projections			
	Total Household Population [1]	Persons per Household [2]	Households [3]	Housing Units [4]
Estimated Occupancy [4]				94.8%
<b>Year</b>				
2022	55,644	2.38	23,355	24,633
2023	56,369	2.38	23,659	24,954
2024	57,034	2.38	23,938	25,248
2025	57,580	2.38	24,168	25,490
2026	58,081	2.38	24,378	25,712
2027	58,498	2.38	24,553	25,896
2028	58,878	2.38	24,712	26,065
2029	59,236	2.38	24,863	26,223
2030	59,566	2.38	25,001	26,369
2031	59,882	2.38	25,134	26,509
2032	60,180	2.38	25,259	26,641
2033	60,472	2.38	25,381	26,770
2034	60,740	2.38	25,494	26,889
2035	60,988	2.38	25,598	26,999
2036	61,214	2.38	25,693	27,099
2037	61,431	2.38	25,784	27,195
2038	61,634	2.38	25,869	27,285
2039	61,829	2.38	25,951	27,371
2040	62,009	2.38	26,027	27,451
2041	62,184	2.38	26,100	27,528
2042	62,355	2.38	26,172	27,604
<b>2025-2042 Change</b>				
Total Change	4,775	--	2,004	2,114
% Change	8.3%	--	8.3%	8.3%
Avg. Annual Change	281	--	118	124
Avg. Annual % Change	0.5%	--	0.5%	0.5%

Source: Nevada Department of Taxation Nevada County Population Projections 2022 to 2042; U.S. Census American Community Survey 2012 & 2022 5-Year; EPS.

- [1] Incremental new population projections per the State of Nevada Department of Taxation starting from the 2022 base year from ACS.
- [2] Persons per household figure is based on the 2022 persons per household estimate.
- [3] Household projections calculated by dividing the projected population by the projected persons per household.
- [4] Housing unit projections calculated by applying the 2022 residential occupancy rate of 94.8 percent to the projected households.

**Table 2. Projected Housing Cost Affordability**

Item	Projected 2042 Housing Units [1]		% of Income Spent on Housing	Attainable Average Monthly Rent (Rounded) [2]	Attainable Home Purchase Prices (Rounded)
	No.	%			
<b>2042 Households by Income</b>					
\$0 - \$24,999	338	16.0%	30%	\$0 - \$700	\$0 - \$75,000
\$25,000 - \$34,999	154	7.3%	30%	\$600 - \$900	\$75,000 - \$100,000
\$35,000 - \$49,999	239	11.3%	30%	\$900 - \$1,200	\$100,000 - \$125,000
\$50,000 - \$74,999	444	21.0%	30%	\$1,300 - \$1,900	\$150,000 - \$225,000
\$75,000 - \$99,999	296	14.0%	30%	\$1,900 - \$2,500	\$225,000 - \$300,000
\$100,000 - \$149,999	361	17.1%	30%	\$2,500 - \$3,700	\$300,000 - \$425,000
\$150,000 - \$199,999	118	5.6%	30%	\$3,800 - \$5,000	\$450,000 - \$600,000
\$200,000 +	163	7.7%	30%	\$5,000 +	\$600,000 +
<b>Total</b>	<b>2,114</b>	<b>100.0%</b>			

Source: U.S. Census American Community Survey 5-year; EPS.

[1] See Table 4-1 for housing unit projections.

[2] Home purchase prices based on 30-Year FHA loans include mortgage insurance premiums equal to 2.25% of the loan amount. Interest rates are conservative estimates based on research on mortgage rates for home buyers with average credit scores (680-699). Mortgage insurance rate based on the guidelines for FHA loans. The same rate applies to 30-year Conventional loans as a proxy. In addition to the assumptions provided in this table, this analysis includes estimated taxes and homeowner's insurance equal to 2.0% of the home value.

## Nonresidential Demand

### Purpose

Projecting employment and associated nonresidential space demands in Carson City by nonresidential sector (retail, office, and industrial) for the period 2025-2042.

### Overall Projections

Carson City is projected to add approximately 4,500 net new employees between 2025 and 2042, an average annual addition of 265 employees. Using the methodology described below, Carson City is projected to need the following nonresidential acreage to accommodate projected net new employment, well below the estimated maximum land use capacity remaining in Carson City.<sup>1</sup>

Nonresidential Land Use Type	Estimated Nonresidential Space Demand 2025-2042 (Acres)	Estimated Remaining Maximum Land Use Capacity (Acres)
Retail	20.0	773.5
Office	10.0	31.5
Industrial	25.0	330.00

Source: State of Nevada; Woods & Poole; US Census Bureau Longitudinal Employer Household Dynamics via OnTheMap; SCAG Employment Density Study 2001 by the Natelson Company; CoStar; Clarion; EPS.

### Projection Sources

**State of Nevada Research & Analysis Long-Term Projections (2018-2028).** The State projections are based on data provided by the Bureau of Labor Statistics and reflect part-time and full-time workers, including self-employed workers. Based on the State's most recently available long-term data set, which provides projections between 2018 and 2028, EPS sought supplemental data sources and evaluated historical employment trends as a basis for comparing and estimating employment projections.

<sup>1</sup> Notes, projections do not account for potential remote employees who will not require net new nonresidential space. The ACS provides estimates of the percentage of remote workers as part of a community's labor force (i.e., based on where the worker resides). Data on remote workers in employment totals are not provided in the sources used.

**Woods & Poole (2022-2042).** Relies on U.S. Department of Commerce Bureau of Economic Analysis and Census estimates. The Woods & Poole projections include both full- and part-time jobs by place of work, including wage and salary workers, proprietors, self-employed workers, and miscellaneous workers.

**JobsEQ (2023-2033 projected out to 2042).** JobsEQ uses historical data from the Quarterly Census of Employment and Wages, provided by the Bureau of Labor Statistics. JobsEQ projections include part-time and full-time workers who are paid a wage or salary. The data excludes self-employed workers, owners and partners in unincorporated firms, household workers, or unpaid family workers. EPS adjusted the estimates by 10 percent to account for self-employed workers.

## Historical Trends

**US Census Bureau Longitudinal Employer-Household Dynamics via OnTheMap (2012-2021).** OnTheMap uses the Quarterly Census of Employment and Wages, provided by the Bureau of Labor Statistics. OnTheMap historical trends include part-time and full-time workers and exclude uniformed military, self-employed, and informally-employed workers. EPS adjusted the estimates by 10 percent to account for self-employed workers.

## Methodology

- EPS calculated the average annual net new employees by industry using the sources described in the previous section.<sup>2</sup> See **Table 3**.

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<sup>2</sup> To confirm the average annual net new employment figure appeared reasonable, EPS compared the relationship between historical residential and employment growth in Carson City to the relationship of projected residential to employment growth.

**Table 3. Estimated Average Net New Employees per Year: Carson City**

Item	Avg. Net New Employees per Year				
	Projections			Historical	
	State 2018-2028	W&P 2022-2042	JobsEQ [1] 2023-2042	OnTheMap [1] 2012-2021	Average
<b>Industry</b>					
Agriculture/Mining	0.4	0.5	0.4	9.7	2.7
Construction	61.5	6.5	4.9	86.9	39.9
Manufacturing	24.2	28.4	5.4	(29.5)	7.1
Transportation and Public Utilities	4.1	4.3	1.6	(12.6)	(0.6)
Wholesale Trade	9.5	(1.8)	(0.7)	13.2	5.0
Retail Trade	99.4	31.9	(0.7)	70.6	50.3
Finance, Insurance, Real Estate	29.9	29.3	37.1	28.8	31.3
Services	142.0	180.5	59.5	49.7	107.9
Government	47.6	27.5	6.2	1.8	20.8
<b>Total</b>	<b>418.6</b>	<b>306.9</b>	<b>113.8</b>	<b>218.8</b>	<b>264.5</b>

Source: Woods & Poole; JobsEQ; State of Nevada Research & Analysis Long-term Projections, 2018-2028; US Census Bureau Longitudinal Employer Household Dynamics via OnTheMap; EPS.

[1] JobsEQ and the historical data from OnTheMap both use the Quarterly Census of Employment and Wages, provided by the Bureau of Labor Statistics, which excludes data for self-employed. EPS adjusted the estimates by 10 percent to account for self-employed workers.

- The rounded average annual net new employees (264.5) was multiplied by the number of projected years (17 years) to estimate the total net new employees from 2025-2042.
  - $264.5 * 17 = 4,497$  total net new employees to Carson City between 2025 and 2042
- Using an employment density study of employment by nonresidential land use, EPS multiplied total net new employees by industry by the percentages of employees using specific land uses (retail, office, industrial) by industry.<sup>3</sup> See **Table 4** for the percentage of employees by industry for each land use.

<sup>3</sup> The percentage breakdown of employees using different nonresidential space types is from an employment density study completed in 2001 by the Natelson Company (this is the most current study of this type that we are aware of).

**Table 4. Employment by Industry and Nonresidential Land Uses**

Land Use Category	Mining	Construction	Manufacturing	Trans & Pub. Utilities	Wholesale Trade	Retail Trade	FIRE	Services	Government
<b>Land Uses Used In Demand Analysis</b>									
<b>Office Uses</b>									
Low-Rise Office	10.1%	6.3%	4.8%	7.7%	8.8%	5.5%	19.4%	11.2%	11.0%
High-Rise Office	23.5%	2.2%	1.7%	3.1%	2.4%	1.6%	11.1%	4.9%	2.8%
Government Offices	0.3%	0.7%	0.7%	6.1%	0.2%	0.3%	0.7%	1.0%	25.4%
<b>Subtotal Office Uses</b>	<b>33.9%</b>	<b>9.2%</b>	<b>7.2%</b>	<b>16.9%</b>	<b>11.4%</b>	<b>7.4%</b>	<b>31.2%</b>	<b>17.1%</b>	<b>39.2%</b>
<b>Industrial Uses</b>									
R&D/Flex Space	0.7%	1.4%	2.1%	0.6%	1.9%	0.5%	0.6%	0.7%	0.3%
Light Manufacturing	13.3%	26.7%	50.3%	22.2%	36.9%	6.8%	4.9%	9.4%	5.6%
Misc. Industrial	5.8%	1.8%	1.4%	2.4%	1.5%	0.4%	0.4%	0.4%	0.5%
Heavy Manufacturing	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Warehouse	0.9%	1.0%	4.8%	4.8%	5.0%	0.8%	0.2%	0.5%	0.3%
<b>Subtotal Industrial Uses</b>	<b>20.7%</b>	<b>30.9%</b>	<b>58.9%</b>	<b>30.0%</b>	<b>45.3%</b>	<b>8.5%</b>	<b>6.1%</b>	<b>11.0%</b>	<b>6.7%</b>
<b>Retail Uses</b>									
Regional Retail	0.1%	0.1%	0.1%	0.2%	0.2%	4.0%	1.3%	0.5%	0.0%
Other Retail/Services	10.6%	13.8%	8.2%	14.4%	13.8%	49.2%	26.5%	22.3%	10.7%
Misc. Commercial	0.0%	0.7%	0.3%	1.6%	1.3%	0.6%	0.9%	1.2%	3.1%
<b>Subtotal Retail Uses</b>	<b>10.7%</b>	<b>14.6%</b>	<b>8.6%</b>	<b>16.2%</b>	<b>15.3%</b>	<b>53.8%</b>	<b>28.7%</b>	<b>24.0%</b>	<b>13.8%</b>
<b>Subtotal Land Uses Used in Demand Analysis</b>	<b>65.3%</b>	<b>54.7%</b>	<b>74.7%</b>	<b>63.1%</b>	<b>72.0%</b>	<b>69.7%</b>	<b>66.0%</b>	<b>52.1%</b>	<b>59.7%</b>
<b>Remaining Land Uses</b>									
<b>Hotel/Motel Uses</b>									
Hotel/Motel	1.0%	0.3%	0.4%	2.3%	0.7%	1.2%	2.3%	1.5%	0.4%
<b>Subtotal Hotel/Motel Uses</b>	<b>11.7%</b>	<b>14.9%</b>	<b>9.0%</b>	<b>18.5%</b>	<b>16.0%</b>	<b>55.0%</b>	<b>31.0%</b>	<b>25.5%</b>	<b>14.2%</b>
<b>Schools</b>									
Primary/Secondary School	0.6%	0.6%	0.4%	0.3%	0.4%	0.6%	0.4%	4.3%	0.5%
Colleges & Universities	0.1%	0.1%	0.1%	0.1%	0.1%	0.3%	0.2%	1.3%	0.7%
<b>Subtotal Schools</b>	<b>0.7%</b>	<b>0.7%</b>	<b>0.5%</b>	<b>0.4%</b>	<b>0.5%</b>	<b>0.9%</b>	<b>0.6%</b>	<b>5.6%</b>	<b>1.2%</b>
<b>Institutions</b>									
Utilities	0.3%	0.5%	0.5%	0.8%	0.5%	0.3%	1.1%	0.3%	1.0%
Hospitals	0.0%	0.1%	0.1%	0.4%	0.1%	0.3%	0.5%	3.7%	0.3%
Other Institutional	0.5%	0.7%	0.4%	0.8%	0.5%	0.9%	1.4%	2.4%	7.0%
<b>Subtotal Institutions</b>	<b>0.8%</b>	<b>1.3%</b>	<b>1.0%</b>	<b>2.0%</b>	<b>1.1%</b>	<b>1.5%</b>	<b>3.0%</b>	<b>6.4%</b>	<b>8.3%</b>
<b>Other</b>									
Transportation	0.7%	1.0%	1.6%	8.9%	1.3%	0.7%	0.3%	0.7%	0.8%
Agriculture	2.7%	1.2%	2.0%	0.8%	1.7%	0.7%	0.6%	1.0%	0.6%
Open Space	5.4%	5.9%	5.1%	5.3%	5.5%	5.2%	5.2%	6.1%	4.9%
All Other	9.1%	3.1%	4.0%	4.3%	3.4%	3.8%	4.4%	3.9%	11.4%
Residential	14.2%	31.6%	10.7%	12.8%	13.9%	16.0%	17.7%	22.8%	12.9%
<b>Subtotal Other</b>	<b>32.1%</b>	<b>42.8%</b>	<b>23.4%</b>	<b>32.1%</b>	<b>25.8%</b>	<b>26.4%</b>	<b>28.2%</b>	<b>34.5%</b>	<b>30.6%</b>
<b>Subtotal Remaining Land Uses</b>	<b>45.3%</b>	<b>59.7%</b>	<b>33.9%</b>	<b>53.0%</b>	<b>43.4%</b>	<b>83.8%</b>	<b>62.8%</b>	<b>72.0%</b>	<b>54.3%</b>
<b>Total (Rounded)</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: SCAG Employment Density Study 2001 by the Natelson Company; EPS.

- EPS assumed that not all net new employees would require net new nonresidential space and applied an adjustment factor to account for employees who may fill employment vacancies at existing establishments as well as filling a portion of untenantable vacant building space.
- To estimate potential square footage adjusted net new employees would require, EPS applied an employment density factor for each broad nonresidential land use category (e.g. 500 square feet per retail employee).
- To translate the net new square footage into gross acreage requirements, this number is divided by the following factors and then converted to acreage.
  1. **Net-to-Gross Factor.** EPS divided net building square footage by an 80 percent net-to-gross factor to account for building common areas, such as hallways, stairways, bathrooms, and utility rooms.
  2. **Floor Area Ratio.** The gross building square footage is then divided by a land use-appropriate Floor-Area-Ratio (FAR) to estimate the gross area space required for the building which includes parking, sidewalks, landscaping, etc. The resulting land square footage is then converted to acreage.

See **Table 5**, **Table 6**, and **Table 7**.

**Table 5. Estimated Space Demand (2025-2042) Scenarios: Retail**

Industry	Average Net New Employees per Year	Projected Net New Employees (2025-2042)	Percentage of Employees Using Retail Space [1]	Number of Employees Using Retail Space	Adjustment for Net New Space [2]	Estimated Gross Space Demand (2025-2042)	
	Sq. ft.	Acres					
Assumptions	Table A-1		Table A-2		40%	500 sq. ft./employee	0.35 FAR 80% Net-to-Gross
<b>Industry</b>							
Agriculture/Mining	3	47	10.7%	5	2	996	0.1
Construction	40	679	14.6%	99	40	19,827	1.6
Manufacturing	7	121	8.6%	10	4	2,083	0.2
Transportation and Public Utilities	(1)	(11)	16.2%	(2)	(1)	0	0.0
Wholesale Trade	5	86	15.3%	13	5	2,622	0.2
Retail Trade	50	855	53.8%	460	184	92,019	7.5
FIRE	31	532	28.7%	153	61	30,538	2.5
Services	108	1,835	24.0%	440	176	88,075	7.2
Government	21	353	13.8%	49	19	9,747	0.8
<b>Total</b>	<b>265</b>	<b>4,497</b>	-	<b>1,230</b>	<b>490</b>	<b>250,000</b>	<b>20.0</b>

Source: Woods & Poole; US Census Bureau Longitudinal Employer Household Dynamics via OnTheMap; SCAG Employment Density Study 2001 by the Natelson Company; CoStar; EPS.

[1] Includes regional retail, other retail services, and miscellaneous commercial.

[2] EPS assumes that not all net new employees will require net new space, some may fill existing vacancies, this is accounted for using the adjustment for net new space.

**Table 6. Estimated Space Demand (2025-2042) Scenarios: Office**

Industry	Average Net New Employees per Year	Projected Net New Employees (2025-2042)	Percentage of Employees Using Retail Space [1]	Number of Employees Using Office Space	Adjustment for Net New Space [2]	Estimated Gross Space Demand (2025-2042)	
						Sq. ft.	Acres
<b>Assumptions</b>	<i>Table A-1</i>		<i>Table A-2</i>		50%	300 sq. ft./employee	0.35 FAR 80% Net-to-Gross
<b>Industry</b>							
Agriculture/Mining	3	47	33.9%	16	8	2,366	0.2
Construction	40	679	9.2%	62	31	9,370	0.8
Manufacturing	7	121	7.2%	9	4	1,308	0.1
Transportation and Public Utilities	(1)	(11)	16.9%	(2)	(1)	0	0.0
Wholesale Trade	5	86	11.4%	10	5	1,465	0.1
Retail Trade	50	855	7.4%	63	32	9,493	0.8
FIRE	31	532	31.2%	166	83	24,899	2.0
Services	108	1,835	17.1%	314	157	47,065	3.9
Government	21	353	39.2%	138	69	20,765	1.7
<b>Total</b>	<b>265</b>	<b>4,497</b>	-	<b>780</b>	<b>390</b>	<b>120,000</b>	<b>10.0</b>

Source: Woods & Poole; US Census Bureau Longitudinal Employer Household Dynamics via OnTheMap; SCAG Employment Density Study 2001 by the Natelson Company; CoStar; EPS.

[1] Includes low rise, high rise, and government office categories.

[2] EPS assumes that not all net new employees will require net new space, some may fill existing vacancies, this is accounted for using the adjustment for net new space.

**Table 7. Estimated Space Demand (2025-2042) Scenarios: Industrial**

Industry	Average Net New Employees per Year	Projected Net New Employees (2025-2042)	Percentage of Employees Using Industrial Space [1]	Number of Employees Using Industrial Space	Adjustment for Net New Space [2]	Estimated Gross Space Demand (2025-2042)	
						Sq. ft.	Acres
<b>Assumptions</b>	<i>Table A-1</i>		<i>Table A-2</i>		75%	700 sq. ft./employee	0.40 FAR 80% Net-to-Gross
<b>Industry</b>							
Agriculture/Mining	3	47	20.7%	9.6	7	5,057	0.4
Construction	40	679	30.9%	209.8	157	110,153	7.9
Manufacturing	7	121	58.9%	71.3	53	37,442	2.7
Transportation and Public Utilities	(1)	(11)	30.0%	(3.2)	(2)	0	0.0
Wholesale Trade	5	86	45.3%	38.8	29	20,376	1.5
Retail Trade	50	855	8.5%	72.7	55	38,163	2.7
FIRE	31	532	6.1%	32.2	24	16,926	1.2
Services	108	1,835	11.0%	201.8	151	105,966	7.6
Government	21	353	6.7%	23.7	18	12,422	0.9
<b>Total</b>	<b>265</b>	<b>4,497</b>	-	<b>660.0</b>	<b>490</b>	<b>350,000</b>	<b>25.0</b>

Source: Woods & Poole; US Census Bureau Longitudinal Employer Household Dynamics via OnTheMap; SCAG Employment Density Study 2001 by the Natelson Company; CoStar; EPS.

[1] Includes: Warehouse/Distribution; Open Storage; Processing; Heavy Manufacturing; Utilities; Trades, and Transportation.

[2] EPS assumes that not all net new employees will require net new space, some may fill existing vacancies, this is accounted for using the adjustment for net new space.

## DEVELOPMENT CAPACITY ANALYSIS

### Purpose

A development capacity analysis was prepared to inform discussions as part of the Master Plan update. The analysis was designed to identify opportunities and constraints to development, and answer such questions as:

- How much developable land remains in Carson City, and how much potential development can be supported on this land under the current land use designations?
- What would full “buildout” of Carson City look like based on the current Land Use Master Plan (map)?
- Does Carson City have the water and infrastructure needed to support a full “buildout” of the current Land Use Master Plan (map)

This analysis was used to inform policy changes considered as part of the Master Plan update, and updates to the Land Use Map, and future updates to the City’s Growth Management model.

### Assumptions Non-developable Land

- **Developed parcels.** Includes parcels classified as residential, commercial, or industrial (all permutations of these broad use categories) for the Existing Land Use map.
- **Publicly owned/tax-exempt lands.** Includes parcels with the following Existing Land Use map designations:

Public/Quasi-Public

Public Lands

Golf Courses

Parks

Open Space

Washoe Tribe

## Potentially Developable Land

**Vacant parcels.** Vacant parcels were identified using the Nevada Department of Taxation 2023-2024 Land Use Codes. Vacant codes included in the 'vacant' category include:

- 100Vacant - Unknown/Other
- 108Vacant - Patented Mining Claim, Not mined
- 120Vacant - Single Family Residential
- 130Vacant - Multi-Residential
- 140Vacant - Commercial
- 150Vacant - Industrial
- 160Vacant - Mixed Zoning

Three categories of vacant were excluded: 190 (Vacant – Public Use Lands), 110 (Vacant – Splinter and Other Unbuildable), and 117 (Vacant, Roads/Easements).

**Underutilized parcels.** Parcels that have a building/improvement that is valued at 50% or less than the value of the land.

### Development Constraints

- Vacant and underutilized parcels that are classified as 'Splinter and Other Unbuildable Parcels' by the assessor (LU\_Code 110) were excluded from the resulting acreage summary.
- Additionally, portions of vacant and underutilized parcels located within the following were excluded from the resulting acreage summary:

100-Year floodplain (specifically zones designated as floodways or as having a 0.2 percent annual chance flood hazard)

Skyline Restriction Area

## Summary

The results of the Development Capacity Analysis are summarized below. This information provides a point-in-time snapshot as of April 2024. Development Capacity is reviewed annually as part of the Growth Management Program.

**Carson City Buildout Assumptions - Baseline (2006 Plan with updates as of April 2024)**

VACANT LANDS & REDEVELOPMENT CAPACITY SUMMARY	Residential	Commercial/ Employment	Mixed-Use	Other	Total
Vacant & Buildable Lands (acres)	3,697	173	190	803	4,690
Redevelopment Areas (acres)	1,468	415	1,505	147	3,121
Dwelling Unit Capacity (vacant lands)	4,474	0	1,767	0	6,241
Dwelling Unit Capacity (redevelopment)	4,527	0	6,921	0	11,448
Nonresidential Capacity, sq. ft. (vacant lands)	0	1,853,217	5,414,164	1,528,956	6,943,120
Nonresidential Capacity, sq. ft. (redevelopment)	0	5,477,409	17,804,562	960,955	18,765,517

## APPENDIX B: MASTER PLAN ASSESSMENT

Appendix B contains a summary of input received as part of initial interviews conducted as part of the 2024 Master Plan update and recommendations that informed the updated Master Plan.



# Master Plan Assessment

February 2024

## BACKGROUND

In October 2023, Carson City initiated a process to update the 2006 Master Plan. The Master Plan update is not intended as a “start-from-scratch” effort, but rather as an opportunity to review and modernize the 2006 Master Plan to reflect the needs of Carson City today—and for the future. The Master Plan update is being led by Carson City Community Development staff, with support from Clarion Associates and Economic and Planning Systems.

While the entire Master Plan will be reviewed and updated to reflect recent trends and current conditions, this Master Plan Assessment is an interim document that is intended to identify potential areas where policy direction is lacking or needs to be clarified. In December 2023, members of the project team conducted over 50 interviews with Carson City residents, staff, department heads, elected officials, boards and commissions, partner agencies, community groups, and others with an interest or role in implementing the 2006 Master Plan. The purpose of the initial interviews was to help evaluate how well the 2006 Master Plan is serving Carson City’s needs currently and to identify specific opportunities for improvement as part of the Master Plan update process.

Recommendations contained in this Master Plan Assessment are preliminary and do not constitute actual policy recommendations. They were vetted and refined based on discussions with the Board of Supervisors and Planning Commission in late January 2024. Recommendations will be further refined and explored the broader community as part of the first round of community engagement in April 2024. The draft Public Engagement Plan for the Master Plan update provides a detailed overview of input opportunities that will be provided over the next year.

The document is organized into two parts:

- **Part 1: Key Themes.** Includes a summary of overarching themes that emerged from initial stakeholder interviews, as well as a list of relevant Master Plan goals and policies, and gaps/opportunities for clarification relative to each theme.
- **Part 2: Recommended Updates.** Includes a section-by-section overview of recommended updates for each section of the Master Plan; supporting data, analysis, and plans that will help inform those updates; and other opportunities to help improve the clarity and user-friendliness of the plan.

## PART 1: KEY THEMES

By and large, interview participants that were familiar with the 2006 Master Plan indicated that the guiding principles outlined in the plan continue to reflect the values of the Carson City community. Participants also identified numerous opportunities to strengthen or clarify existing policy guidance in the Master Plan. The following key themes emerged:

1. Deepen the community's understanding of the factors that influence Carson City's growth rate and ultimate buildout.
2. Clarify future land use designations and policy direction for areas of transition.
3. Expand revitalization focus along major corridors.
4. Recalibrate mixed-use and non-residential land use designations to reflect the changing dynamics of retail and employment.
5. Define housing needs and Carson City's role in providing opportunities for diverse housing options.
6. Reinforce Carson City's commitment to environmental stewardship and community resilience.
7. Strengthen partnerships and leverage community assets.

This section provides a summary of input received related to each theme, highlights relevant Master Plan goals and policies, and identifies gaps/opportunities for clarification as part of the Master Plan update.

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## 1. DEEPEN THE COMMUNITY'S UNDERSTANDING OF THE FACTORS THAT INFLUENCE CARSON CITY'S GROWTH RATE AND ULTIMATE BUILDOUT

Carson City initiated a Growth Management Program in 1978 in response to growth pressures that were stretching the City's ability to provide critical services and infrastructure. The Growth Management Ordinance (adopted in 1988), requires the City to analyze water capacity and determine allowable residential development permits annually based on that capacity. The Growth Management Ordinance also establishes a water use threshold for commercial and industrial development. Projects that require water use that exceeds this threshold must seek approval from the Growth Management

Committee before a building permit can be issued. The actual target percentage growth and number of building permits allowed is determined each year by the Planning Commission (acting as the Growth Management Committee) and the Board of Supervisors. While the goals and policies in the 2006 Master Plan are closely aligned with the principles that guide the Growth Management Program, participants in initial Master Plan interviews expressed varied levels of understanding of the Growth Management Program and its role in shaping Carson City's growth rate and ultimate buildout.

Interview participants expressed:

- **Strong support for a continued focus on infill development.** Most participants expressed support for a continued focus on compact, mixed-use development on remaining infill sites or through the redevelopment or adaptive reuse of vacant buildings and underutilized sites, and indicated that Carson City should "stay the course" in implementing the direction provided by the 2006 Master Plan.
- **Some interest in revisiting growth rate assumptions.** Some participants expressed concern about recent residential development—both in terms of how fast it is perceived to be occurring and the overall density of that development (e.g., smaller lot sizes, taller building heights)—and indicated that a broader community conversation about the community's future growth rate and buildout assumptions was needed. [See also, *Theme 2: Clarify land use designations and policy guidance for areas of transition.*]
- **Concerns about the lack of consistency between Master Plan and Zoning.** Regardless of their views on future growth, participants across the board identified a lack of consistency between the Land Use Master Plan (map) and the underlying zoning as a key concern. In accordance with NRS 278.0284, only communities with a population greater than 100,000 are required to achieve conformance between their master plan and zoning. Carson City's current practice is to proactively look for inconsistencies between the Land Use Master Plan (map) and zoning

### RELEVANT MASTER PLAN GUIDANCE

- *GP 1: A Compact and Efficient Pattern of Growth*
  - Goal 1.1: Promote the Efficient Use of Available Land and Resources
  - Policy 1.1d. Growth Management Ordinance
  - Goal 1.4: Manage the Impacts of Future Growth within the Urban Interface
- *GP 2: A Balanced Mix of Land Uses*
  - Goal 2.1: Encourage Diversity in Citywide Land Use Mix
- *GP 5: A Strong, Diversified Economic Base*
  - Goal 5.8: Promote Fiscal and Economic Health

and bring proposed updates forward for consideration as part of the annual Master Plan review process. Property owners may also initiate a request to bring zoning into alignment with the Master Plan; however, participants noted that this practice creates a lack of predictability for residents and the development community because the underlying zoning allows for development that is less intense than what the Master Plan recommends.

- **Recognition of infrastructure and funding limitations.** A number of participants noted that the City is struggling to provide and maintain public infrastructure and facilities—particularly roads and parks—and that Carson City needed to work to “strike the right balance” between supporting new development and providing high quality services and infrastructure for established areas (e.g., water, sewer, and road maintenance). While a few participants indicated that this challenge signified the need to substantially slow or limit growth, most participants stressed that while these challenges warranted further discussion and analysis, they alone should not result in a radical change in adopted plans and policies for the quality of life amenities that residents value, such as the completion of the trail system or the ability to walk to neighborhood parks in new neighborhoods.

### MASTER PLAN GAPS/OPPORTUNITIES FOR CLARIFICATION

- Incorporate supporting data, maps, and information as part of Master Plan update process and the updated plan to help the community see the connection to growth and development goals and policies related and provide informed input. For example, a brief explanation about the City’s Growth Management Program and the role of infrastructure and services planning in guiding growth.
- Review and recalibrate the Land Use Master Plan (map) and accompanying categories where necessary to reflect updated policies, infrastructure and service capabilities, and community input received as part of the Master Plan update.
- Clarify infrastructure needs and potential buildout assumptions for underutilized corridors as well as for vacant parcels.
- Review and update policies related to fiscal and economic health to reflect current conditions.
- Explore potential policies—as appropriate within the purview of the Master Plan—to help Carson City ensure that future growth is fiscally sustainable and does not negatively impact existing levels of service.

## 2. CLARIFY FUTURE LAND USE DESIGNATIONS AND POLICY DIRECTION FOR AREAS OF TRANSITION

Some of the larger infill sites in Carson City—while planned for future development—continue to be used for agriculture and ranching. As development proposals for these sites are brought forward, they are reviewed for consistency with the Land Use Master Plan (map) and accompanying policies and rezoned through a public process. Recently, some of these public processes—particularly for the Anderson Ranch and Lompa Ranch properties—have become contentious because zoning for these sites is generally less intense than what the site is planned for. Interview participants expressed:

- **Desire for greater predictability for areas of transition.** Participants noted that recent conflicts have occurred because residents—and recent transplants in particular—are less likely to be familiar with the Land Use Master Plan (map) or the rezoning process. As a result, they tend to view a property's current use and zoning as “fixed” and be met with surprise when a proposal is brought forward. Likewise, property owners and developers are met with pushback when they bring forward proposals that they view as consistent with the Master Plan.
- **Need for community conversations in areas of transition and better tools to help promote compatible development.** Participants noted that the Master Plan update process presents an opportunity to increase community awareness of current planned land uses for areas that are likely to transition within the next five to ten years, to confirm or refine policy guidance for those areas in collaboration with the community, and to establish clearer guidance about compatibility between new development and existing neighborhoods.

### RELEVANT MASTER PLAN GUIDANCE

- *Goal 2.1: Encourage Diversity in Citywide Land Mix*
  - 2.1d: Land Use Friction Zones
- *GP 6: Quality Design and Development*
  - Goal 6.2: Promote Compatible Infill and Redevelopment
- *GP 9: Stable, Cohesive Neighborhoods Offering a Mix of Housing Types*
  - Goal 9.3: Maintain the Quality and Character of Established Neighborhoods
  - Goal 9.4: Protect the Character of Existing Rural Neighborhoods
- *LR-SPA Lompa Ranch Specific Plan Area policies*
- *Residential land use policies*

### MASTER PLAN GAPS/OPPORTUNITIES FOR CLARIFICATION

- Review and update current compatibility policies in the context of recent development proposals and community conversations and update as needed. Explore strategies to help codify compatibility expectations.
- Review and update Specific Plan Areas (SPAs) in the Master Plan as appropriate to reflect current conditions and community priorities for the future. Since 2006, one of the four SPAs has been ‘retired’ –the Brown Street SPA, and another has largely been built out—the Schulz Ranch SPA. The remaining two SPAs—Lompa Ranch and Eastern Portal—should be reviewed and updated. Additionally, new SPAs should be considered to address areas that lack sufficient guidance in the 2006 Master Plan and have unique planning considerations, such as the area near Rhoades and Betts, and portions of downtown. Where used, Specific Planning

Area (SPA) policies should provide sufficient flexibility to adapt to market demand and community preferences over an extended planning horizon.

- Clarify boundaries of the 'urbanized area' of Carson City on relevant maps to facilitate the consistent application of urban-rural interface policies and regulations.

### 3. EXPAND REVITALIZATION FOCUS ALONG MAJOR CORRIDORS

The 2006 Master Plan identifies Downtown Carson City as a high priority area for revitalization and contains several strategies for advancing the guiding principle of creating a vibrant downtown center for the community. The Master Plan's focus on Downtown revitalization was largely influenced by the Carson Freeway project, which created an opportunity for the community to reimagine the look and feel of Carson Street and create a safer and more walkable core. While participants expressed mixed opinions about the overall success of Downtown revitalization efforts, most agreed that it was essential to expand Carson City's focus beyond just the Downtown. References to revitalization refer to a range of considerations, including, but not limited to infrastructure improvements, redevelopment of underutilized properties or vacant buildings, the mix of land uses and businesses, access to transit service, and the overall vitality of an area. Interview participants expressed:

#### RELEVANT MASTER PLAN GUIDANCE

- *GP 1: A Compact and Efficient Pattern of Growth*
  - Goal 1.2: Promote Infill and Redevelopment in Targeted Areas
- *GP 5: A Strong, Diversified Economic Base*
  - Goal 5.2: Promote Expansion of Retail Service Base
  - Goal 5.6: Promote Downtown Revitalization
  - Goal 5.7: Promote a Collaborative Approach to Economic Development
  - Goal 5.8: Promote Fiscal and Economic Health
  - Goal 5.9: Promote Redevelopment
- *GP 8: A Vibrant Downtown Center for the Community*
  - Goal 8.1: Promote Downtown Revitalization
- *Eastern Portal Specific Plan Area policies*

- **Desire to expand revitalization efforts along North Carson Street and East William Street.** Most participants agreed that it was essential to broaden to include areas along major corridors. Multiple participants listed North Carson Street and East William Street as corridors in need of targeted revitalization efforts. Curry Street was also mentioned (though less frequently). The City already has plans in place to improve the infrastructure along North Carson Street and East William Street through the Complete Streets program.
- **Strong concerns about long-standing building vacancies.** Nearly all participants mentioned the vacant K-mart shopping center on North Carson Street and the Ormsby Hotel and Casino at the edge of Downtown as long-standing concerns for the community. While there was recognition that these sites are privately-owned, participants expressed a desire for Carson City to take a more active role in working with property owners to sell, adaptively reuse, or otherwise revitalize these or other buildings that are left vacant for extended periods of time. In addition, several participants noted that the recent/pending closures of long-time

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businesses in Downtown and the resulting vacancies were concerning and something that the City should take an active role in addressing.

- ***Recognition of the need for an economic development champion.*** Related to the above, as well as Industrial/Mixed-Use Employment opportunities addressed as part of Theme 4, some participants expressed a need for Carson City to take a more active role in citywide economic development and area-specific revitalization efforts, and an interest in exploring possible strategies to help shape this role as part of the Master Plan update process. For example, some communities dedicate staff time and resources to business outreach and programs that are designed to help support the retention and expansion of local businesses. While these efforts may occasionally focus on certain parts of the community, one of the key functions of an economic development champion can be to help the City monitor business and economic trends (and needs) for the community as a whole.

### **MASTER PLAN GAPS/OPPORTUNITIES FOR CLARIFICATION**

- Quantify the potential capacity of vacant/underutilized lands as part of buildout calculations to help contextualize their role in future buildout of the community.
- Strengthen goals and policies that address underutilized properties and identify potential catalyst projects to help spur revitalization efforts along major gateway corridors as part of Master Plan implementation.
- Update policies throughout the Master Plan to reflect efforts completed/underway as part of Carson City's Complete Streets program and emphasize connectivity to/from these corridors. Relevant guidance that emerges from the US 50 Corridor study (underway now) should also be incorporated.
- Identify priority redevelopment sites and establish near-term strategies to help catalyze future redevelopment.
- Review and update policies for the Eastern Portal to reflect planned improvements and opportunities associated with community assets (e.g., V&T, historic cemetery) in the area.
- Explore strategies to strengthen Carson City's role in economic development initiatives at the local level.

#### 4. RECALIBRATE MIXED-USE AND NON-RESIDENTIAL LAND USE DESIGNATIONS TO REFLECT THE CHANGING DYNAMICS OF RETAIL AND EMPLOYMENT

Carson City's Land Use Master Plan (map) includes seven land use categories that accommodate different forms of mixed-use, commercial, and industrial development. These categories provide applicants and the City with significant flexibility in responding to market demand, while also helping to identify areas that are better suited for non-residential versus residential uses. However, market demand for brick and mortar commercial, retail, and office space has softened in response to national trends, such as the rise of online shopping and remote work opportunities. The prevalence of state-owned land and office space leased for state purposes will also influence future opportunities. Interview participants expressed:

- **Support for walkable, mixed-use development.** Several participants were supportive of encouraging mixed-use development in more areas of Carson City. Other participants cited the ability to access shopping, restaurants, entertainment, schools, and parks within a short distance of their home as one of the key factors that led them to choose their current home, or to locate their business in a particular location.
- **Desire to simplify land use categories and activity center designations.** Some participants suggested that the number of mixed-use land use categories and the appearance of the Land Use Master Plan (map)—could potentially be simplified, or that certain areas could be redesignated to Commercial/Employment or Residential designations while still allowing for flexibility to accommodate mixed-use development in key locations.
- **Need to clarify/streamline the implementation process for mixed-use development.** Related to discussions as part of Theme 1 and 2, several participants questioned the effectiveness of the mixed-use land use designations without the existence of mixed-use zoning districts to implement the vision outlined in the Master Plan. Specifically, participants noted that the SUP process added time and uncertainty to the approval process and may serve as a disincentive for reinvestment along key corridors.
- **Need for a stronger focus on Industrial and Mixed-Use Employment opportunities.** Several participants noted that Carson City was not fully leveraging the potential of the Carson City airport and the surrounding industrial area. Participants also noted that it would be beneficial to have a clearer understanding of employment demand and supply in Carson City in the context of emerging trends for industrial, warehousing, and office uses.

##### RELEVANT MASTER PLAN GUIDANCE

- *GP 2: Balanced Land Use Mix*
  - Goal 2.3: Provide Opportunities for a Range of Retail Services
- *GP 5: A Strong, Diversified Economic Base*
  - Goal 5.1: Maintain and Enhance Primary Job Base
  - Goal 5.2: Promote Expansion of Retail Service Base
  - Goal 5.3: Recognize and Adapt to the Impact of Technology on Work and Workforce Patterns
- *GP 7: Compact, Mixed-Use Activity Centers*
- *GP 8: A Vibrant Downtown Center for the Community*

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### **MASTER PLAN GAPS/OPPORTUNITIES FOR CLARIFICATION**

- Review and update land use category descriptions and Land Use Master Plan (map) designations to reflect recent trends, anticipated demand for residential and non-residential development, and community priorities that emerge from the Master Plan update process.
- Update relevant goals and policies to reflect current community priorities and related updates to the Land Use Master Plan (map).
- Explore possible strategies to help incentivize mixed-use development on key sites as part of the updated implementation strategies.

## 5. DEFINE HOUSING NEEDS AND CARSON CITY'S ROLE IN PROVIDING OPPORTUNITIES FOR DIVERSE HOUSING OPTIONS

The 2006 Master Plan encourages the development of a variety of housing options (both in terms of housing type and price point) and acknowledges the role housing access plays in economic vitality; however, data and information about housing supply and demand is outdated. While Carson City is not required to include a housing element in its Master Plan under Nevada law, the Master Plan update process provides an opportunity to clarify the City's housing needs and identify Carson City's role in providing opportunities for diverse housing options. Interview participants expressed a range of views and concerns about housing:

- **Perceived lack of workforce housing options.** Most participants expressed concern that the price of newer homes is out of reach for young families, single professionals, and others at the lower end of the income spectrum. Participants expressed concern that this trend was going to—or already had—negatively impact Carson City's ability to attract and retain working-age residents. Younger participants expressed that it was important to them that Carson City remains accessible to residents of all ages and income levels and that the City should take a proactive role in ensuring that Carson City does not become a “retirement community.”
- **Mixed opinions on the types of housing that was appropriate for Carson City.** Participants shared different views on the more diverse mix of housing options that have been built in Carson City in recent years (e.g., townhomes, small lot single family, low-rise multifamily). While most participants were generally supportive of more options, some were concerned that recent development was too dense, and didn't “fit” Carson City. These participants were generally in favor of large lot, single-family detached housing developments. Accessory dwelling units were mentioned by several participants as a housing type that warranted further discussion as part of the Master Plan update (e.g., whether they should be allowed and if so, where).
- **Need for a common vocabulary for discussing housing issues.** Multiple participants noted that housing terms used in the updated Master Plan (e.g., attainable, affordable, workforce, AMI, missing middle) should be clearly defined.

### RELEVANT MASTER PLAN GUIDANCE

- **GP 2: Balanced Land Use Mix**
  - Goal 2.1: Encourage diversity in citywide land use mix
  - Goal 2.2: Expand housing variety
- **Goal 5.1: Maintain and Enhance Primary Job Base**
  - 5.1.j. Housing mix
- **GP 9: Stable, Cohesive Neighborhoods Offering a Mix of Housing Types**
  - Goal 9.1: Promote a mix of land uses and housing types within new neighborhoods
  - Goal 9.2: Promote the expansion of affordable and workforce housing options within the community
  - Goal 9.3: Maintain the quality and character of established neighborhoods
  - Goal 9.4: Protect the character of existing rural neighborhoods

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### **MASTER PLAN GAPS/OPPORTUNITIES FOR CLARIFICATION**

- Quantify potential demand for new housing units by type based on demographic trends and projections, adopted plans and policies, community priorities, and other factors.
- Review and update policies that support the production of different types of housing.
- Establish a glossary of housing terms.
- Explore additional opportunities for Carson City to partner with workforce housing developers, as appropriate, to increase the number of workforce housing units in the City.
- Increase awareness of available housing resources and explore ways to strengthen partnerships for the public and other agencies.
- Identify strategies to streamline, connect, and regulate existing services and shelter options for the unhoused population in collaboration with local and regional partners.

## 6. REINFORCE CARSON CITY'S COMMITMENT TO ENVIRONMENTAL STEWARDSHIP AND COMMUNITY RESILIENCE

The urbanized core of Carson City is surrounded by open lands. The conservation of these lands, and the community's ability to access them, is regarded as a major community asset. In 1996, the community approved the Quality of Life Initiative which authorized an increase in sales tax to raise funds for open space, parks, and trails. The 2006 Master Plan was developed in coordination with the 2006 Unified Pathways Master Plan (which was updated in 2018), and 2006 Parks and Recreation Master Plan. As result, the 2006 (Land Use) Master Plan addresses parks, open space, and recreation at a fairly high level, but also addresses how developed areas of Carson City interface with surrounding open lands. Interview participants expressed:

- **Support for the continued buildout of Carson City's open space and trail networks.** Many participants noted that Carson City's open space and trails network as an important community asset that should be protected as the community continues to build out. Continued expansion of the open space and trails network was identified as a priority for the future to help improve connectivity between different areas of Carson City, and to help alleviate crowding and the potential for overuse in popular areas. While partnerships with outside entities have helped, funding for this continued expansion—as well as the maintenance of current assets—was cited as an ongoing challenge.
- **Desire to preserve the community's natural beauty.** Several participants voiced support for stronger policies related to hillside development, wetlands, dark skies, wildlife, and other Carson City's natural resources.
- **Interest in expanding the City's focus on community resilience and sustainability.** While the 2006 Master Plan generally addresses the need to minimize impacts from natural hazards such as flooding, wildfire, and earthquake faults, modern master plans go much further in addressing community resilience. Participants generally acknowledged the need to align the Master Plan with the 2016 Carson City Hazard Mitigation Plan and current best practices. A few participants also expressed a desire to establish goals to reduce greenhouse gas emissions and encourage electric vehicle charging infrastructure, as part of the updated Master Plan.

### RELEVANT MASTER PLAN GUIDANCE

- *Goal 1.4: Manage the Impacts of Future Growth within the Urban Interface*
  - Goal 3.1: Protect Environmentally Sensitive Areas
  - Goal 3.2: Protect Visual Resources
  - Goal 3.3: Minimize Impacts of Potential Disaster Events on the Community
- *GP 4: An Integrated, Comprehensive Parks, Recreation, and Open Space System*
  - Goal 4.3: Expand the City's Open Space Network
- *GP 12: A Unified Pathways System*
  - Goal 12.2: Establish a Citywide System of Multi-Use Pathways

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#### **MASTER PLAN GAPS/OPPORTUNITIES FOR CLARIFICATION**

- Expand focus on community resilience throughout the updated Master Plan to reflect current planning best practices and the need to adapt to a changing environment (e.g., incorporate Wildland Urban Interface map, address the importance of infrastructure redundancy, resident education, and other opportunities).
- Align policies in the updated Master Plan with the 2016 Hazard Mitigation Plan, as appropriate.
- Review and update policy guidance related to parks, recreation, and open space, as well as stewardship of the natural environment as appropriate based on current plans and policies and input received as part of the Master Plan update.

## 7. STRENGTHEN PARTNERSHIPS AND LEVERAGE COMMUNITY ASSETS

In 2006, nearly 75 percent of Carson City's total land area was held by the U.S. Forest Service, the Bureau of Land Management, and the State of Nevada. The State of Nevada is also a major employer in Carson City and provides residents with access to a variety of social services. Carson City also relies on non-profit organizations and regional partners to support affordable housing, and economic development and tourism functions not covered by City staff. In addition, Western Nevada College (WNC) is a vital source for workforce development and cultural and community events. Interview participants stressed the importance of strengthening existing partnerships with these and other entities, and the need to better leverage the community's position as the capital city. Specifically, participants expressed:

- **Need for closer collaboration with regional, state, and federal partners.** Participants emphasized the importance of collaboration between Carson City and the State of Nevada on long-range planning for the State office complex, current/projected on-site employment for state employees in Carson City, and other factors that influence the availability of office space in the City, citywide housing demand, and the economic vitality of Downtown. Participants also acknowledged the need for closer collaboration with the various state and federal agencies that manage public lands in Carson City, as well as with neighboring counties that rely on Carson City for services or provide services that Carson City residents rely on.
- **Support for nonprofit organizations.** Many participants acknowledged the important role that nonprofits play in providing social services to Carson City residents and homeless individuals, but also acknowledged that resources and staffing were limited and that these organizations rely on continued support from the City and volunteers.
- **Support for ongoing collaboration with economic development, workforce development partners.** While Carson City is an independent community, participants acknowledged the need for continued collaboration with NNDA, WNDD, Visit Carson City, and others to help promote the community as an attractive choice for employers and employees, and as a destination for visitors. Related to tourism and economic vitality, many participants noted that Carson City "could be doing more" to protect and leverage its history and role as the State Capitol. Several participants mentioned that Carson City should look to Nevada communities like Minden, Gardnerville, and Elko as successful examples of communities that

### RELEVANT MASTER PLAN GUIDANCE

- **GP 1: A Compact and Efficient Pattern of Growth**
  - Goal 1.3: Promote the Preservation of State and Federal Lands as a Community Amenity
  - Goal 1.5: Foster Cooperation on Master Plan Issues
- **GP 5: A Strong and Diversified Economic Base**
  - Goal 5.6: Promote Downtown Revitalization
  - Goal 5.5: Promote Tourism Activities and Amenities that Highlight the City's Historic and Cultural Resources.
  - Goal 5.7: Promote a Collaborative Approach to Economic Development
- **GP 10: Protection of Historic Resources**
  - Goal 10.1: Preserve and Enhance Historic Resources

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have improved their urban form, reduced vacant buildings, and established robust public art programs through proactive economic development and revitalization initiatives.

### **MASTER PLAN GAPS/OPPORTUNITIES FOR CLARIFICATION**

- Continue to coordinate with the State of Nevada to catalog and monitor future development opportunities on vacant and underutilized properties in urbanized areas of Carson City through the disposal process or other partnerships. Factor available sites into capacity considerations as part of the Growth Management Program.
- Identify opportunities to collaborate with the regional, state, and federal partners more regularly on issues of strategic importance.
- Seek additional opportunities for collaboration with Carson City School District and Western Nevada College on workforce development programs, housing, public safety, and other issues of mutual interest.
- Identify opportunities for Carson City to partner with nongovernmental and nonprofit organizations on issues of strategic importance (e.g., housing, economic development).
- Expand the Master Plan's focus on historic preservation to increase awareness of the many listed and unlisted historic resources in Carson City (e.g., cemeteries, Native American sites, mid-century neighborhoods), and explore strategies to encourage the protection of historic resources outside of the formal designation process. This approach could delay, or potentially eliminate, the need to update the 1996 Historic Preservation Plan.
- Align Master Plan policies with the most recent Arts and Culture Strategic Plan.

## PART 2: RECOMMENDED UPDATES

This section provides a preliminary list of recommended updates for each chapter of the Master Plan. Recommended updates generally fall into three categories:

- Routine updates to reflect current conditions and trends;
- Technical updates/analyses that will inform Master Plan policies; and
- Potential policy changes and implementation strategies.

Supporting plans, data, and analysis that will help inform recommended updates are listed where relevant. All updates to the Master Plan will be informed by further discussion and community input.

### CHAPTER-BY-CHAPTER RECOMMENDATIONS

PLAN SECTION/RECOMMENDATIONS	SUPPORTING PLANS, DATA, AND ANALYSIS
<b>NEW: Executive Summary</b>	
• Provide an executive summary highlighting key themes and summarizing recommendations	
<b>Chapter 1: Plan Overview</b>	
• Update as needed • Verify compliance with current Nevada State Statutes • Update plan organization to reflect updated Master Plan layout	
<b>Chapter 2: Vision, Themes, and Guiding Principles</b>	
• Refine existing language in themes and guiding principles as needed • Carry forward current structure (each chapter is tied to a theme)	
<b>Chapter 3: A Balanced Land Use Pattern</b>	
• Update guiding principles, goals, and policies to emphasize the role of the Growth Management Program and the need to strengthen local partnerships. • Refine land use category descriptions to provide clearer direction regarding mix of uses and site and building design principles • Revisit mixed-use designations and clarify direction for Activity Centers • Incorporate ‘zoomed-in’ version of the Land Use Map for different sections of the community to improve legibility (as well as	• Existing Conditions, Trends, and Projections analysis (Phase 2 of the Master Plan update scope) • Water Conservation Plan (2023) • Stormwater Management Plan (2018) • Regional Floodplain Management Plan (2018) • Hazard Mitigation Plan (2021) • Zoning Ordinance (Title 18)

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PLAN SECTION/RECOMMENDATIONS	SUPPORTING PLANS, DATA, AND ANALYSIS
<p>making it available through Carson City's online map portal)</p> <ul style="list-style-type: none"> <li>Explore ways to more clearly highlight 'areas of transition' on the Land Use Map (or provide a separate map) and to distinguish urbanized/urbanizing areas of Carson City from the surrounding open lands</li> <li>Review and refine the Land Use Map to address existing areas of conflict (e.g., adjacency of incompatible uses, properties that are mislabeled, etc.)</li> <li>Explore potential updates to the Land Use Map based on the themes identified in the Master Plan Assessment, with a focus on mixed-use designations and designations for areas of transition.</li> </ul>	
<b>Chapter 4: Equitable Distribution of Recreation Opportunities</b>	
<ul style="list-style-type: none"> <li>Update existing guiding principles, goals, and policies to reflect current City practices and partnerships</li> </ul>	<ul style="list-style-type: none"> <li>Trails Plan (2001) – connectivity focus</li> <li>Open Space Plan (2000)</li> <li>Parks and Recreation Master Plan (2006)</li> <li>Unified Pathways Master Plan (2018) – recreational trail focus</li> </ul>
<b>Chapter 5: Economic Vitality</b>	
<ul style="list-style-type: none"> <li>Update guiding principles, goals, and policies to reflect changes in the Downtown core as well as employment and tourism trends</li> <li>Provide new guiding principles, goals, and policies to support corridor revitalization efforts, as well as arts, culture, and entertainment to enrich quality of life and contribute to economic prosperity</li> <li>Clarify Carson City's role in economic development</li> </ul>	<ul style="list-style-type: none"> <li>Existing Conditions, Trends, and Projections analysis (Phase 2 of the Master Plan update scope)</li> <li>Carson City Strategic Plan (2022-2026)</li> <li>Arts and Culture Master Plan (2016)</li> <li>Arts and Culture Strategic Plan (2022-2026)</li> </ul>
<b>Chapter 6: Livable Neighborhoods and Activity Centers</b>	
<ul style="list-style-type: none"> <li>Refine chapter to focus on housing, neighborhood design, and protection of historic resources</li> <li>Update guiding principles, goals, and policies to reflect housing needs, identify preferred</li> </ul>	<ul style="list-style-type: none"> <li>Existing Conditions, Trends, and Projections analysis (Phase 2 of the Master Plan update scope)</li> <li>Historic District Development Standards (2005)</li> </ul>

PLAN SECTION/RECOMMENDATIONS	SUPPORTING PLANS, DATA, AND ANALYSIS
<p>housing types, and expand policy guidance for infill and redevelopment projects</p> <ul style="list-style-type: none"><li>• Expand Guiding Principle 10: Protection of Historic Resources to incorporate existing HPM Master Plan and a map of designated historic properties/potentially eligible properties</li></ul>	<ul style="list-style-type: none"><li>• Historic Properties Management Master Plan (1990)</li></ul>
<b>Chapter 7: A Connected City</b>	
<ul style="list-style-type: none"><li>• Update to reflect current assets, programs, and policies (e.g., Carson Freeway project, complete streets program, JAC, etc.), as well as emerging trends (e.g., electric (EV) friendly infrastructure)</li></ul>	<ul style="list-style-type: none"><li>• Carson Area Transportation System Management Plan (2023)</li><li>• Unified Pathways Master Plan (2018)</li></ul>
<b>Chapter 8: Specific Plan Areas</b>	
<ul style="list-style-type: none"><li>• Remove Specific Plan Areas identified in 2006 that are no longer relevant (Shulz Ranch, Brown Street)</li><li>• Explore the addition of new Specific Plan Areas (as appropriate), based on discussions related to the Land Use Plan Map and areas of transition</li></ul>	<ul style="list-style-type: none"><li>• Existing Conditions, Trends, and Projections analysis (Phase 2 of the Master Plan update scope)</li></ul>
<b>Chapter 9: Action Plan</b>	
<ul style="list-style-type: none"><li>• Update list of priority actions based on priorities that arise from the Master Plan update process and input from departments on implementation progress</li><li>• Update Action Plan Matrix to reflect changes to guiding principles and goals throughout the Master Plan</li><li>• Identify the Carson City department or partner agency responsible for leading implementation actions into the Action Plan Matrix</li></ul>	
<b>Appendix A: Related Plans &amp; Implementation Documents</b>	
<ul style="list-style-type: none"><li>• Consider simplifying and relocating information from Appendix A to Chapter 1: Plan Overview. This information would be presented as a new subheading, such as “Consistency with Other Plans” OR</li><li>• Update Appendix A to remove outdated documents and incorporate a brief summary of current plans</li></ul>	<p>New or updated plans since 2006:</p> <ul style="list-style-type: none"><li>• Arts and Culture Strategic Plan (2022-2026)</li><li>• Carson City Library Strategic Plan (2021-2024)</li><li>• Carson City Strategic Plan (2022-2026)</li><li>• Carson Area Transportation System Management Plan (2023)</li><li>• Hazard Mitigation Plan (2021)</li></ul>

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PLAN SECTION/RECOMMENDATIONS	SUPPORTING PLANS, DATA, AND ANALYSIS
	<ul style="list-style-type: none"> <li>• Regional Floodplain Management Plan (2018)</li> <li>• Stormwater Management Plan (2018)</li> <li>• Unified Pathways Master Plan (2018)</li> <li>• Water Conservation Plan (2023)</li> </ul>
<b>Appendix B: Background and Context</b>	
<ul style="list-style-type: none"> <li>• Update Planning Process &amp; Public Participation section to reflect Master Plan update process</li> <li>• Update existing data and analysis contained in Snapshot Summaries</li> <li>• Update inventory maps as needed</li> </ul>	<ul style="list-style-type: none"> <li>• Existing Conditions, Trends, and Projections analysis</li> </ul>
<b>Appendix C: Interim Mixed-Use Development Criteria</b>	
<ul style="list-style-type: none"> <li>• Update to reflect changes made to mixed-use land use categories</li> </ul>	
<b>Appendix D: Affordable Housing Plan</b>	
<ul style="list-style-type: none"> <li>• Remove reference to Appendix D: Affordable Housing Plan</li> </ul>	

## APPENDIX C: COMMUNITY ENGAGEMENT SUMMARY

The Master Plan was informed by public input provided throughout the update process, and as a result, the document is a reflection of the community's vision and values. A summary of community engagement events held throughout the Master Plan update process is provided below.

- Spring 2024 Outreach Summary: [https://www.envisioncarsoncity.org/\\_files/ugd/35d2c0\\_dbd1a34ce05c4f06993bc96dc-4dac81b.pdf](https://www.envisioncarsoncity.org/_files/ugd/35d2c0_dbd1a34ce05c4f06993bc96dc-4dac81b.pdf)
- Summer 2024 Outreach Summary: [https://35d2c0a5-ed42-434b-a53b-9f8fc6a298be.usrfiles.com/ugd/e1a66a\\_673516449275498db626af367c0ef0ff.pdf](https://35d2c0a5-ed42-434b-a53b-9f8fc6a298be.usrfiles.com/ugd/e1a66a_673516449275498db626af367c0ef0ff.pdf)
- Listening Tour Summary: [https://35d2c0a5-ed42-434b-a53b-9f8fc6a298be.usrfiles.com/ugd/e1a66a\\_b4ccb1d4172c40c-89caeb8a4b5e00798.pdf](https://35d2c0a5-ed42-434b-a53b-9f8fc6a298be.usrfiles.com/ugd/e1a66a_b4ccb1d4172c40c-89caeb8a4b5e00798.pdf)

## APPENDIX D: STATE AND NATIONAL REGISTER PROPERTIES

As of March 23, 2022, the following properties in Carson City are listed on the State and/or National Register of Historic Places. A map depicting the properties listed below, as well as eligible historic sites, can be found by viewing the Community Profile in Appendix A.

PROPERTY	ADDRESS	STATE REGISTER	NATIONAL REGISTER
Adams House	990 N. Minnesota St.		X
Belknap House	1206 N. Nevada St.		X
Cavell, Dr. William Henry, House	402 W. Robinson St.		X
Dat So La Lee House	331 W. Proctor St.		X
McKeen Motor Car #70	Nevada State Railroad Museum		X
Olcovich--Meyers House	214 W. King St.		X
Sanford, George L., House	405 N. Roop St.		X
Virginia and Truckee Railroad Depot--Carson City	729 N. Carson St.		X
Virginia and Truckee Railway Locomotive #27	2180 S. Carson St.		X
West Side Historic District	Roughly bounded by Curry, Mountain, 5th & John Sts.		X
Bank Saloon	418 S. Carson St.		X
Brougher Mansion	204 W. Spear St.	X	X
Carson Brewing Company	102 S. Division St.	X	X
Carson Hot Springs	1500 Hot Springs Road	X	
Carson City Civic Auditorium	813 N. Carson St.		X
Carson City Post Office	401 N. Carson St.	X	X
Carson City Public Buildings	Carson St.		X
Clemens, Orion, House	502 N. Division St.		X
Colcord, Gov. Roswell K., House	700 W. Telegraph St.	X	X
Curry, Abraham, House	406 N. Nevada St.		X
Foreman--Roberts, House	1217 N. Carson St.	X	X

PROPERTY	ADDRESS	STATE REGISTER	NATIONAL REGISTER
Glenbrook, The	600 N. Carson St.		X
Governor's Mansion	606 Mountain St.	X	X
Kitzmeyer Furniture Factory	319 N. Carson St.		X
Lakeview House	U.S. 395 S of E. Lake Blvd.	X	X
Leport-Toupin House	503 E. Telegraph St.		X
Meder, Lew M., House	308 N. Nevada St.	X	X
McKeen Motor Car #70	Nevada State Railroad Museum	X	X
Nevada State Capitol	101 N. Carson St.	X	X
Nevada State Printing Office	101 S. Fall St.	X	X
Nevada State Prison	3301 E. Fifth St.		X
Nye, Gov. James W., Mansion	108 N. Minnesota St.	X	X
Ormsby-Rosser House	304 S. Minnesota St.	X	X
Raycraft Ranch	N of Carson City, on U. S. 395		X
Rinckel Mansion	102 N. Curry St.	X	X
Sadler, Gov. Reinhold, House	310 Mountain St.		X
Sears–Ferris House	311 W. Third St.		X
Second Railroad Car No. 21	2180 S. Carson St.		X
Smaill, David, House	313 W. Ann St.		X
Spence, William, House	308 S. Thompson St.		X
St. Charles-Muller's Hotel	302-304-310 S. Carson St.	X	X
St. Peter's Episcopal Church	312 N. Division St.		X
Stewart Indian School	S of Carson City off US 395		X
U.S. Mint	600 N. Carson St.	X	X
Virginia and Truckee RR. Engines No. 18, The Dayton; and No. 22, The Inyo	NE corner of Colorado and Carson Sts.	X	X
Wabuska Railroad Station	S. Carson St.		X