

CHAPTER 3

Land Use and Growth



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3.1 Chapter Introduction

The land use and growth chapter is the principal guiding element of the Storey County Master Plan. It describes the county and each of its unique regions and sub-regions; discusses key land use patterns and challenges for those areas; and proposes means by which land uses and patterns may continue or change. This chapter assigns land use designations across the county, each with specific goals, objectives, and policies engaging the provisions of this master plan.

The guiding principles of this master plan emerged from the public planning process and they serve as the foundation for this master plan's vision, goals, and policies. They represent the community's commitment to a more compact, organized, and mixed-use pattern of development of the county.

This master plan protects the public health, safety, and welfare of residents, property owners, and other stakeholders by providing for residential, commercial, mixed-use, industrial, natural resources, recreation, open spaces, and public uses, and by situating uses appropriately. This master plan provides for the preservation and protection of important natural and historical resources, and for adequate public services for existing and future development. Defining characteristics for each land use are provided and include appropriate mixes of uses, preferred location of uses, variety of housing and other land use types, appropriate density ranges, and other design criteria for consideration. This master plan is a tool from which elected and appointed community leaders and the community-at-large may evaluate and make decisions about the location, placement, and design of buildings and land uses and land use zoning in the county in order to achieve these principals. This chapter is comprised of the following components:

- Brief description of Storey County and its communities;
- Identification and description of master plan land use designations in the county;
- Maps illustrating land use designations in each community in the county;
- Location and description of eight distinct land use areas in the county, including: Comstock, Highlands, Lagomarsino, Lockwood-Mustang, McCarran, Painted Rock, Northeast, and Mark Twain;
- General discussion of the key issues identified for each planning area; and
- General land use goals, policies, and actions addressing identified each key issue.

3.2 Land Use Categories and Designations

Introduction

This master plan contains twelve land uses designations which are grouped into the broad land use master plan categories shown in Figure 3.2-1 and illustrated in the Official Master Plan Maps of Storey County, retained at the Office of the Storey County Recorder. The maps are also contained in this master plan where needed in order to support descriptive text. They establish areas for each land use designation as supported by the goals, objectives, and policies of this master plan. Regulatory land use zoning and land uses approvals must conform to the master plan maps and supporting text.

The following table shows land use master plan categories and land use designations and the equivalent base zoning districts for each designation. The categories and designations are explained in detail later in this section.

| Figure 3.2-1 Land Use Designations and Equivalent Zoning District | |
|--|---|
| <i>Land Use Designations</i> | <i>Equivalent Base Zoning District (Does not include Overlay Zoning Districts)</i> |
| Resource | F Forestry FR Forest and Range A3 Irrigated Agriculture (3 acre minimum) A10 Irrigated Agriculture (10 acre minimum) NR Natural Resources REC Recreation |
| Historic Resource Interface | SPR Special Planning Review (special review and approval by board with planning commission required for all uses) |
| Single-Family Residential | R1-5 Single-Family Residential (5,000 square-feet minimum) R1-6 Single-Family Residential (6,000 square-feet minimum) R1-8 Single-Family Residential (8,000 square-feet minimum) R1-10 Single-Family Residential (10,000 square-feet minimum) R1-15 Single-Family Residential (15,000 square-feet minimum) R1-20 Single-Family Residential (20,000 square-feet minimum) |
| Multi-Family Residential | R2 Multi-Family Residential (1 unit per 2,000 square-feet maximum) |
| Single-Family Estate | E Estate 1 (Estate Residential – 1 acre minimum) E Estate 2.5 (Estate Residential – 2.5 acres minimum) E Estate 5 (Estate Residential – 5 acres minimum) E Estate 10 (Estate Residential – 10 acres minimum) E Estate 20 (Estate Residential – 20 acres minimum) E1VCH (Estate Residential Virginia City Highlands; 1 acre minimum) E10HR (Estate Residential Highland Ranches; 10 acres minimum) |
| Rural Residential | RR (Rural Residential – 40 acre minimum) RR40VR (Rural Residential Virginia Ranches; 40 acres minimum) |

| | |
|---|--|
| Commercial | NC Neighborhood Commercial OC Office Commercial GC General Commercial TC Tourism Commercial IP Industrial Professional |
| Mixed-Use Residential Commercial | CR Commercial Residential, and MUCR Mixed-Use Commercial Residential: Integration of commercial, single-family, and multi-family uses including those allowed in: NC Neighborhood Commercial OC Office Commercial TC Tourism Commercial R1 Single-Family Residential R2 Multi-Family Residential |
| Industrial | I1 Light Industrial I2 Heavy Industrial I2 TRI Industrial I3 Nevada Uplands Industrial IS Special Industrial IC Industrial Commercial IP Industrial Professional |
| Industrial-Professional | IP Industrial Professional |
| Public Facilities | P Public REC Recreation |
| Transition | Zone existing at time of adoption of this master plan, but where master plan maps delineate appropriate potential owner-driven future zoning designation. |
| Pyramid Lake Paiute Tribe | No jurisdiction |
| <p><i>*Uses allowed in P Public Zones may be allowable in any regulatory zone.</i></p> <p><i>**Zoning within the Tahoe-Reno Industrial Center is regulated pursuant to the Storey County/Tahoe-Reno Industrial Center Development Agreement. Zoning in the Tahoe-Reno Industrial Center will be tailored to conform to the development agreement, and may be applied exclusively to TRIC lands.</i></p> | |

3.2.1 Resource

Forest and Range

This designation comprises the vast majority of the land within Storey County, including most of its federally-owned lands. This designation is intended to protect areas in the county having important environmental and resource qualities from unnecessary degradation, and to provide areas of very low density (i.e., 40 acre minimum) single-family residential and other compatible uses. Uses allowable within this designation include rural residential (no less than 1 per 40 acres), mining and processing, renewable energy generation, recreation, and certain agricultural uses. All uses require oversight and special approval by the board with action by the planning commission.

Irrigated Agriculture (3 acre and 10 acre minimum)

There are several types of irrigated agricultural land within Storey County. Much of the agricultural land is being irrigated with surface water from the Truckee River under the provisions of the Ore Ditch Decree and the Truckee River Operating Agreement (TROA). This category represents the majority of the irrigated agricultural lands in Storey County. The intent of the agricultural land designation is to recognize, protect, and promote various type farming and agricultural uses where they have historically existed. The minimum parcel size should be no less than ten acres, except for lands no less than three acres existing at the time of adoption of this master plan.

Natural Resource

This designation is intended to conserve and enhance the natural and scenic resources, prehistoric archeological and cultural sites, primitive areas, watersheds and riparian areas, common open space, and flood-prone areas from unreasonable impairment. Areas in the county considered to be highly sensitive to human development include riparian areas along the Truckee River and its tributaries; prominent mountain peaks, outcroppings, and ridgelines; the Lagomarsino Petroglyphs site; and other significant natural and prehistoric archeological features. Open space areas are also included as a key component of planned unit developments.

Recreation

This designation provides for private and public recreational-oriented uses and facilities, including golf course and driving ranges, bowling alleys, ballfields, and fitness and health centers. It is anticipated that such facilities will require municipal services.

3.2.2 Historic Resource Interface

This designation is intended to provide protections to current mining and milling and the historical remnants within American Flat, Gold Hill, and Virginia City. It provides mechanisms by which remnants of historical mining and milling are preserved. It provides for an environment that remains suitable for current and future mining and milling practices when findings of fact show no substantial impact to surrounding uses and the community. Preserving remnants of historical mining and milling extends to permanent historic structures, cemeteries, mine dumps, and other artifacts existing at or predating the year 1942, and remaining cultural landscapes that are identified in the county master plan as needing special attention when land use are proposed. This designation should only be used within the Comstock planning area.

3.2.3 Single-Family Residential

This designation is for single-family residential development with densities ranging from one to eight dwelling units per acre for detached structures, and 22 dwelling units per acre for attached single-family dwellings. Single-family homes lots typically range from 5,000 to 20,000 square feet, and the minimum square-footage per lot is assigned by the suffix of the respective zone (e.g., R1-5 for 5,000 square-foot minimum). Single-family detached homes; single-family attached homes including townhouses, rowhouses, and twinhomes are typical uses found in this designation.

3.2.4 Single-Family Estate

This land use designation is used in the many rural areas of the county, such as, but not limited to, the Virginia City Highlands, Highlands Ranches, and Mark Twain Estates. Density for this classification includes one to 40 acres. Only one single-family residence is allowed per parcel. Estate Residential areas should retain their rural character and facilitate a safe and predictable environment for rural lifestyles including the keeping and use of horses and other large domestic animals.

3.2.5 Rural Residential

This designation is very rural in character and is intended to provide for very low-density residential. This designation provides for one single-family residence per parcel, and it requires larger lot sizes than those found in Estate Residential, with lots being 40 acres and larger. Examples of Rural Residential areas in the county include, but are not limited to, the Virginia Ranches and Sunny Hills Ranchos. Rural Residential uses are allowed in areas designated as Resource; however, board approval with action by the planning commission must be required in those areas. These areas should retain their rural to remote character and facilitate a safe and predictable environment for rural lifestyles including the keeping and use of horses and other large domestic animals. Owner-initiated applications to convert Resource designated land to Rural Residential designation should be considered if the change does not conflict with existing surrounding uses and zones.

3.2.6 Multi-Family Residential

This designation supports the highest density of residential uses in the county, ranging from six to 21 dwelling units per acre. Multi-family residential uses provide affordable housing opportunities for area working families. Multi-family residential uses should be considered where they are compatible with surrounding uses, and should be considered a key component of mixed-use residential areas. Zoning should be performance-based and contain design and use standards that create complementary interface between it and surrounding uses.

3.2.7 Commercial

This designation includes a wide-range of commercial activities as well as mixed-use development to accommodate both residential and non-residential development. Retail, office, tourism, and service uses are included in this designation. Commercial uses include both neighborhood and general commercial uses as described for each master plan area. A mixed-use commercial and residential zone has been established and should be maintained in the county code to assist in retention of historic structures and downtown areas, as well as to provide flexibility for large, planned commercial developments.

3.2.8 Mixed-Use Residential-Commercial

This land use designation includes a wide-range residential and non-residential uses strategically organized within a single community. This designation is intended to create an inclusive “downtown” with neo-traditional community design type where single-family and multi-family uses are integrated with commercial businesses, culture and entertainment amenities, and uses related to tourism. This designation may also be used for in-fill projects as a rehabilitation tool for selective properties in distressed areas, and it may be situated as a transition zone between multi-family development and other commercial districts.

The residential density may not exceed 20 units per acre. Multi-modal transportation, including public transit and rail, independently and collectively, support the mixed-use community. In general, the mixed-use designation provides for centers and uses of regional importance and for an integrated, safe, and attractive environment for residents, businesses, and visitors. Mixed-use communities are strategically located near water, sewer, schools, law enforcement, fire protection, and other public facilities, and they are generally connected directly to immediate surrounding uses.

Transition between mixed-use areas and adjacent single-family neighborhoods should be provided by stepping down the height and mass of mixed-residential buildings and the shared lot line. Where space exists, a transition may also be accomplished by incorporating lower intensity uses and housing types along a shared street frontage. This practice may be limited in Virginia City and Gold Hill in order to maintain historic patterns.

This designation provides for the future potential transition from zoning and uses existing at the time of this master plan adoption to use categories delineated on the master plan map. The existing uses are considered legally created non-conforming and may remain in use. However, planning staff and county leaders should consider applications for zone changes to zones shown on the master plan map and which better conform to this master plan.



Figure 3.2-2: The image portrays the built living environment that a mixed-use residential-commercial environment should strive to achieve. The image portrays a “complete-streets” community pattern in which residential and non-residential uses are combined in cohesive and complimentary manner. (Source: American Planning Association (APA) “Great Places”, 2015)

3.2.9 Industrial

Light Industrial

This designation provides for limited indoor warehousing and distribution, and indoor manufacturing and assembly involving production processes using already manufactured components to assemble or package products, and not including heavy manufacturing and uses involving primary commodities or raw material. Light Industrial zoning ordinances should be located away from residential areas, except in such cases where buffering and other mitigating factors are established by development ordinances or policies, or where the conditions of a tentative map or planned unit development provide compatibility. Zoning ordinances should establish an allowable percentage of parcel area that may be utilized for commercial uses.

Heavy Industrial

This designation provides for light and heavy manufacturing and uses involving primary commodities or raw materials. By nature of their intensity, this designation should be located away from residential areas. Heavy Industrial zoning ordinances should allow for all light-industrial uses, and provide special board and planning commission review for uses found in potential conflict with the heavy industrial zone. The ordinances should also establish an allowable percentage of parcel area that may be utilized for commercial uses.

Special Industrial

This designation provides for high-intensity and highly-volatile industrial and manufacturing uses that require extended separation from other less intensive uses. These uses may include, for example, weapons, explosives, and chemical manufacturing, testing, storage, and uses. These uses are necessary and appropriate for the planned development of the county. They must also be protected from encroachment of incompatible uses through proper land use controls and buffering. This designation should not be combined with any other designation (e.g., mixed-use), with exception of parcel(s) in the county already having such conditions under court decree (see Lagomarsino Area Plan).

Industrial Commercial

This designation provides for heavy commercial and light-industrial mixed-use (non-residential) environments situated near principal traffic arterials, such as the Interstate 80 and USA Parkway corridors, and industrial development with which the allowed uses are compatible. This designation is not intended for residential areas or general neighborhood commercial areas, such as Gold Hill, Virginia City, Lockwood, or other such residential communities where C Commercial, CR Commercial Residential, or other zoning may be more appropriate. Industrial-Commercial zoning may be considered in Heavy Industrial designated areas when the location and configuration of the zoning conformance to the provisions of this master plan.

Industrial (Tahoe-Reno Industrial Center)

This designation provides for light industrial, heavy industrial, commercial, and industrial commercial uses and zones pursuant to the Development Agreement between Storey County and the Tahoe-Reno Industrial Center, LLC. This designation may only be applied to land within jurisdictional boundaries of the Tahoe-Reno Industrial Center and the development agreement.

Industrial (Nevada Uplands)

This designation provides for heavy industrial and special industrial uses pursuant to a settlement agreement in the Nevada Supreme Court between Storey County and Nevada Uplands, LLC. This zoning designation may only be applied to land within the jurisdictional boundaries of the settlement agreement existing at the time of adoption of this master plan.

3.2.10 Industrial-Professional

This designation provides for limited and very light indoor warehousing, distribution, and manufacturing involving production processes using already manufactured components to assemble or package products, and not including heavy manufacturing and uses involving primary commodities or raw material. Zoning should be performance-based and contain design and use standards that create complementary interface between it and abutting residential uses. The standards should lessen impacts between the abutting uses through:

- Distance and buffering;
- Landscaping, screening, noise, and lighting standards;
- Vehicle access, egress, parking, and on-site circulation;
- Property management through owners associations, Covenants, Conditions, and Restrictions (CC&Rs), etc.; and
- Placement of buildings and structures such as to reduce direct visual impacts to area residences, and cause blending with the surrounding natural environment, including backdrop mountain vistas.

3.2.11 Public Facilities

Public and quasi-public uses include government offices and facilities, municipal utilities, parks, schools, transportation facilities, fire stations, law enforcement facilities, and similar public services. Non-profit churches, community facilities, and cemeteries and other quasi-public facilities are included in this designation. Public facilities should be considered as a necessary component of all areas in the county when the specific uses are found to be compatible with surrounding uses.

3.2.12 Tribal Lands

Pyramid Lake Paiute Tribal Trust Lands are located at the northeastern portion of Storey County at Wadsworth. Storey County has no development authority over these lands. However, county officials should communicate and coordinate as much as possible with the tribe on proposed lands uses that may affect tribal lands in Storey County.

3.2.13 Transition Areas

This designation provides for zones and uses already existing at the time of this master plan; however, it recognizes that conflicts may exist with adjacent uses or that other zones may be appropriate in addition to what is provided for in the master plan maps. Accordingly, it provides for property owner driven changes to more compatible zoning without amending this master plan. The recommended zoning is delineated in each transition area on the master plan land use map.

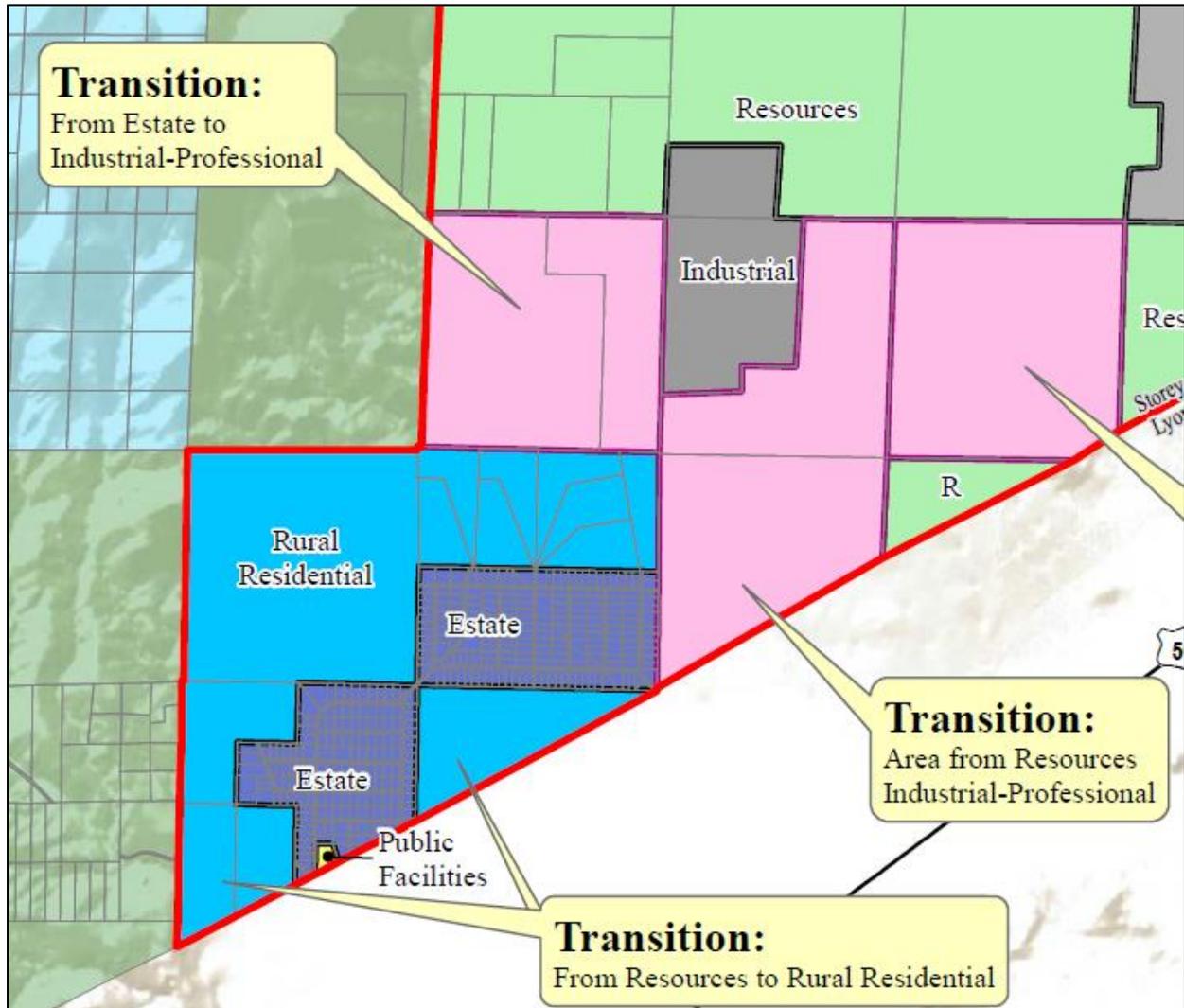


Figure 32-3: The master plan excerpt from the Mark Twain Planning Area demonstrates a Transition Area where potential zoning or use conflicts exist with abutting zones or uses. In this case, this master plan provides allowances to “transition” existing Resource to Industrial-Commercial designation to better conform to abutting uses and zones. The image below shows desired transitioning that may be achieved between major activity centers and single-family residential uses. (Source: Storey County Planning Department).

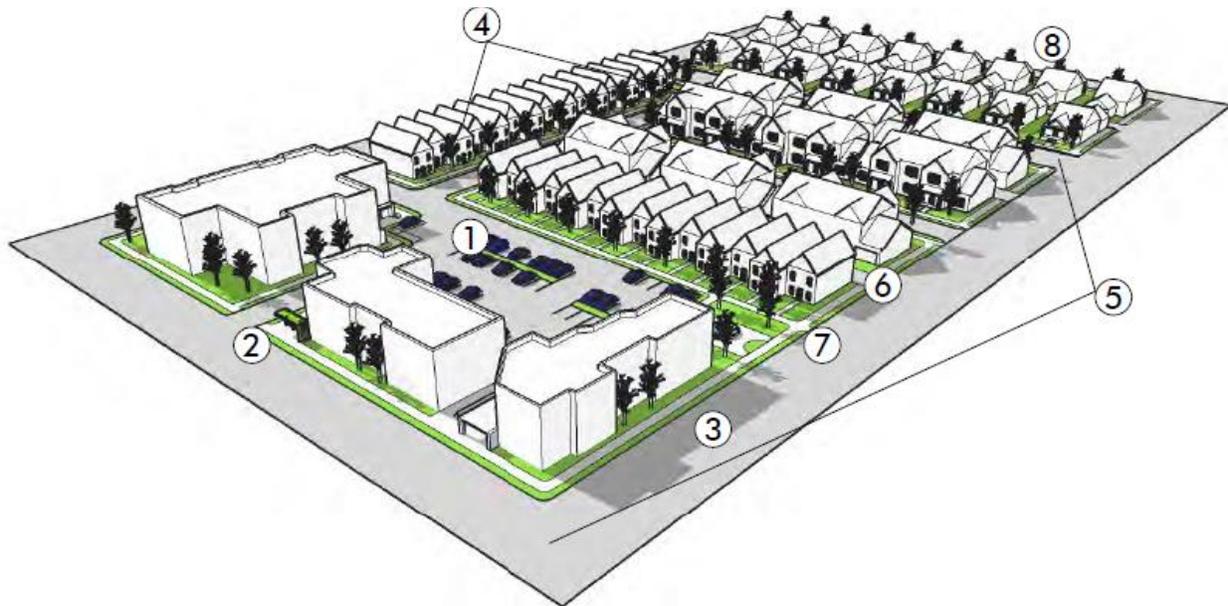
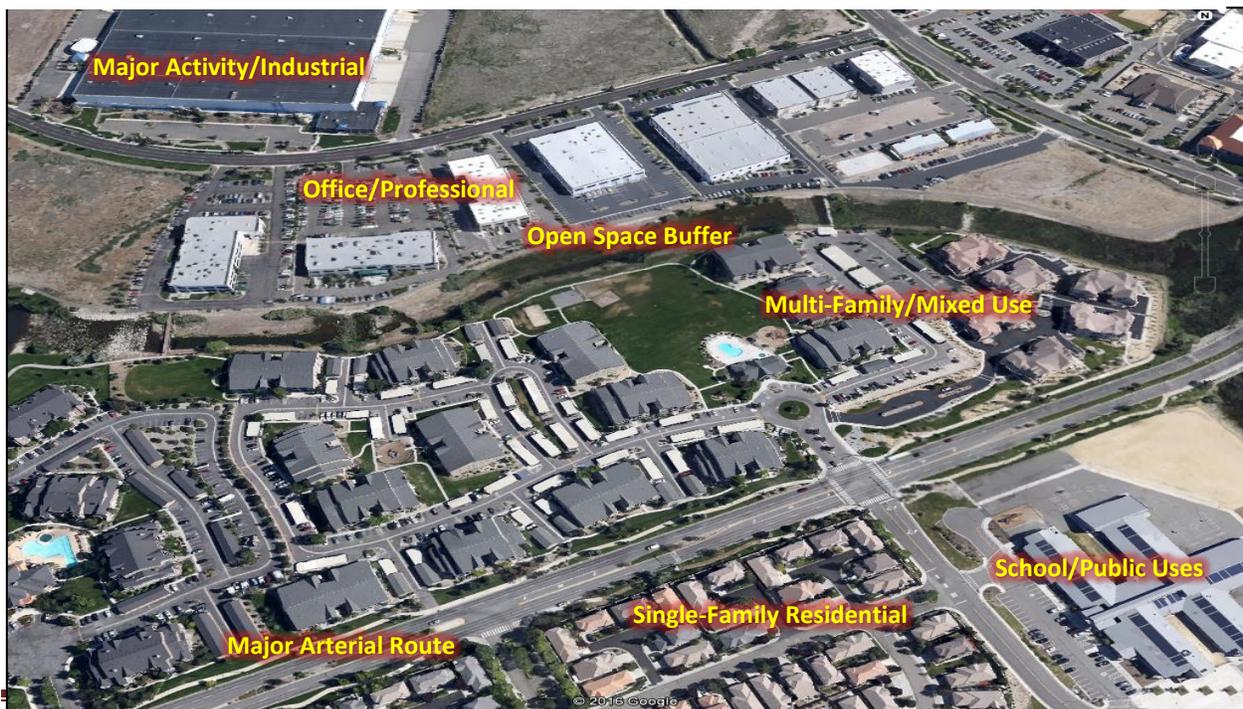


Figure 3.2-4: The illustrations demonstrate transitioning between use intensities. Transitioning from light to heavy intensity and density uses lessens conflict between different uses and contributes to cohesive communities. The illustration above illustrates ways that transitioning may occur as follows: (1) Parking located behind buildings and away from street frontage; (2) Direct pedestrian connections to transit stop; (3) Retail and other active uses clustered along primary street frontage; (4) Multi-family mixed housing; (5) Uses within activity centers organized around a pattern of walkable blocks; (6) Alley access to residential garages; (7) Direct pedestrian connection to activity center and neighborhood from primary street frontage; (8) Medium density residential provides transition to lower density single-family neighborhood. The image below from the Damonte Ranch, Reno area, illustrates transitioning occurring in the area. (Source: (top) City of Sparks, Transit Oriented Development Corridor Area Plan, 2002; (bottom) Google Earth base aerial)



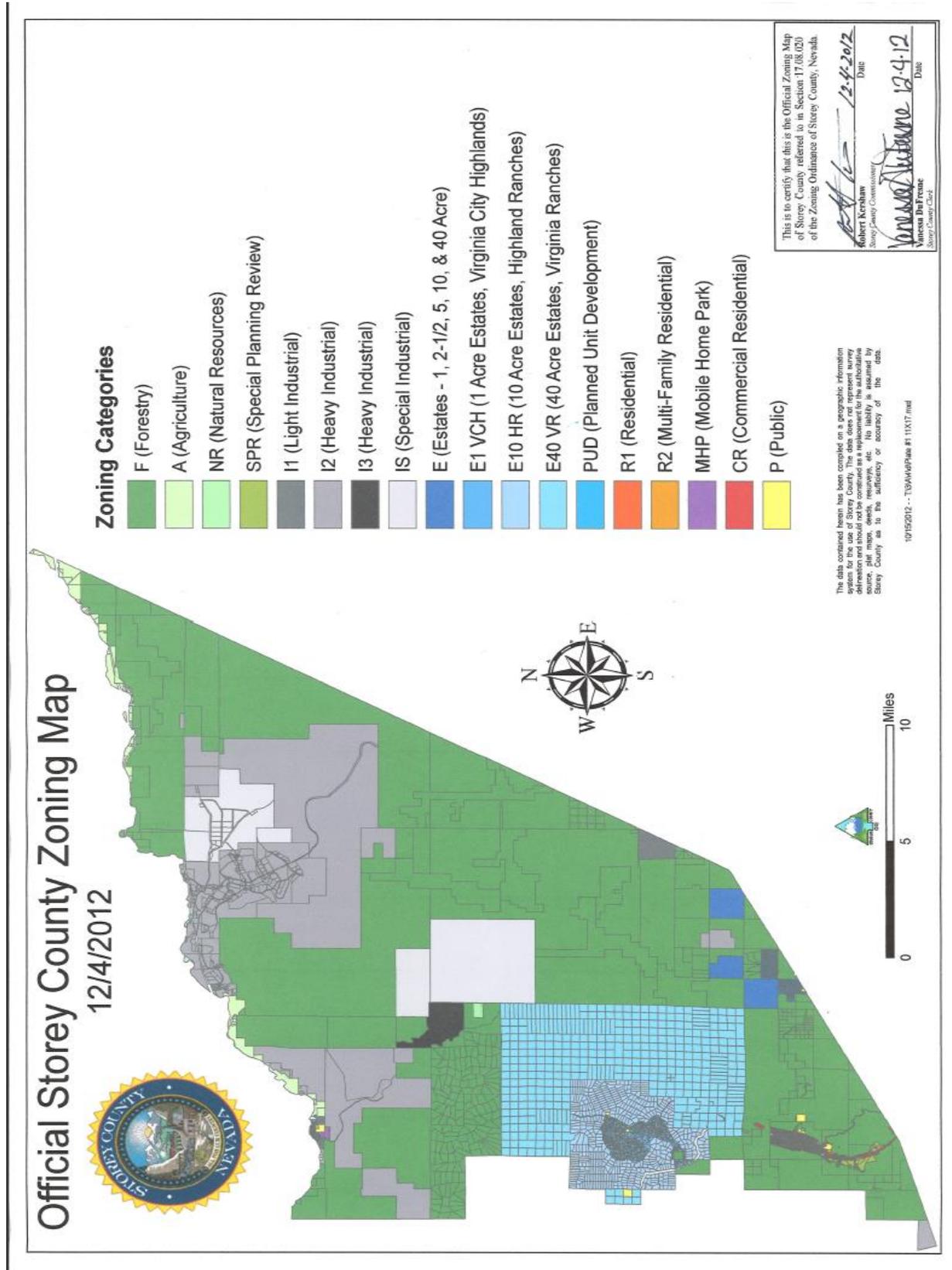
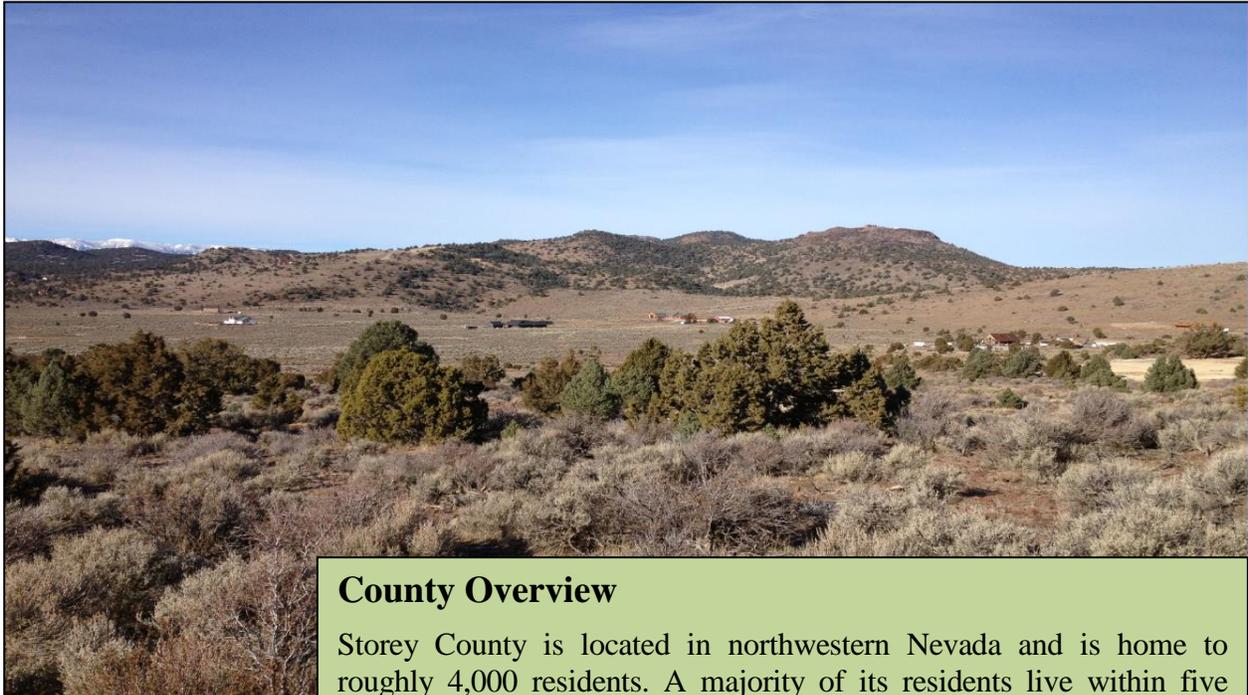


Figure 3.2-5: Storey County Zoning Map existing at the time of adoption of this master plan.

3.3 Countywide Plan



County Overview

Storey County is located in northwestern Nevada and is home to roughly 4,000 residents. A majority of its residents live within five communities, including Virginia City, Gold Hill, Highlands, Lockwood, and Mark Twain. The county is considered rural, but it also includes areas designated for heavy and high-tech industry. The county has a rich past in mining, and to this day mining is a significant part of the county's economy and heritage.

3.3.1 Introduction

This section describes the general location, land use patterns, and key land use issues in Storey County. This master plan also divides the county into unique planning areas, each with specific land use trends, goals, objectives, and policies. Those elements are discussed later in this chapter.

The subject matter of this chapter was derived from public community workshops that occurred between 2009 and 2015, public surveys and other data gathering efforts, the prior 1994 Storey County Master Plan, and other planning documents.

Goals, objectives, and policies follow the countywide and community summary statements. The goals, objectives, and policies are the most essential element of the master plan since they establish direction for the county to follow in carrying out the plan and making land use decisions.

3.3.2 Location and General Description

Storey County is located in northwestern Nevada approximately 40 miles from the California-Nevada state line. Storey County's western boundary follows township, range, and section lines that roughly conform to the western crest of the Virginia Range.

The northern boundary is defined as the line equidistant between the north and south banks of the Truckee River, which it follows for about 25 miles. The southeast boundary line connecting the north and west boundaries of the county trends the base of the southeasterly edge of the Flowery Range. The county is bordered on the west and the north by Washoe County and on the east and south by Lyon County. Carson City abuts Storey County at its southwest corner near Mount McClellan. With 264 square miles of total land area, Storey County accounts for less than one-quarter of one percent of Nevada's total land area, making Storey County the second smallest county in the state. The foremost geographic feature of Storey County is its mountainous topography.

Storey County is classified by the U.S. Census Bureau as rural. The county has an approximate population of 4,010 with a population density of approximately 15 people per square mile (U.S. Census, 2010). The county seat is Virginia City, located in the southern part of the county on the eastern slope of Mount Davidson. Most residential development is concentrated in five communities: Virginia City and Gold Hill, Highlands, Lockwood, and Mark Twain. Several residents live in outlying areas such as Painted Rock. Most commercial activity is concentrated in Virginia City and McCarran, with a lesser degree occurring in Lockwood and Gold Hill.

3.3.3 Key Issues

Encroachment of urban sprawl

Urban and suburban expansion of abutting Reno and Sparks, Dayton, and Fernley is approaching each side of the county's borders. These conditions will make it increasingly important and challenging for Storey County leaders to conform firmly to the principles of this master plan.

Water quality and quantity

Nearly every community in the county is faced with water supply challenges. As the county grows in population and economic activity, it will become increasingly important to conserve existing resources, plan for improved water uses, and obtain necessary water for existing and anticipated growth.

Mining and cultural resources

Mining is a significant part of the county’s history as well as its current economy. However, if not managed properly, mining (particularly surface mining) can have devastating impacts on existing and future residences, businesses, and the local economy. If the potential adverse impacts of mining are appropriately mitigated through local control, as well as through collaboration with state and federal officials, community stakeholders, and residents, mining can be a positive element of the county and the effected communities.

Community fragmentation

Storey County’s residential communities are separated by long distances and extreme mountainous geography. The conditions create fragmented communities and make accessibility to the county seat, Virginia City, difficult. County officials should consider potential future routes by which communities across the county may be better connected. Active engagement with the communities potentially impacted by such routes should accompany the goals, objectives, and policies in this master plan.

Federal lands

Federally-owned land comprises approximately 20 percent of the land located within Storey County. The county may be precluded from imposing certain regulations or allowing entitlements on federal lands and the guiding principles of this master plan and that of the Bureau of Land Management may differ substantially. It is imperative that county officials maintain consistent active engagement with the Bureau of Land Management – such as through cooperating agency partnerships – and other federal land management agencies during consideration of land use planning and projects on federal lands in the county.

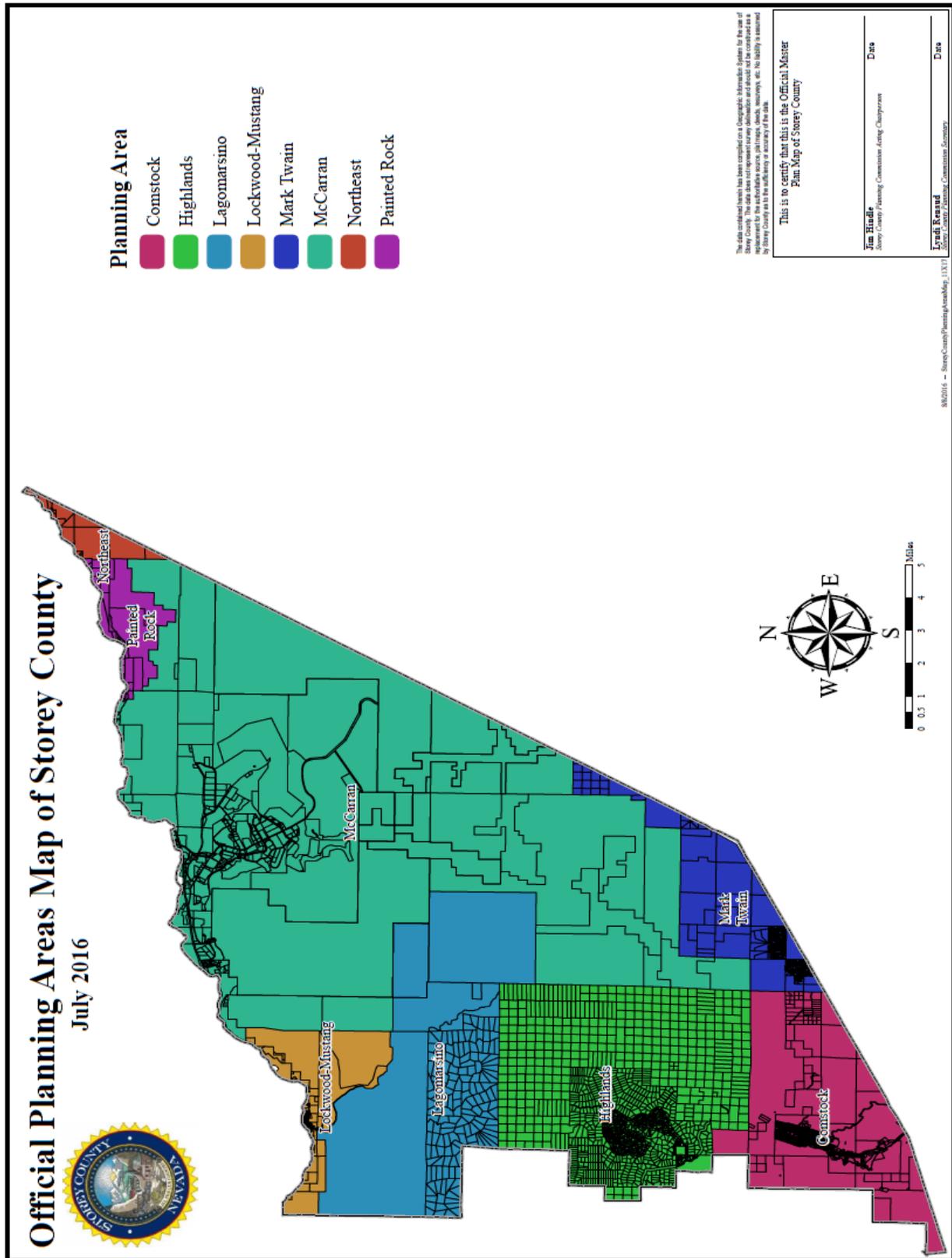
3.4 Area Plans

3.4.1 Introduction

The Area Plans contain detailed information about each region and community in the county. The purpose of each plan is to provide direction for development that maintains and enhances the existing distinctive character of each area. This section divides the county into the eight regions shown in Figure 3.4-1 Storey County Planning Areas. Land use issues, as well as goals, objectives, and policies for each, are discussed in the following section.

| Figure 3.4-1 Planning Area Acres and Percentage of County | | |
|--|--------------------|-----------------------------------|
| Planning Areas | Acres (+/-) | Percentage of County (+/-) |
| Comstock | 15,915 | 9.41 |
| Highlands | 25,009 | 14.78 |
| Mark Twain | 8,482 | 5.01 |
| McCarran | 85,573 | 50.57 |
| Lockwood-Mustang | 5,764 | 3.41 |
| Lagomarsino | 23,523 | 13.90 |
| Northeast | 1,712 | 1.01 |
| Painted Rock | 3,230 | 1.91 |

Figure 3.4-2: Storey County Master Plan Planning Areas



3.4.2 COMSTOCK AREA PLAN



Community Overview

The Comstock Area Plan depicts four distinct historic communities, Virginia City, the Divide, Gold Hill, and American Flat, which are located at the southernmost portion of Storey County. While situated in close proximity, these communities are unique, ranging from the high-density mixed-use environment of Virginia City to the sparsely populated rural area of American Flat. Each community maintains its 19th century character, and considerable measures are employed to maintain the authentic historical character while also promoting business, tourism, and living.

Introduction

For the purpose of this plan, the Comstock area is divided into four sub-regions: Virginia City, the Divide, Gold Hill, and American Flat. Each region is unique in its past and present land use patterns. Community leaders should consider the interrelationship between each community and the overall historical character of the Comstock when considering land uses in each sub-region.

Virginia City

Location and general description

Virginia City is located on the eastern slope of Mount Davidson in the southwest area of the county. Its existence is directly attributed to the discovery of the Comstock Lode and the mining activities that took place in the late 19th century. Today it remains a residential community and major commercial tourist attraction, and it includes several active mining operations.

Virginia City is located within the Virginia City National Historic Landmark. The entire town and its surroundings are highly rich in history. With more than half of its structures being of significant historic value, and with minimal development in the surrounding environment, the town today remains a place of authentic historical character.

Once home to nearly 40,000 residents Virginia City has a population today of approximately 1,100 people. An average of twelve residential structures are constructed each year with the trend relatively consistent over the over the past 20 years. All residential structures are custom built meeting Comstock Historic District Commission architectural requirements, and for the most part they are built on existing platted parcels. There are no planned unit developments in Virginia City. The town includes approximately 250 commercial businesses, composed mostly of tourism-oriented enterprises including boutique shops, eateries, saloons, museums, and boarding accommodations. Virginia City, the county's most densely populated community, also serves as the county's seat.

The community is built upon steep and irregular topography which in many areas exceeds a 25 percent slope. It is laid out in a square platted grid pattern with little conformance to local topography on which it was built. Most homes in the area were built by owner-builders or small contractors and the historic residential land use patterns and practices have been, for the most part, maintained.

Existing and future uses (planning sub-areas)

Virginia City is a mixed-use community of low- to medium-density residential uses integrated with commercial, industrial, public, and tourism uses. Single- and multi-family residences exist in the downtown commercial area and its surrounding neighborhoods, and in some cases they interface directly with historic heavy- and light-industrial zones and uses. The following describe patterns of use occurring throughout Virginia City. Each of the following areas described should be considered specific plans for the purposes of this master plan.

Downtown Area Specific Plan

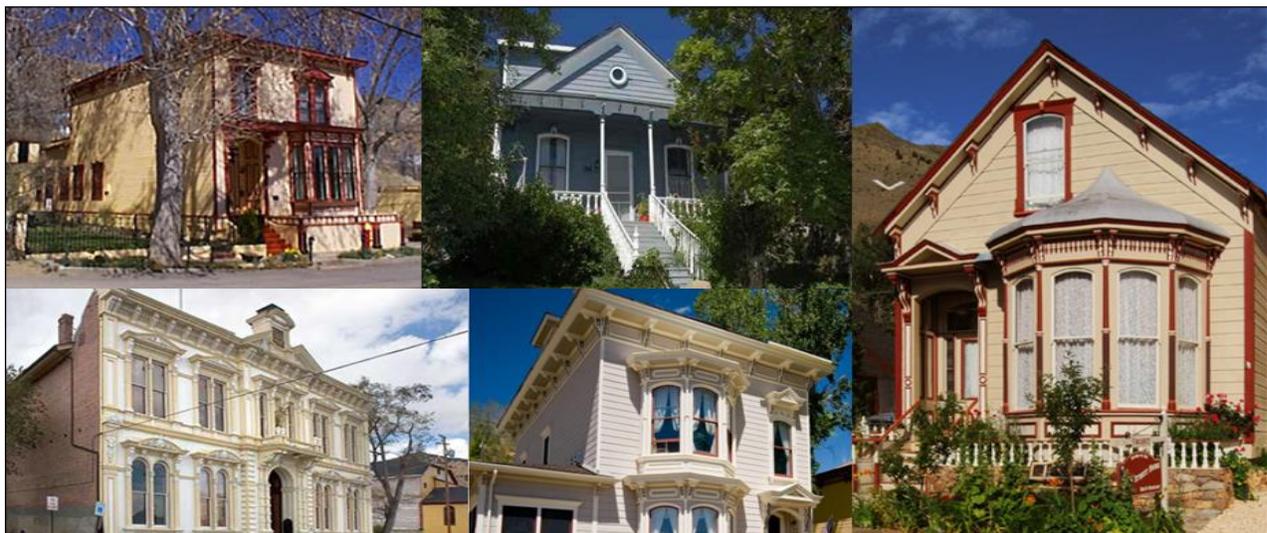
State Route 341, also known as "C" Street, is the main thoroughfare of Virginia City. Commercial uses along "C" Street are predominant but they are heavily integrated with single- and multi-family residential, public, and other non-commercial uses. There are also many vacant lots in this area that are suitable for continued mixed-use development.

Secondary to the main commercial corridor is “B” Street. This corridor contains commercial establishments but to a much lesser degree than “C” Street. Its commercial uses include Piper’s Opera House, including an independently-owned saloon on its first floor; several fraternal lodges; two bed-and-breakfast inns; and one or more retail shops. Some hotels and other uses abutting “C” Street run the entire length of their parcels and abut and/or provide secondary rear-access from “B” Street. The Storey County Courthouse is located toward the middle of “B” Street and it remains the center of local government and Nevada’s First District Court. Residential uses along “B” Street are abundant and include free-standing multi-family and single-family dwellings as well as flats above “C” Street facing businesses.



Figure 3.4-3: “New Urbanism” and neo-traditional community planning share a philosophy centered on creating strong sense of community by incorporating core elements of traditional small towns into new and revitalized communities. Compact walkable neighborhoods are integrated with active streets and mixed-use commercial centers. Virginia City, with its dense mixed-use commercial core and immediate surrounding residential community, provides an authentic small-town environment that is emulated in many new communities today. The strong sense of community is depicted in the 2010 photograph of a local coffee shop with its local patrons spilling into the town’s main street while the shop owner shoes a neighbor’s horse. (Source: Larry Ryan, 2013)

Figure 3.4-4: Second to “C” Street, the highest concentration of late nineteenth century buildings of Victorian and Italianate architecture are found on “A” and “B” Streets. Many of these structures have undergone partial or complete restoration and several have been converted to bed-and-breakfast inns. (Source: Store County Planning Department, 2012-2015)



Ophir Neighborhood Area Specific Plan

The area west of the downtown corridor and north of Washington Street, including Summit, Howard, and “A” Streets, is mostly composed of single-family residential uses. One exception is the historic Cobb Mansion bed-and-breakfast inn that currently operates on “A” Street. This area includes Virginia City’s highest concentration of nineteenth century mansions, and today retains the authentic character and feel of the upscale district it once was. Prominent buildings on “A” Street include the King-McBride Mansion, Cobb Mansion, Piper-Beebe House, and many other Gilded Age mansions and homes.

This area is expected to retain its single-family residential use pattern for the foreseeable future. However, case-by-case considerations have been given to applications for bed-and-breakfast inns when proposals are compatible with the residential and historic character of the area. Multi-family, commercial, and motel and hotel lodging uses have been proposed in this area over the past ten years, but were denied by the board and planning commission due to incompatibility with existing uses.

Parcels located on the same north-south oriented streets, but south of undeveloped Washington Street, are unimproved, and due to steep and irregular topography and platted roads that do not conform to natural geography, are not currently considered practical for building. However, as other areas in Virginia City are built-out, and the demand for premium viewshed real estate increases, proposals to develop this land should be expected. Reconfiguring parcels and public right-of-ways in this area in order to conform better to local geography may enhance development marketability in this area and facilitate additional housing opportunities. Diverging from historic grid-pattern parceling in this area, such as through the merger-and-re-subdivision process, should be considered.



Figure 3.4-5: Virginia City looking south (Source: Virginia City Tourism Commission, 2016)

V&T Midtown Area Specific Plan

The area immediately east of downtown, including most of “D” through “F” streets, is composed of sporadic clusters of commercial, and single- and multi-family residential uses separated by large tracts of vacant land. Most of the buildings and uses in this area are remnants from the 19th Century which to this day are occupied and used much as they were a century ago.

This two-mile corridor is becoming increasingly significant to Virginia City’s overall tourism and economic development portfolio. The following subsections describe projects and improvements that should be considered when planning for area improvements and tourism.

Freight Depot and Tunnel 6

Constructed in 1869 and decommissioned in 1938, the Virginia & Truckee Railroad Freight Depot, located in Virginia City at the corner of Sutton and “E” streets, served as the town’s supply distribution center for the Virginia & Truckee Railroad. Since its closure, the building has remained mostly vacant and unchanged and plans have been made to restore and repurpose the structure.

Soon after the freight depot was decommissioned, Tunnel Six, which facilitated a portion of the railroads alignment from its current terminus east of Hugh Gallagher Elementary School to the freight depot, was also abandoned and partially backfilled rendering it inaccessible and useless.

County officials are engaged with the Freight Depot’s owners in an effort to purchase the building and its surrounding properties. If a purchase is successful, the county plans to restore the building and improve its surroundings in order to facilitate tourism and transportation purposes.

The county also conducted an engineering feasibility study for the reconstruction of Tunnel Six. With purchase of the freight depot, reopening the historic train tunnel and extending the railroad through it and to its historic north terminus, and resuming Virginia and Truckee Railroad service to the facility, are likely. The building and its surrounding properties may ideally facilitate a multi-modal transportation center where motorists and long-line rail passengers can board local public transportation that connects them to the downtown area and other key attractions throughout Virginia City and Gold Hill.

Fairgrounds Area

Until 2015, the Virginia City International Camel Races and other similar events were held at a makeshift riding arena located on vacant land two blocks east of the Virginia City Freight Depot and the Silverland Inn and Suites hotel. The ability of this land to facilitate tourism uses has, over the years, become increasingly problematic. The popularity and size of annual events have expanded beyond the capacity of the land, and clouded ownership title and legal challenges associated with it have fostered an unpredictable business environment.

In 2015 the Virginia City Tourism Commission, out of necessity, relocated its planned special events to another tract of land on “F” Street approximately one-mile to the south of the old arena area. The subject property has over the past several years emerged as a center for tourism activities including stagecoach rides, cannon shooting competitions, Civil War reenactments, and other unique “Wild-West” themed attractions not found elsewhere in town. The acreage, layout, and location of this land make it ideal for large events that the site described earlier was increasingly incapable of accommodating. The tourism commission plans to, over time, develop the land into a permanent fairgrounds facility. The land is currently zoned Heavy Industrial, and the county should consider working with the land owner to apply zoning that better accommodates anticipated uses.

Tourism uses are expected to expand significantly along this entire corridor. While promoting tourism events and other uses, as well as their supporting infrastructure, special considerations should be taken in this area on a case-by-case basis to assure compatibility between residential and non-residential uses in the immediate area.

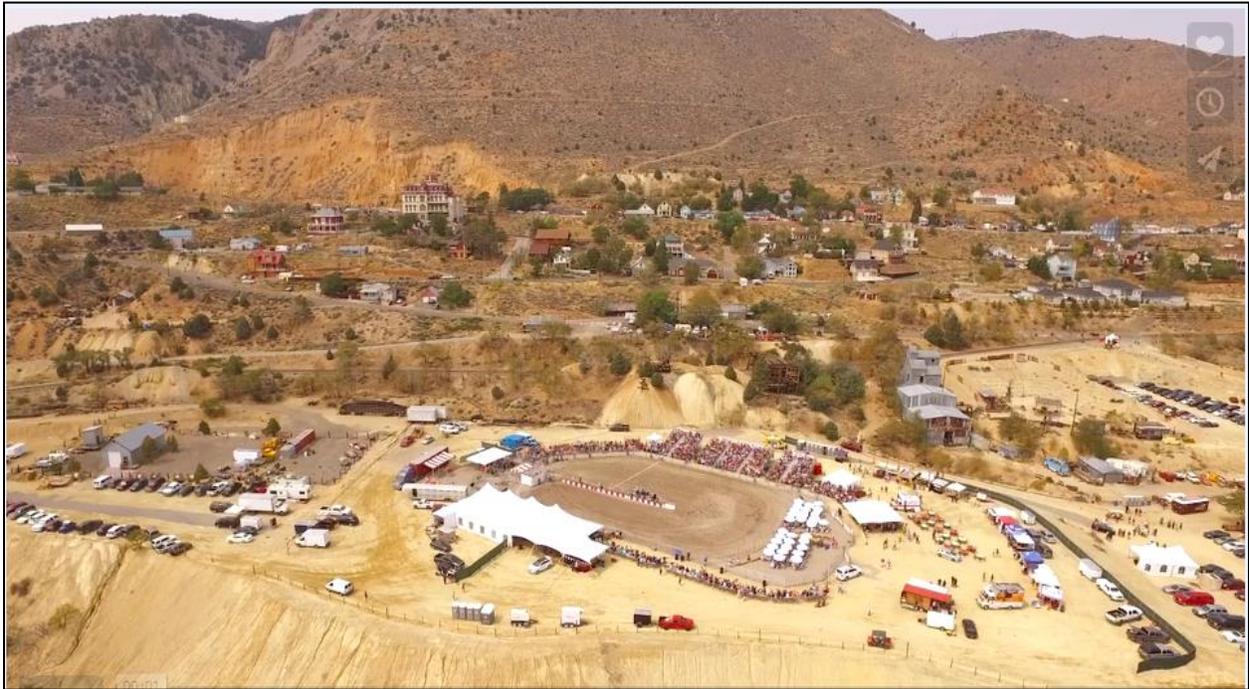


Figure 3.4-6: Photo of Virginia City fairgrounds on “F” Street taken during the 2015 Annual International Camel Races event. (Source: Virginia City Tourism Commission, 2015)

Silver Star Neighborhood Area Specific Plan

The area east of downtown and the V&T Midtown areas generally include land between “G” and “R” Streets and other areas of Mt. Davidson’s lower slope. This area is mostly comprised of single-family detached residential uses.

Steady infill of new single-family residential construction has occurred in this area within the past 20 years. Vacant land in this area is, in some cases, more affordable than in other parts of town, and resultantly the area has emerged into a relatively moderate- to medium-income neighborhood. There are isolated pockets where exceptions to the single-family residential pattern exist. They include St. Mary’s Art Center, a commercial use allowing short-term and overnight resort-like accommodations; Virginia City High School; power utility substation along Union Street; and the local solid waste transfer center on “R” Street. Several ancillary uses such as horse corals and unoccupied vacant buildings also occupy the area. None of these uses appear to conflict with the surrounding residential neighborhood.

Continued residential infill is expected to persist in this area for the foreseeable future. The rate of growth may accelerate moderately with the region’s improving post-recession economy and enhancements to local water and sewer infrastructure (see Chapter 9 Public Services and Facilities).

While it is important to promote tourism and protect other historical non-residential uses in the area, special case-by-case consideration should be made for non-residential uses to assure that they remain compatible with the surrounding residential environment.

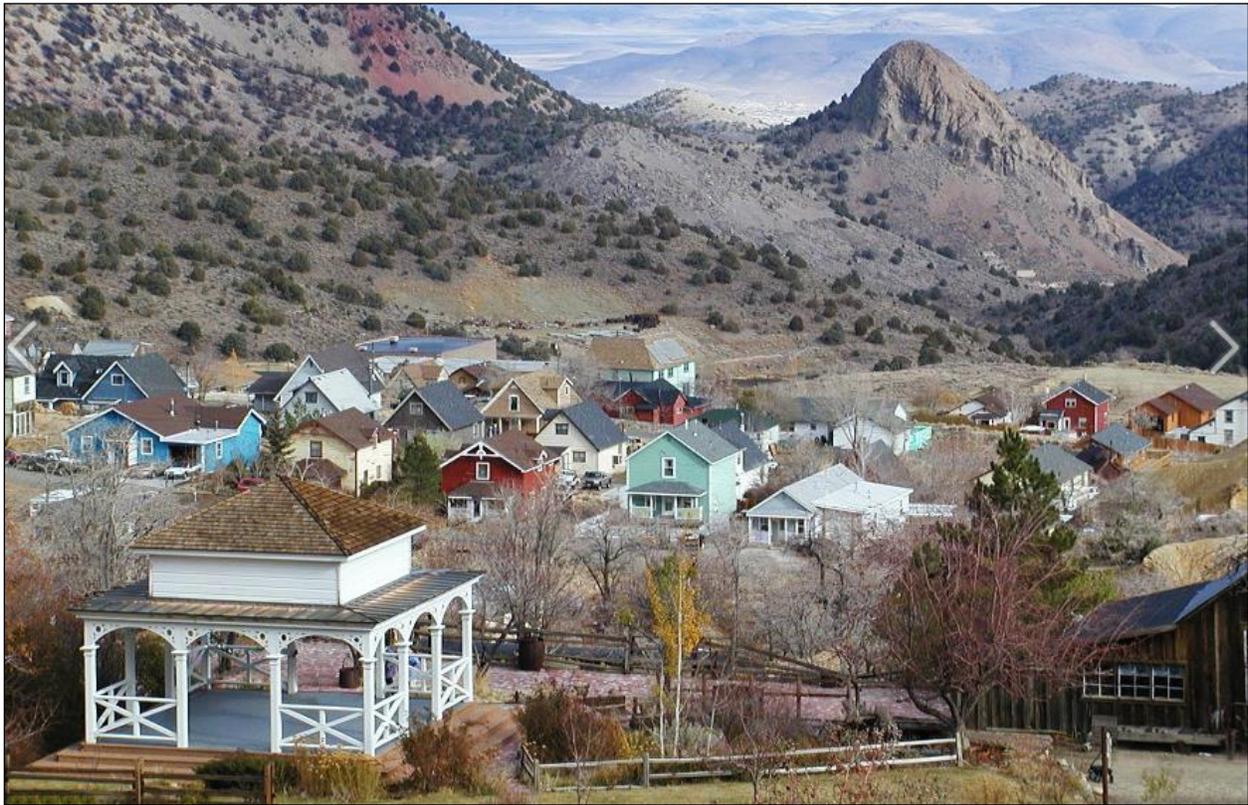


Figure 3.4-7: The image illustrates well the single-family residential neighborhood character of the eastern portions of Virginia City. (Source: *Virginia City Tourism Commission, 2016*)

The Divide Area Specific Plan

The Divide is located immediately south of Virginia City along State Route 342. It is situated on a bluff at the apex of Gold Canyon, and is named for its intermediary placement between Gold Hill and Virginia City. This approximately two square-mile area is composed of single-family residences sporadically intermixed with commercial and public services and facilities uses.

The Divide, one of the three major communities on the Comstock, is an emerging mixed-use community of single-family residences and commercial uses, including two motels, a small proprietor light-manufacturer, physical fitness center, long-standing non-profit social services center, and several state and county public works facilities. The community's population of approximately 200 people is similar to that of Gold Hill to the immediate south. This area is beyond the commercial tourism core of Virginia City. However, there are many easily developable parcels abutting State Route 342 with high potential for commercial uses.

Housing and economic activity in this area is likely to grow in the coming years as affordable and buildable sites in Virginia City become increasingly scarce. Local demand for non-tourism oriented retail and commercial services may be the predominant drive for growth in this area. Public works facilities in this area have expanded steadily in a commensurate level with population and commercial growth in the south part of the county, and it is expected that these facilities will grow at their current locations and at a similar rate into the foreseeable future.

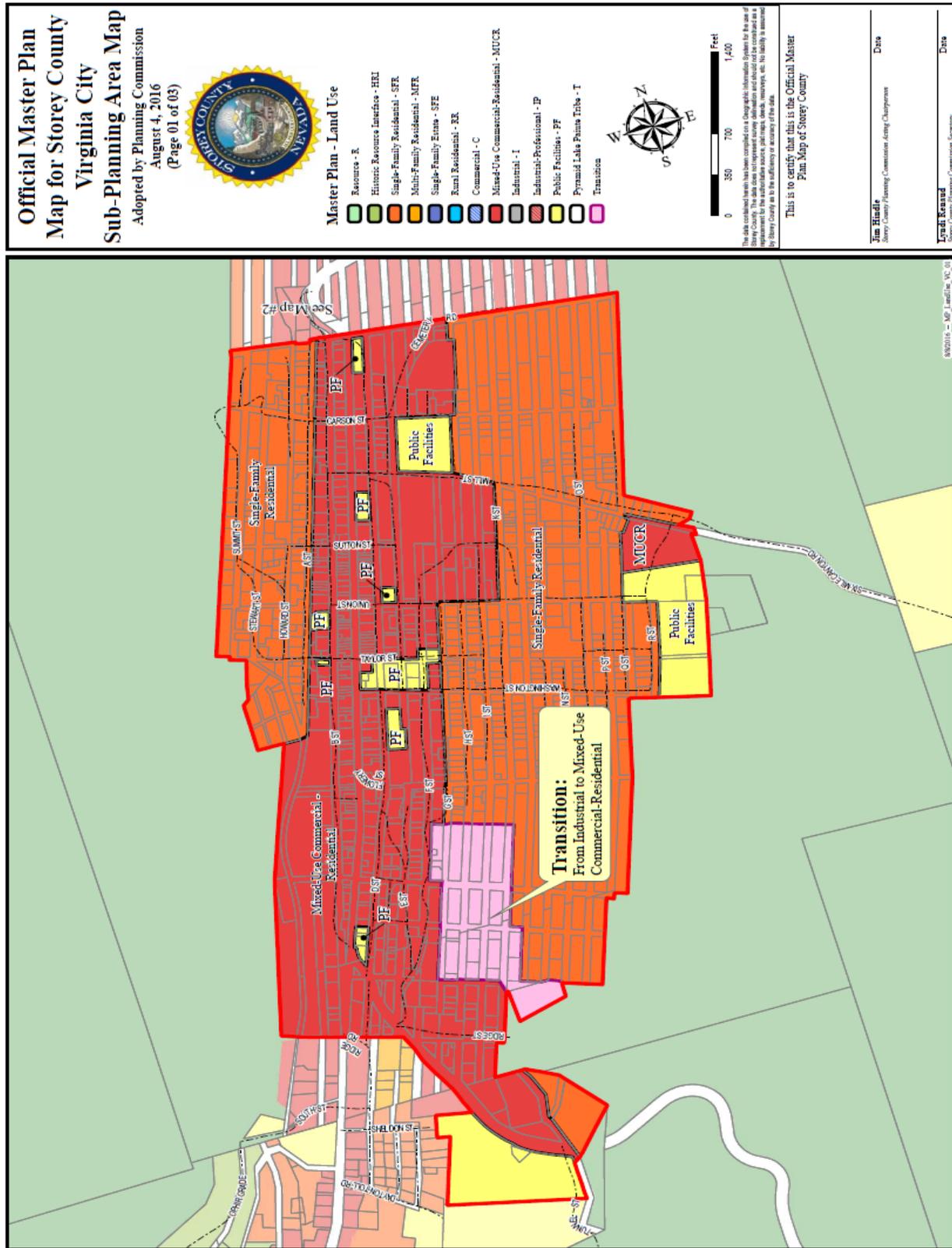
Continued commercial expansion will contribute to the area's historic growth pattern and enhance the mixed-use character supported by this master plan. However, it is important to manage commercial uses in this area so that they remain compatible with the intermixed residential community. Special consideration should also be taken to ensure that existing and future expansions of public works facilities occur in an opposing direction to residential uses in order to minimize potential conflict.



Figure 3.4-8: Looking east over the Divide from Ophir Grade, the image portrays the Divide as an emerging mixed-use community. The image below shows the most recent commercial expansion along State Route 342. (Source: Storey County Planning Department, 2015 (top); Jessie and Nick Fain, 2016 (bottom))



Figure 3.4-9: Master Plan Virginia City Sub-Planning Area Map



**Official Master Plan
Map of Storey County
Lands Adjacent to
Virginia City
Area Map**
Adopted by Planning Commission
August 4, 2016
(Page 02 of 03)



Master Plan - Land Use

- Resource - R
- Historic Resource Inheritance - HRI
- Single-Family Residential - SFR
- Multi-Family Residential - MFR
- Single-Family Estate - SFE
- Rural Residential - RR
- Commercial - C
- Mixed-Use Commercial-Residential - MUCR
- Industrial - I
- Industrial-Professional - IP
- Public Facilities - PF
- Pyramid Lake Paiute Tribe - T
- Transition



The data contained herein has been compiled from a Geographic Information System for the use of Storey County. The data does not represent survey information and should not be considered as a measurement for the subdivision source, plat maps, deeds, easements, etc. No liability is assumed by Storey County as to the substance or accuracy of this data.

This is to certify that this is the Official Master Plan Map of Storey County

Jim Hinkle

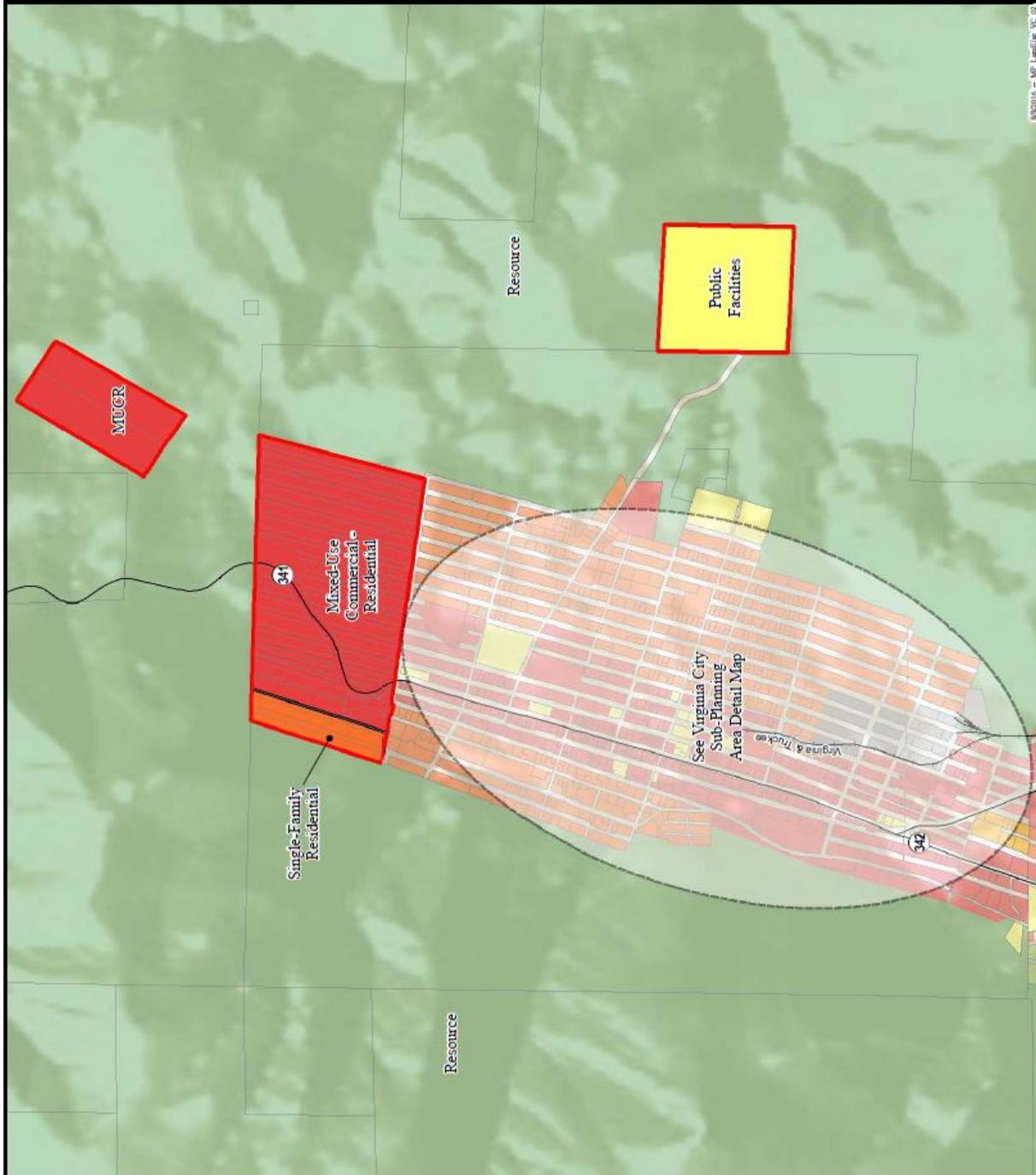
Storey County Planning Commission Acting Chairperson

Date

Lynal Kraus

Storey County Planning Commission Secretary

Date



**Official Master Plan
Map of Storey County
Virginia City
Area Map**
Adopted by Planning Commission
August 4, 2016
(Page 03 of 03)



Master Plan - Land Use

- Resource - R
- Historic Resource Interface - HRI
- Single-Family Residential - SFR
- Multi-Family Residential - MFR
- Single-Family Estate - SFE
- Rural Residential - RR
- Commercial - C
- Mixed-Use Commercial-Residential - MUCR
- Industrial - I
- Industrial/Professional - IP
- Public Facilities - PF
- Pyramid Lake Paiute Tribe - T
- Transition



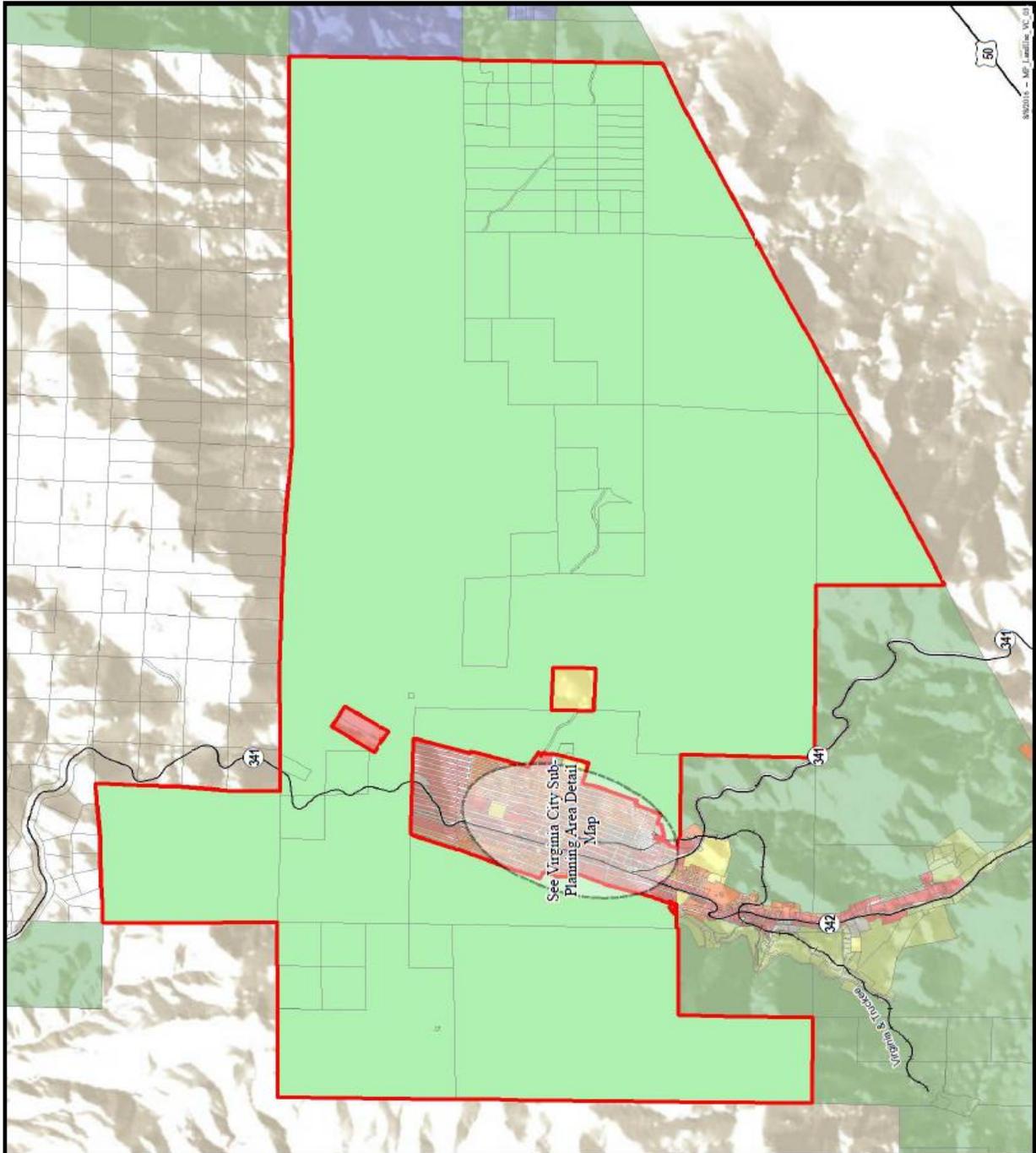
0 500' 1,000' 2,000' 3,000' 4,000' 5,000' 6,000'
Feet

The data contained herein has been compiled from a Geographic Information System for the use of the Planning Commission. It is not intended to be used for any other purpose, and no liability is assumed by Storey County as to the sufficiency or accuracy of the data.

This is to certify that this is the Official Master Plan Map of Storey County.

Jim Hinkle
Storey County Planning Commission Acting Chairperson
Date _____

Kristi Keenan
Storey County Planning Commission Secretary
Date _____



Gold Hill

Location and general description

The 1863 Official Plat of Gold Hill shows a town and lot layout based upon the steep contours of upper Gold Canyon and the boundaries of mining claims. Gold Hill's namesake was reportedly a reddish-yellow hill that existed north of the Virginia & Truckee Railroad Depot until the 1970s when the Imperial Pit was dug by the Houston Oil and Minerals mining company.

In general, Gold Hill's fragmented town site lots appear to have been haphazardly located according to squatters' code of first-come-first-serve during the heyday of the Comstock Lode. The 1863 Plat was drawn four years after Gold Hill became populated. Historic photographs show that Gold Hill was once a densely populated mixed-use community. Today, most of its parcels are vacant with most remaining buildings concentrated at the upper part of Gold Canyon. Gold Hill remains a mixed-use community of residential, commercial, and mining uses.

Existing and future uses

Commercial uses

Commercial uses in Gold Hill include the Gold Hill Hotel and Maynard's Tavern, both abutting Main Street (State Route 342) just south of the Virginia and Truckee Railroad. In 2005, the V&T Railroad was expanded approximately twelve miles south of its terminus at the Gold Hill Train Depot to Flint Drive in Carson City. The rail extension has made the V&T short- and long-lines a significant contributor to the region's tourism economy. The Gold Hill Train Depot, located adjacent to the Main Street rail crossing, has also undergone substantial restoration over the past decade. As the region's tourism economy grows, the train depot will likely serve as an increasingly significant intermodal transit center, as well as museum and history center, that will increase tourism traffic to local private businesses.

Several historic industrial sites and structures still exist in Gold Hill but are either dilapidated or are in-tact but have remained dormant for decades. The Crown Point Mill, a cyanide-based ore processing plant last operated in 1947, is the most prominent industrial facility remaining in Gold Hill. Several attempts, most recently in 2011, were made to reopen and operate the facility over the

past 30 years. It is recognized that the Crown Point Mill is a historic industrial use that may again be considered for light or heavy industrial uses, including those for which it was designed.



Figure 3.4-11: Crown Point Mill, Gold Hill (Source: Storey County Planning Department, 2014)

Mining uses

A resurgence of mining activity on the Comstock, particularly in lower Gold Hill, has occurred since 2007. Downward national and global economic trends and the resultant rise in commodity prices fueled interests and made mining a viable use of the land. More recent economic global trends and the declining value of gold and silver, however, create uncertainty in the medium- and long-range prospects of mining in the local area.

Gold Hill has historically been a center for mining and milling activity. Modern mining in Gold Hill included projects by United Mining and Houston Oil and Minerals in the 1970s and 1980s, and most recently activity in the southern Gold Hill area by Comstock Mining, LLC. Large-scale surface mining, especially in and around the Lucerne Mine area, and underground mining is expected to continue into the future. Decisions to allow mining activities in this area should consider and mitigate adverse impacts to the surrounding residential community as well as to local tourism, including in Gold Hill and Virginia City, and Silver City in adjacent Lyon County.

In 2012, the board with recommendation by the planning commission approved major modifications to the county's zoning ordinance regarding surface and underground mining. It enhanced local regulations on surface mining while partially deregulating underground and other mining activities believed to have nominal impacts on other uses and the integrity of the Virginia City National Historic Landmark. In 2014, the new regulations were applied to Comstock Mining, LLC's major special use permit amendment. A significant difference between the company's previous and amended special use permit is the mandate that the company must post mine reclamation surety bonding that extend beyond the requirements of the Nevada Division of Environmental Protection and other applicable agencies. Similar regulations should be applied to future mining operations in the Gold Hill Virginia City area. Mining is expected to remain a significant use in Gold Hill for the foreseeable future; and county officials will be continually faced with balancing mining and non-mining interests in the area.



Figure 3.4-12: (Top) Sutro Mine north of Virginia City, 2009; (bottom) Harris Portal of the Lucerne Project, Comstock Mining, LLC., Gold Hill, 2015. (Source: Storey County Planning Department, 2014)

American Flat

Location and General Description

American Flat is an approximately four square-mile valley to the southwest of Virginia City and to the west of Gold Hill. It was named after American City which was built toward the middle of the valley and was slated to become Nevada's State Capitol, and which met its demise in the early 1900s. Since that time, the valley has been home to several intermittent mining related uses, including the United Comstock Merger Mill in the 1920s, the United Mining and Houston Oil and Minerals processing facility in the late 1970s and early 1980s, and currently Comstock Mining, LLC's cyanide heap-leach processing facility.

Existing and Future Land Uses

American Flat today is mostly undeveloped. Several remote private residences and an approximately 60-acre dilute cyanide heap-leach ore processing facility are located toward the northwest side of the valley. The heap-leach facility processes ore from a surface mine owned by Comstock Mining, LLC and which exists approximately three miles to the east in Gold Hill. All area residences were purchased by the mining company in 2014 and 2015 and are currently used to house mine workers and guests.

The historic United Comstock Merger Mill, constructed and operated in the 1920s, was demolished by the Bureau of Land Management in 2014 after findings from its environmental assessment deemed the facility and the surrounding 60 acres to be a nuisance and unsafe. Nearly no physical evidence of the facility's prior existence remains at the site today (see photos below).

American Flat was also home to a significant portion of the Virginia and Truckee Railroad alignment between Virginia City and Carson City. It was decommissioned in the 1950's, however, and the tracks were pulled up and much of the right-of-way had been sold. In 2005, after years of studies, right-of-way acquisition, and fund-raising, the Nevada Commission for the Reconstruction of the V&T Railway rebuilt the railroad along its approximate original alignment through American Flat from Gold Hill to Carson City. Today multiple short- and long-line Virginia and Truckee Railroad trains operate on the alignment throughout the year.

American Flat may have considerable land use potential which should be closely analyzed. Its proximity to Virginia City and Gold Hill and its remoteness from populated areas has made it an acceptable location for ore processing. American Flat is also a short distance from Dayton and Carson City, and it is just a few miles from an industrial center located in adjacent Mound House in Lyon County. American Flat is accessed principally from State Route 342 and American Flat Road. An unimproved secondary access located toward the southwest part of the valley connects this area to Red Rock Road and Highway 50 in Mound House.

Water availability in American Flat may significantly limit future growth in this area. In 1964, Storey County excised American Flat from the town site of Gold Hill and from Marlette Water System services. Most of the groundwater in this area has been appropriated to serving uses in Mound House. Remaining groundwater in this area is likely to be sufficient to support significant development in American Flat.

By rescinding the action removing American Flat from Gold Hill and from Marlette Water System service, the county commission may effectively return potential development capacity to this area. Approximately one-half of the water currently used by the Storey County Water System in meeting

its commitments under the Franktown Water Decree is allocated. The excess water may be available for use in American Flat if rescinding the prior removal of this area from the public water system.

Much of the land in American Flat is federally owned. Like Virginia City and Gold Hill, many parcels in this area were not surveyed or properly recorded, and ownership disputes oftentimes occur between land owners and the Bureau of Land Management.

American Flat may have land use potential that should be closely analyzed. Local characteristics of this area may result in proposals for its development. The potential for major expansions related to mining and processing are highly likely to occur into the foreseeable future. Despite its remote location, careful consideration should be taken to assure that all allowed uses and growth patterns conform to the historic character of the Comstock.



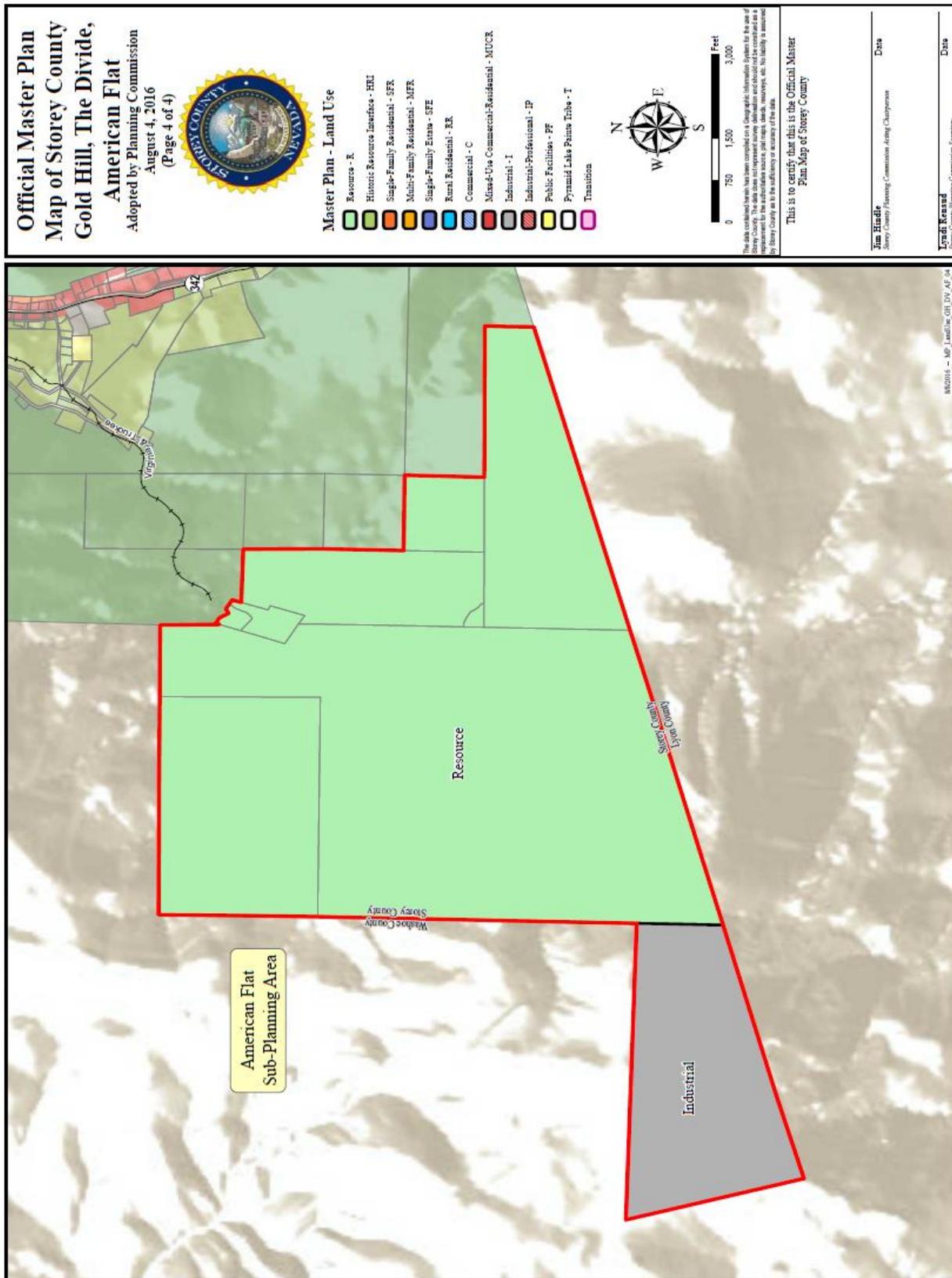
Figure 3.4-13: United Comstock Merger Mill before its demolition.

(Source: Bureau of Land Management

Environmental Assessment for the United Comstock Merger Mill at American Flat. December, 2012)



Figure 3.4-15: Master Plan American Flat Sub-Planning Area Map



Key Issues in the Comstock Area

Revitalization and historic preservation

Pursuant to Nevada Revised Statute Chapter 384, the Comstock Historic District Commission is responsible for maintaining the historic and architectural characteristics of existing and future structures in Gold Hill, Virginia City, and other areas within the historic district. The historic district commission, however, has no regulatory jurisdiction over the use, alteration, or degradation of natural and man-made landforms, or the overall plat layout and town atmosphere that contribute to the historical authenticity of the communities and surrounding environment.

Analyses and recommendations contained in the 1980 Comstock Project Sensitivity Study were embedded as appendices supporting the goals and objectives for historic preservation in the 1994 county master plan, and are included as such in Appendix F of this master plan. The report described the pattern of continued degradation from development and mining that “has intensified the destruction of archeological sites” throughout Gold Hill, Virginia City, and its surrounding areas. It also found that the Comstock Historic District may be overwhelmed by the number of buildings and structures needing attention and that the task of managing all aspects of growth in the area may be “too large a responsibility for one small agency only partially related to county government.” Additionally, federal and state regulatory oversight and subsidies for historic preservation and rehabilitation may be limited, unpredictable, and may be inconsistent with local interests, and, therefore, should not be solely relied upon. Instead, “responsibility must be borne by all aspects of county government” in concert with efforts of the historic district commission.

The 1994 county master plan suggested forming an economic development agency to work with private enterprise to create a predictable environment for investment on the Comstock that would result in commercial revitalization supporting historic structure rehabilitation and preservation.

Tourism in the Comstock in the past 20 years has experienced periods of volatility. Largely to blame for downward trends are Indian gaming in the State of California and other parts of the nation; cancellation of the television program “Bonanza” in the 1980s; rising transportation costs; tighter enforcement of traffic laws; and instability in the national and state economies.

Strategic marketing, expanding attractions and events, and focus on attractions that bring over-night stays have become paramount to improve business in the area. In accord with the 1994 county master plan, the Virginia City Tourism Commission (formerly Virginia City Convention and Tourism Authority) today promotes and supports Comstock business and tourism attractions.

Working collaboratively with county officials, the Comstock Historic District, and local, state, and federal organizations and agencies, the Virginia City Tourism Commission is identifying needed improvements in the area and is supporting efforts and programs such as grants, subsidies, and local planning efforts, to improve the image of the Comstock and the experience it provides to visitors and businesses.

The efforts of the county, tourism commission, and other stakeholders to promote economic development, and preserve and rehabilitate historic resources, may be complemented by forming a revitalization or redevelopment district for Virginia City and Gold Hill that would provide for increase eligibility for federal and state assistance and a unified organized effort to revitalize the downtown area.

Efforts to preserve the distinct character of the Comstock should not be solely focuses on buildings, structures, and economic development. As stated earlier, the Comstock Historic District has no

regulatory jurisdiction over non-structural elements within the historic district including, layout of roads and plats; landscapes, landforms, and natural monuments; historic mine dumps and tailings; and new uses that substantially alter or degrade these natural features. There is virtually no regulatory oversight of such activity by the county, and resultantly the distinctive historic landforms in the area are disappearing. Additionally, the county may have limited regulatory jurisdiction on uses occurring on federally-owned lands within the historic district.

The 1994 county master plan suggests that county leaders through local land use decisions, including layout of roads and plats, placement of structures, and review of land use allowances, preserve the distinctive historic character throughout the Comstock, including certain landscape features identified in Appendix F Sensitivity Study of the Storey County Portions of the Comstock Historic District. County officials should work with landowners, residents, businesses, and where applicable the Bureau of Land Management, in considering regulations and/or incentive programs that allow appropriate development to occur while taking into account the importance of key landmarks identified in this plan.



Figure 3.4-16: Existing mine dumps and tailings contribute significantly to the local historic landscape. Efforts should be made to preserve these man-made land features as much as possible while still allowing individual land owners to develop the underlying parcels. (Source: *Virginia City Tourism Commission, 2016; Storey County Planning Department, 2015*)



Renewable energy

Maintaining the feeling of historic place and authenticity throughout the Virginia City National Historic Landmark, inclusive of its structures and overall natural and manmade environment, is an imperative practice if the cultural resource existing today is to remain available for future residents, visitors, and scholars. These elements of the historic district must not be compromised when considering renewable energy projects within the historic district.

This master plan recognizes potential economic and ecological benefits that renewable energy systems provide, and it facilitates renewable energy systems in the county, including within the historic district. However, commercial/utility-scale solar and wind energy systems impose significant adverse visual effects and are incompatible with the historic environment surrounding Virginia City, the Divide, Gold Hill, American Flat, and the Virginia and Truckee Railroad corridor and should be prohibited within the historic district boundaries. Residential-scale systems may be considered under certain circumstances when they are scaled, placed, and designed as to not detract from abutting and surrounding uses and the overall historic environment.



Figure 3.4-17: The natural backdrop of Virginia City, Gold Hill, and American Flat is of equal historic importance to the many structures and uses of the Comstock Lode era that remain throughout the Comstock today. Maintaining the natural historic environment should be considered of foremost importance to preserving the historic integrity of the area. (Source: *Virginia City Tourism Commission, 2016*)

Preserving small-town character

Residents, businesses, and visitors consistently express desire to retain the small-town character of each Comstock community, and they express appetite to enhance tourism, commercial, and mixed-uses in and around downtown Virginia City and Gold Hill. There is also a general acceptance in continuing residential growth that is consistent with past patterns. Mixed-use commercial-residential development incorporating high density and compact mixed commercial-residential uses in a similar manner to surrounding conditions is encouraged in downtown areas. These land use practices result in more economic diversity to the area and also lessen economic reliance on tourism-based industries. Large-scale commercial and housing development patterns which are inconsistent with the scale of development in the area will degrade the historical and cultural value to the area and should be avoided.

Housing

The demand for housing on the Comstock appears to result from in-migration, seasonal employment fluctuation, and second-home ownership rather than from a natural increase of the existing population from the demand for replacement housing. This master plan seeks to attract a diverse permanent local population through historic urban design facilitating a wide-range of housing and employment opportunities.

The urbanistic design of Gold Hill and Virginia City contributes to a wide-range of housing types and affordable options. The population is concentrated into a relatively small geographic area closely connected to a downtown core. Small parcels, entitlements for single- and multi-family housing including live-work housing, and integrated commercial and industrial land design provide affordable living and access to employment.

These attributes foster holistic solutions to “addressing poverty, health, and underdevelopment as well as ecology and the environment” (Cannons of Sustainable Architecture and Urbanism: A companion to the Charter of the New Urbanism; Congress for the New Urbanism; 2015) of the community for a wide population range. They promote steady growth, sustainable living environments, and economic vitality of the community.

Chapter 6 Housing describes a stable demand trend for owner and renter units and a sufficient but sometimes fluctuating supply of available housing. Median rental and purchase price of housing are not significant limiting factors for affordable housing. However, demand for rental units in the area sometimes exceeds supply during the tourism season, and second-home ownership, title irregularities, and the substandard condition of many historic structures are limiting factors to attainable housing on the Comstock.

Rehabilitating the abundant supply of historic multi-family and commercial-residential structures in Virginia City may bridge the supply-demand gap. Rehabilitating historic structures also enhances the overall quality of the community making it attractive to new business and younger and more diverse families.

Making existing historic structures livable may be achieved by streamlining regulations, cooperating better with local contractors and owner-builders, and seeking assistance from agencies such as the Nevada Rural Housing Authority (NRHA) and United States Department of Agriculture Rural Development (USDARD) that offer homebuyer and historic building rehabilitation assistance and other programs benefiting working families.

Rehabilitating historic structures and allowing moderate new growth enhances access to housing for diverse populations while also promoting economic vitality in the community. Suburban type

growth does not conform to the historical land use patterns found on the Comstock. Rather than serving identified population needs, large-scale suburban growth typically attracts large numbers of new residents over a short period of time threatening the existing character of the community. A sustainable rate of growth for a diverse population should be encouraged by maintaining existing urbanistic design and by attracting scaled tourism and non-tourism businesses to the area.

Parking and traffic congestion

A parking inventory and traffic congestion needs analysis for Virginia City was conducted in 1993 by Leigh, Scott, and Cleary, Inc. (LSC) (See Appendix C). Parking shortages and traffic congestion are described in the report as prevalent throughout the commercial core of Virginia City, and found conditions reduce the safety, convenience, and attractiveness of the town for tourists, residents, and businesses.

The report encourages county officials to develop a plan for traffic and parking based on its findings and recommendations. The Comstock Project (1980) referenced in the 1994 master plan also provided recommendations for traffic and parking management that apply today. Discussed further in Chapter 2 Transportation, the LSC study and the Comstock Project contain similar recommendations for traffic management and parking including, concentrating parking toward the peripheral areas of town and enhancing downtown area pedestrian corridors.

A series of meetings between Storey County and the Virginia City Tourism Commission were held in 2011 to discuss these findings and recommendations and determine their relevance to current conditions. Despite the report being relatively dated, it was determined that its findings and recommendations remain relevant and thus are considered in this master plan.

Mining

Mining and non-mining uses on the Comstock have coexisted since the inception of Gold Hill, Virginia City, and the Comstock itself, and continue to do so today.

Mineral rights oftentimes supersede surface rights, large deposits of silver and other ore remain in the ground, and silver and gold continue to increase in value worldwide. Understanding mining law and the existence of mineral rights below land and homes is a dilemma that county officials face with other stakeholders when considering applications for mining. Because of these mining rights and economic factors influencing commodity prices, it is expected that mining will actually continue in the area.

Storey County should carefully assess the benefits and impacts of mining on the local community and economy and the rights that are afforded to mineral interests under federal and state law, and it should strive to balance those mining interests with the need to protect communities, cultural and historical resources, natural resources and landscapes, businesses and residents.

In 2012 the board with recommendation by the planning commission ratified comprehensive and balanced mining reform in the county zoning ordinance. The regulations, in effect today, include a map shown in Figure 4.3 delineating restricted areas for certain large-scale surface mining within Gold Hill and Virginia City. The map and ordinance were ratified after considering mining and non-mining interests, including attorneys, citizens of Storey County and neighboring Silver City (Lyon County), and various state and federal agencies, during a lengthy series of public meetings. Stakeholders from both sides of the mining issue expressed to the board, planning commission, and county planning staff, their firm desire for the provisions of the ordinance (see findings in Chapter 11 Cultural and Historic Resources) and the historic area preservation map to be embedded into this master plan. Findings detailed in Chapter 11 are considered an essential element of this master plan

to be followed in future ordinance development and land use decisions affecting the Comstock.

Chapter 12 Cultural and Historic Resources contains extensive findings and regulations for the protection of property and preservation of cultural resources of the Virginia City National Historic Landmark. These findings should be embedded into zoning regulations and other ordinances regulating and promoting mining in the county. Significant restrictions that do not conflict with property rights and federal law should be imposed on large-scale surface mining in and around Gold Hill and Virginia City town sites, while responsible surface and underground mining should be encouraged through streamlining regulations and application procedures.

Interconnectivity

Virginia City is the Storey County seat and it is the center of local government and its operations. Most of the commercial activity in the county, however, occurs at McCarran, over an hour drive from Virginia City. Two-thirds of the county's residents also live outside of Virginia City and are in most cases separated from it by expansive distance and extreme topography.

Connecting Lockwood and other northern communities to Virginia City will become increasingly important as commercial growth and other activity continue to occur in other parts of the county. County officials need to plan for means by which county services will be provided to residents and employees outside of Virginia City into the foreseeable future.

Chapter 8 Transportation discusses alternative routes connecting different areas of the county that were discussed during the master plan workshops. Connecting Lockwood/Mustang and Geiger Grade via a direct link between Long Valley Road and Mustang Road may be feasible; however, the cost-benefit ratio needs to be studied to determine feasibility. Incorporating a third link between this route and McCarran, somewhere toward the center of the county, was also discussed. Also considered was a connection between McCarran and Virginia City via USA Parkway to Highway 50 and Six Mile Canyon Road, or a potential similar connection, but bypassing Highway 50 through the Mark Twain area. Other options were also discussed, but were found to be cost-prohibitive or strongly opposed by Highlands and Lockwood residents. They include an alignment between Geiger Grade and Lockwood using Lousetown Road and Canyon Way. This route was strongly opposed by Highlands and Lockwood residents due to traffic and other activity that would be concentrated through the approximate center of both residential communities. A direct northerly connection between McCarran and Six Mile Canyon was also considered; however, local topography appears to make such an alignment cost-prohibitive.

Federal/private land ownership clouded title

In 1876, the General Land Office Survey of the Virginia City and Gold Hill town sites were approved. However, subsequent requisite actions were never completed and federal patent to the land was never issued. Without issuance of such patent, proper ownership of surface rights within the town sites to this day are in question and create clouded title on nearly 75 percent of residential and commercial parcels in these communities. Because of clouded title conditions, land owners and prospective land owners commonly encounter challenges securing financing, insurance, and certain entitlements for the affected land.

In 2015, county officials, with assistance from its Congressional representatives prevailed with ratification of H.R. 3979-460 Conveyance of Federal Land, Storey County, Nevada Act ("Restore Storey County Act"). The public law provides for the conveyance of the Gold Hill and Virginia City town sites from clouded federal ownership to the county, then for the county to transfer clean title to each affected owner of surface rights in the townships. County officials are currently working

collaboratively with the Bureau of Land Management to address inconsistencies in the public law and convey the land which is expected to be complete in late 2017.

Land plat challenges

Fragmented land throughout much of Gold Hill and Virginia City appears to have been haphazardly located according to squatters' code of first-come first-serve during the Comstock Lode. Land plats to-date are riddled with inaccuracies and overlapping ownership, and oftentimes do not conform to land patents and known township boundaries. Determining the proper ownership of surface and mineral rights is complex and represents a significant challenge for property owners, businesses, county officials, and federal land management agencies. County officials continue to cooperate with land owners and surveyors to resolve mapping inconsistencies on a case-by-case basis mostly initiated by private property interests. County officials should continue to explore options toward resolving this matter community-wide.



Figure 3.4-18: The image illustrates the Gold Hill plat map conforming little to topography, the built environment, and other ground conditions. (Source: Storey County Assessor's Office, 2015.)

Divide Reservoir – multiple uses

Divide Reservoir, located at the Divide approximately two miles south of Virginia City, was in 2014 rehabilitated and its water holding capacity was expanded significantly. The reservoir's principal use remains a secondary source of water for fire suppression and other non-potable uses. However, the county has considered developing the waterbody and its surrounding grounds to accommodate public recreation. It is recommended that county officials continue exploring the costs, risks, and feasibility of using this water feature for recreation and other public uses.



Figure 3.4-19: The images show Divide Reservoir restored in 2015 to its original condition. (Source: Storey County Public Works Department, 2015)



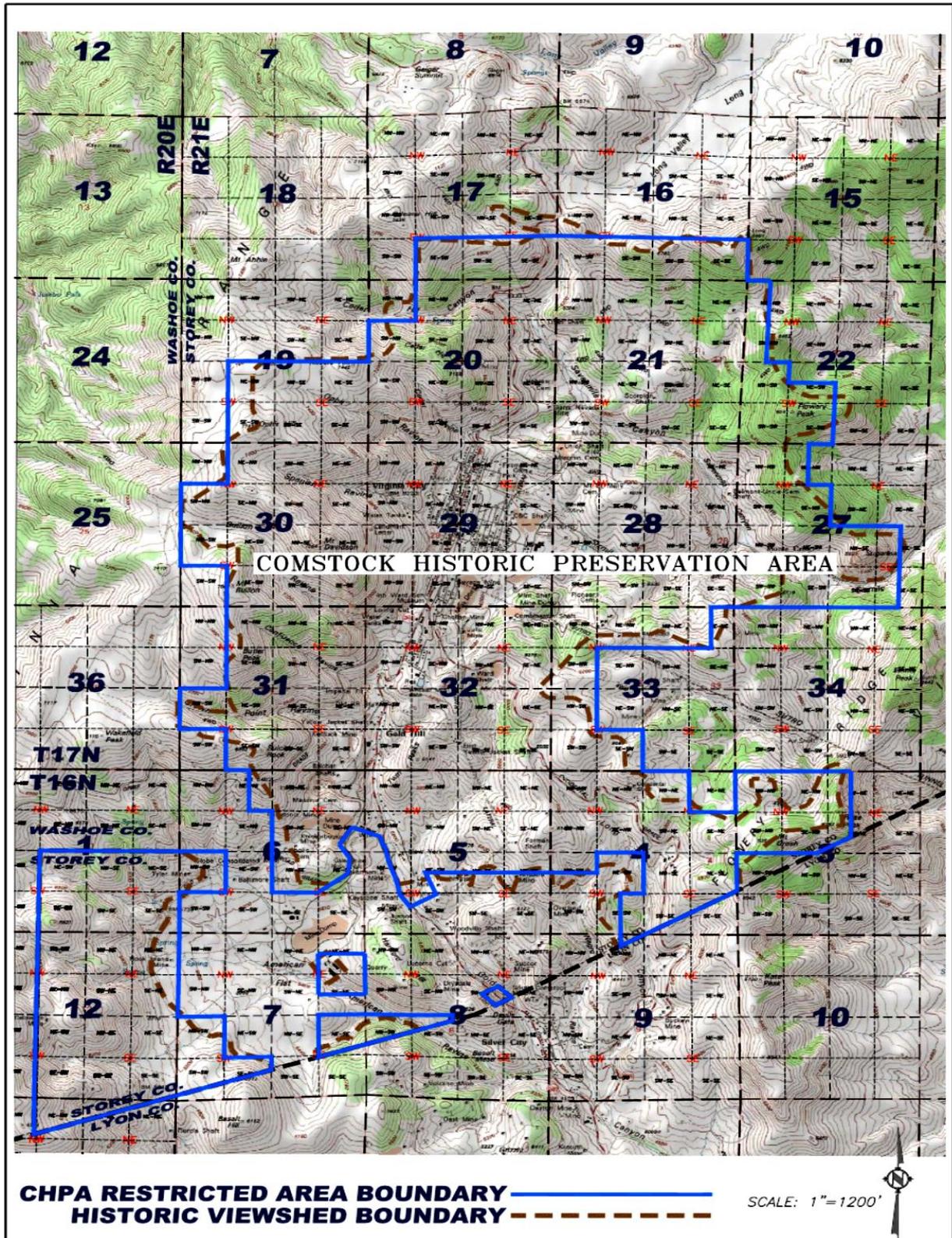
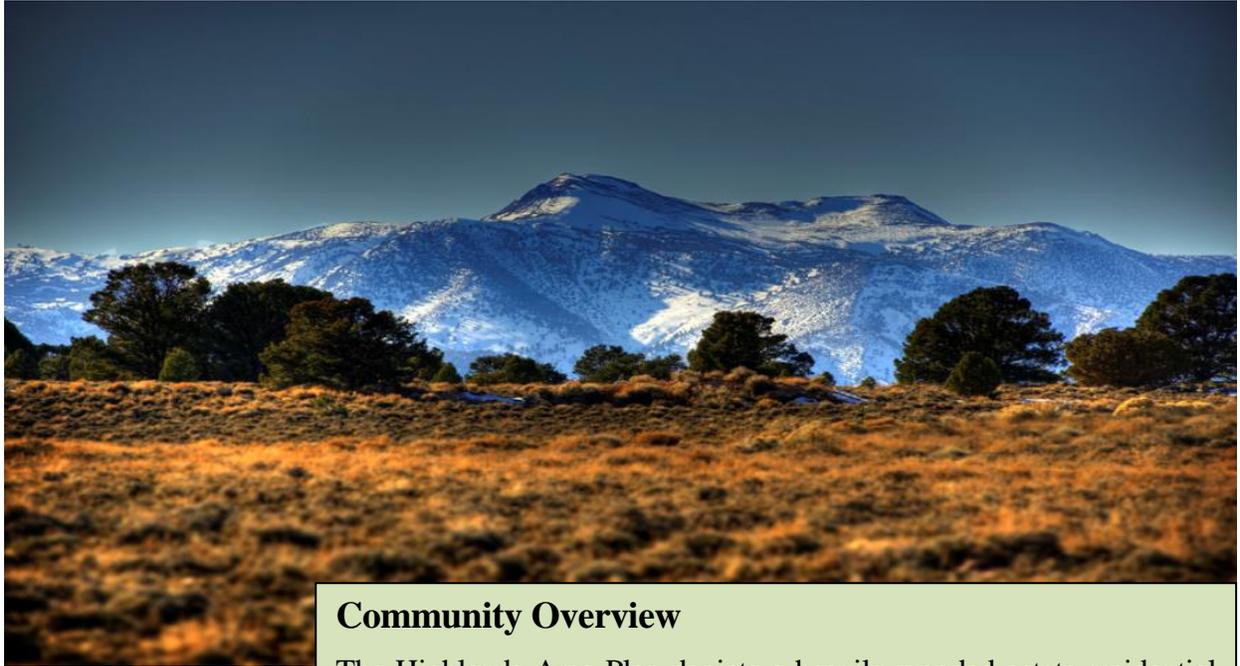


Figure 3.4-20: Comstock Historic Preservation Area Map (from SCC Title 17, 2012)

3.4.3 HIGHLANDS AREA PLAN



Community Overview

The Highlands Area Plan depicts a heavily wooded estate residential community composed mostly of custom site-built homes on large parcels surrounded by remote undeveloped lands. It is located along the western county boundary approximately two miles north of Virginia City. Its residences appreciate the community's rural lifestyle while being in relative close proximity to conveniences and employment opportunity provided by Reno and Sparks.

Introduction

The Highlands is a rural residential subdivision located approximately three miles north of Virginia City. It covers approximately 66 square miles of steep and irregular terrain heavily wooded with pinion and juniper. The subdivision consists of one-acre parcels, the Virginia City Highlands; ten acre parcels, the Highland Ranches; and 40 acre parcels, the Virginia Ranches. This area is solely composed of custom single-family detached residences. There are no commercial uses in this area.

Existing and Future Land Uses

The Highlands is composed of custom site-built single-family residences located on large parcels. This pattern is expected to continue in this area for the foreseeable future.

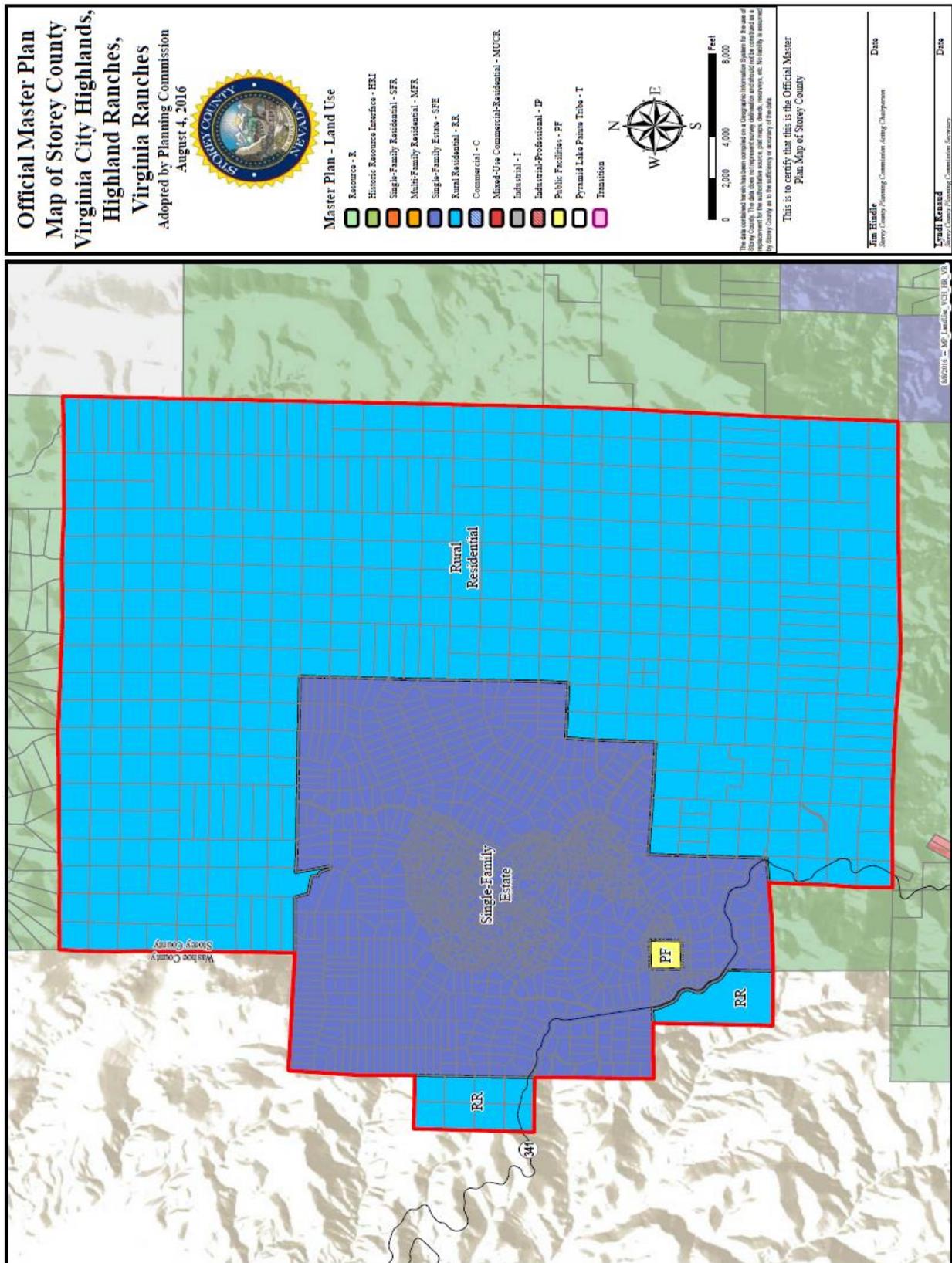
Public services are limited in the Highlands, and all residences require private domestic wells and septic systems. Groundwater resources in this area are limited and highly sensitive to local drought conditions. It is unlikely that long-range growth or build-out of this residential community will occur without securing and developing an alternative source of water for the area.

Cellular and land-line telephone, Internet, broadband, and other telecommunication services in this area are limited and unreliable in places where they are available. One-third of are residences, mostly located in the Highland Ranches and Virginia Ranches, are completely “off-the-grid” and rely on on-site solar and wind systems for power. Many residents in this area prefer the rural and primitive lifestyle of the Highlands and some express no desire for power and communications infrastructure improvements.

In 2015, following approval of a special use permit by the board and planning commission, a cellular communications facility was constructed at the east end of Saddleback Road. The facility is believed to provide broadband cellular services to approximately one-third of area residents. Construction of additional commercial cellular communications facilities in the area is anticipated and should be encouraged.

There are no commercial uses in the Highlands. In the early 1990s and throughout master plan workshops in 2015, the community expressed to the board and planning commission its strong opposition to a proposed convenience store or other commercial uses in and around the Highlands. Residents cited potential degradation of the existing rural lifestyle and misalignment with area character as the primary reasons for its opposition to the use. With exception of a minority of local residents, this position appeared to be similar by both long-time area residents and newcomers. Accordingly, it should be anticipated that the Highlands area will remain exclusively a rural-residential estate community absent of any retail or other commercial type uses.

Figure 3.4-21: Master Plan Highlands Planning Area Map



Key Issues

Preservation of rural character

The rural character of the Highlands is highly sensitive to potential impacts caused by its surrounding land uses. When reviewing future applications for development near the Highlands, the county should consider the potential adverse impacts that such a development may have on this community.

In 2008, an application was submitted to the county for a master plan amendment and zone change allowing a planned unit development approximately two miles north of the Highlands. The proposal included approximately 17,000 homes resulting in the potential for approximately 42,000 new residents.

The application for master plan amendment was denied by the board of commissioners following recommendation for denial by the planning commission. Findings supporting the denial included lack of conformance with the purpose and intent of the Master Plan (1994), inadequate availability of water for the proposed development, potential degradation of existing water resources for adjacent communities including the Highlands, and the potential for substantial adverse impacts to the rural character and lifestyle currently enjoyed by the Highlands residents.

The denial was upheld in the First District Court of Nevada after the developer litigated the county's decision, and a subsequent settlement between the county and the developer in the Nevada Supreme Court resulted in the allowance of various industrial uses on the land, similar to what was allowed already on the land under its previous master plan and zoning entitlements (see Lagomarsino Area Plan). Other development proposals in the area are expected to occur in the future.

This master plan recognizes that residents in the Highlands highly value rural living with minimal traffic, dark skies, safety, freedom, and general seclusion from urban and suburban environments.

North-South Roadway Interconnection

The importance of connecting Lockwood, Mustang, McCarran, and other northern communities in the county to Virginia City will become increasingly important as commercial and population growth occurs in the northern parts of the county.

Chapter 8 Transportation discusses alternative routes connecting different areas of the county that were discussed during the master plan workshops. Connecting Lockwood/Mustang and Geiger Grade via a direct link between Long Valley Road and Mustang Road may be feasible; however, the cost-benefit ratio needs to be studied to determine feasibility. Incorporating a third link between this route and McCarran, somewhere toward the center of the county, was also discussed. Also considered was a connection between McCarran and Virginia City via USA Parkway to Highway 50 and Six Mile Canyon Road, or a potential similar connection, but bypassing Highway 50 through the Mark Twain area. Other options were also discussed, but were found to be cost-prohibitive or strongly opposed by county residents. These routes include an alignment between Geiger Grade and Lockwood using Lousetown Road and Canyon Way. This route was strongly opposed by Highlands and Lockwood residents due to traffic and other activity that would be concentrated through the approximate center of both residential communities. A direct northerly connection between McCarran and Six Mile Canyon was also considered; however, local topography appears to make such an alignment cost-prohibitive.

While certain regional interconnection may in the future become necessary, the county should work closely with area residents to determine alternatives that are consistent with this master plan and ensure that unintended negative consequences are prevented. The county should also consider future population and other influential factors of Painted Rock before making substantial capital investment in directly connecting Virginia City with the north end of the county.

East-West Roadway Interconnection

Significant discussion occurred during the master plan workshops on whether an east-west connecting roadway north of the Highlands would benefit the region. Concerns were brought forth, however, that such a roadway may encourage residential sprawl from Washoe County that may threaten the rural lifestyle of the Highlands and conflict with industrial uses and entitlements existing north of the Highlands (see Lagomarsino Area Plan). Concerns were also discussed about the negative impacts that such a route could have on Canyon Way and the Lockwood community.

Water Availability

Water availability is the foremost concern in the Highlands. Residents obtain water via private domestic wells. Many of these wells oftentimes produce unreliable or inadequate flows, or iron-rich water requiring costly filtration treatment. Wells in the Highlands range from approximately 200 to 1,700 feet in depth, and many wells have required deepening one or more times over the past decade. In 2015, there were 684 domestic wells in the Highlands with a remaining 1,363 vacant parcels in the Highlands, each of which under existing conditions will be served by private domestic well when developed.

A hydrological study should be conducted in this area to determine water availability at and before build-out. The findings and recommendations from the study should be used to develop a comprehensive plan for both communities that will guide local residents and community leaders in remedying the situation. The plan should consider the benefits and limitations of forming a general improvement district to acquire water and develop local infrastructure to manage its distribution. The plan should also consider other preventative measures including sharing services with outside jurisdictions, reducing housing density through regulation and incentives, and providing for transfer of development rights to parts of the county where population growth may be more appropriate.

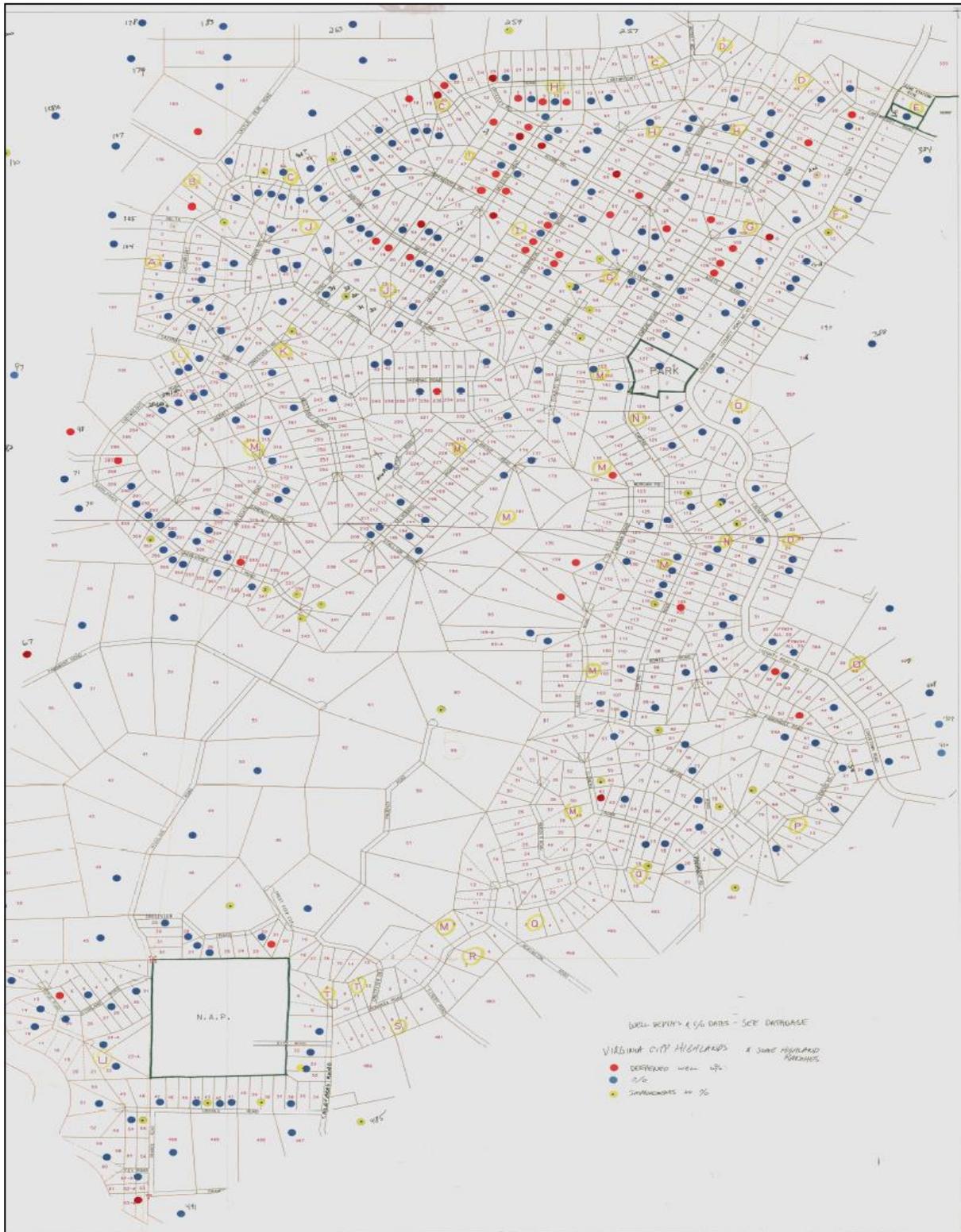


Figure 3.4-22: Highlands Well Information (Source: Lydia Hammack, Virginia City Highlands Property Owners Association, 2011)

3.4.4 MARK TWAIN AREA PLAN



Community Overview

The Mark Twain Area Plan depicts an estate residential community surrounded by remote undeveloped lands located near the southern boundary of Storey County along the foothills of the Flowery Range. The rural community abuts neighboring Lyon County where rapid suburban growth is transforming the general area into a bedroom community of Carson City, and Reno and Sparks.

Mark Twain Area Introduction

Located approximately six miles due east of Virginia City, Mark Twain is a residential community of mobile and manufactured homes intermixed with site-built structures. The community and its outlying areas encompass most of the gently sloped alluvial areas at the base of the Flowery Range. Development is almost exclusively limited to the Mark Twain Estates subdivision which accounts for about one-quarter of this planning area. Non-residential uses in Mark Twain include a community center and public park located at the Mark Twain Estates subdivision and the Basalite basalt quarry mine located approximately two miles northeast of the estate subdivision. The remaining land in Mark Twain is mostly undeveloped.

Existing and Future Land Uses

Mark Twain is composed of a mixture of mobile, manufactured, and site-built residences located on large parcels generally ranging from two to 40 acres. A majority of residences in Mark Twain are concentrated in the Mark Twain Estates subdivision, land which is divided into two to five acre parcels. Several additional residences are located in Six Mile Canyon and other remote areas.

Public services are limited in Mark Twain, and all residences require private domestic wells and septic systems. Groundwater resources in this area are limited and highly sensitive to drought conditions. Local groundwater availability may be impacted by rapid suburban growth occurring in adjacent Lyon County; however, this hypothesis needs to be further studied in order to determine a causal relationship or lack thereof.

There are no commercial uses in Mark Twain except for the quarry mine located at the northern base of the Flowery Range. However, commercial development has expanded rapidly over the past two decades in adjacent Lyon County along the Highway 50 corridor, with fueling stations, retail markets, casinos, and other commercial centers emerging just a few miles to the south. Interest in the region has been expressed to develop a public services facility and secondary school near the Mark Twain Estates but serving the greater Mark Twain-Dayton area. The potential for facilitating local and regional emergency services, law enforcement, and public works facilities, perhaps co-located with a regional school providing grades K-12 and post-secondary scholastic and vocational education, should be discussed.

Protecting area rural lifestyle, safety, and water resources, and mitigating known alluvial flooding conditions in the adjacent Mark Twain Estates should be considered of foremost importance when considering new development in this area.

A major power transmission substation (NV Energy's Blackhawk substation) was approved by the board with recommendation by the planning commission in 2009. If developed, the substation may provide utility access for industrial users, as well as a connection point for utility-scale renewable energy generating systems feeding into the grid. This area of the proposed substation is also located within a designated utility corridor (see Chapter 9 Public Facilities and Services), in which special use permitting is not required for power transmission infrastructure.

Residential development in abutting Lyon County will likely expand rapidly toward Storey County's Mark Twain community. Lyon County officials and land developers may exert pressure on Storey County officials to permit suburban sprawl to expand into the Mark Twain area. This master plan discourages suburban residential development in Mark Twain, primarily because available water in the immediate area does not appear to support a large population, even if water is

imported from adjacent Dayton Valley (see Key Issues). A suburban type environment also conflicts with the existing rural character of the Mark Twain Estates.

It should be noted that the board with recommendation by the planning commission allowed Basalite Mine to re-zone the land immediately surrounding its quarry mine from Estate to Forestry and Heavy Industrial. The rezone was consistent with the 1994 master plan by further restricting potential residential growth in Mark Twain in order to lessen the likelihood for residential encroachment into areas adjacent to the mine.



Figure 3.4-23:
Separation should be maintained between Basalite Mine in the distance and the Mark Twain Estates in the foreground. (Source: Storey County Planning Department, 2015)

Mark Twain residents throughout the master plan public process strongly opposed suburban residential patterns in the area. Residents generally supported very low density rural residential (e.g., 40 acre or larger parcels) uses abutting and near the Mark Twain Estates. Residents also agreed that certain commercial and light industrial uses east and north of the Mark Twain Estates and south of the quarry mine may complement the area in Storey and Lyon Counties by providing local services and employment opportunities. Upstream mitigation of area flash-flooding conditions in the Mark Twain Estates may also be a benefit of well-situated and designed development.

County officials should consider special light industrial zoning for transition areas designated as industrial-professional. The zoning should contain design standards that create complementary interface between abutting residential and professional/light industrial uses and zones. The standards should lessen impacts between the abutting uses through:

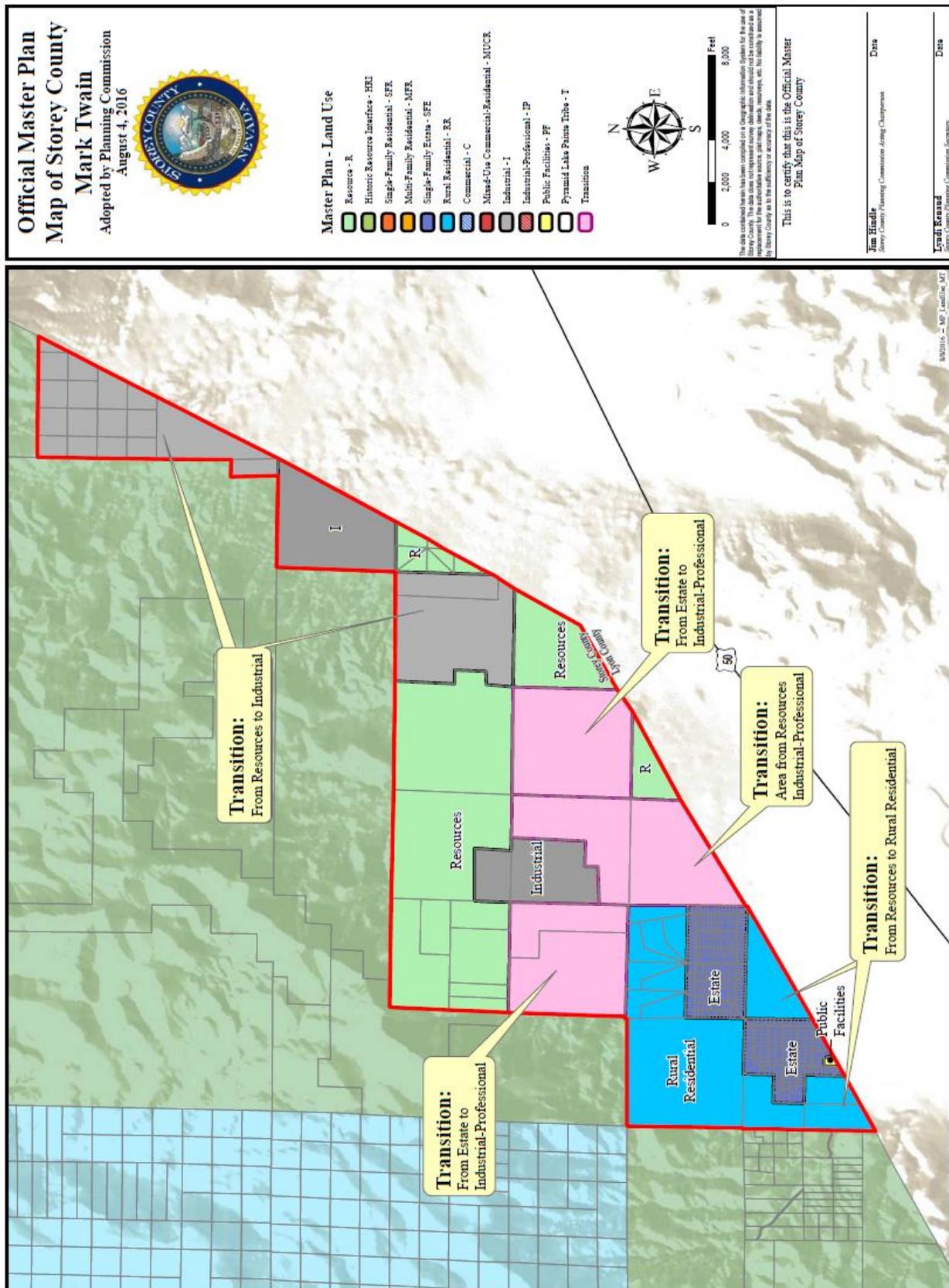
- Distances and buffering;
- Landscaping, screening, noise abatement, and outdoor lighting standards;
- Vehicle access, egress, parking, and on-site circulation;
- Property management through owners associations, Covenants, Conditions, and Restrictions, etc.; and
- Placement of buildings and structures such as to reduce direct visual impacts to area residences, and cause blending with the surrounding natural environment, including

backdrop mountain vistas.

Land subdivision applications should also include these elements in the tentative map approval process, and review for tentative maps should occur in the community most impacted. Valid evidence must be presented at the application stage indicating sufficient local water resources to support the development.

Residential encroachment into the quarry mine area should be prohibited. This will minimize future use compatibility conflicts, ensure the long-term economic vitality of the mine, and foster a safe, healthy, and sustainable local environment.

Figure 3.4-24: Master Plan Mark Twain Area Plan Map



Key Issues

Preservation of Rural Character

The rural character of the Mark Twain Estates is highly sensitive to its surrounding uses. Further subdividing parcels in the Mark Twain Estates should be prohibited and lot consolidations should be encouraged. When reviewing future applications for development adjacent to the Mark Twain Estates, the county should consider the potential adverse impacts on this community.

In 2008, an application was submitted to the county for a master plan amendment and zone change allowing a planned unit development approximately two miles north of the Highlands (see Highlands plan). The proposal included approximately 17,000 homes resulting in 42,000 potential new residents to the county.

The application for master plan amendment was denied by the board following recommendation for denial by the planning commission. Findings supporting the denial included lack of conformance with the purpose and intent of the master plan (1994), inadequate availability of water for the proposed development, potential degradation of existing water resources for adjacent communities, and the potential for substantial adverse impacts to the rural character and lifestyle currently enjoyed by area residents.

The denial was upheld in the First District Court of Nevada after the developer challenged the county's decision, and a subsequent settlement between the county and the developer in the Nevada Supreme Court resulted in the allowance of various industrial uses on the land, similarly to what was allowed already on the land under its previous master plan and zoning designations (see Lagomarsino Area Plan).

This master plan recognizes that residents in Mark Twain highly value their rural lifestyle with minimal traffic, dark skies, safety, and freedom offered by the area. Proposals to develop land with residential, industrial, or commercial uses should consider preserving or enhancing the existing rural residential environment and protecting the long-term well-being of the quarry mine.



Figure 3.4-25: The image depicts suburban sprawl occurring in adjacent Lyon County (south of the illustrated county line) in contrast to the rural character remaining in Storey County.

Water Availability

Water availability is a foremost concern in Mark Twain. Residents obtain water via private domestic wells. Many of these wells oftentimes produce unreliable or inadequate flows. Wells in the Mark Twain Estates range from 400 feet to 800 feet in depth and many wells have required deepening on or more times over the past decade. In 2015, there were 338 wells on the Mark Twain Estates with 36 remaining vacant parcels, each of which under existing conditions will be served by private domestic well when developed.

County well-log reports indicate a declining groundwater trend in Mark Twain. This pattern may be caused by rapid residential growth in the nearby Dayton Valley rather than from the approximately 400 homes in the greater Mark Twain area of Storey County. The county in 2015 requested assistance from the Carson Water Subconservancy District to help the county initiate a preliminary hydrological study in the area to determine whether residential growth in the abutting Dayton Valley may or may not be directly impacting the nearby alluvial aquifer in Storey County. Findings and recommendations from the preliminary study are expected to be available in 2018. Those findings should be used as a guide to develop a comprehensive plan from which community leaders may remedy local aquifer depletion or develop a municipal water system for the area.

Localized Flash Flooding

The Mark Twain Estates watershed area has been identified as one of the more flood-prone areas in the county. This is due to the grid pattern type development built with no consideration to local alluvial topography or floodways. Local flooding conditions are exacerbated by limited capacity of existing infrastructure and limited area vegetation. The Mark Twain Estates basin has numerous paved residential roads which provide access to just over 400 homes. Area residents experience reoccurring issues of flooding at roadways crossing as well as property damage from area ditches that become overwhelmed during storm events. Planning and potential mitigation for localized flooding is discussed further in Chapter 9 Public Services and Facilities.

3.4.5 LOCKWOOD-MUSTANG AREA PLAN



Community Overview

The Lockwood-Mustang Area Plan depicts a mixed-use community built partially along the south banks of the Truckee River at the far north end of Storey County. It includes the community of Lockwood, a mixed-use community dominated by single-family residences, as well as supporting commercial and public uses. The area also includes Mustang, an emerging industrial center serving Northern Nevada, which in many ways complements the adjacent Lockwood community.

Introduction

Lockwood is located six miles east of Sparks at the base of Lagomarsino Canyon along the south edge of the Truckee River. This approximately two square-mile area is the most populated community in the northern part of Storey County and it is composed of a mixture of residential, commercial, light-industrial, and agricultural uses. Interstate 80 from Sparks or Fernley serves as the primary access to Lockwood, and Canyon Way connects Lockwood to the Interstate. Lockwood is also located west adjacent to Mustang, an emerging industrial area in the county that serves the Northern Nevada region, and over time may become more significant to serving the Lockwood community.

Lockwood

Existing Uses

Lockwood is the principal population center in the north end of the county with approximately 1,500 residents, about one-third of the county's total population. The community includes Rainbow Bend, the county's only residential planned-unit-development, the Lockwood Mobile Home Park, and several other single-family residences located around its periphery. Detached site-built structures, mobile homes, and manufactured homes are intermingled in many places. There are currently no multi-family or single-family attached (e.g., townhouses) uses in this community.

Lockwood is an emerging mixed-use community. Currently, there are two convenience market and several small-scale light industrial uses intermixed with public services uses, including a community and senior citizens center, a full-time staffed fire station, and a Sheriff's substation. The Rainbow Bend subdivision includes a recreation and community center, complete with tennis/basketball, exercise, and indoor swimming facilities. These accommodations, however, are owned by the Rainbow Bend homeowners association and are not available to residents outside of Rainbow Bend.

Hillside Elementary School provides public education through the fifth-grade to students of Lockwood and the other northern communities of the county. Sixth graders and up attend public school in Virginia City or receive a variance to attend school in the nearby Washoe County School District. As shown in the following illustration, Lockwood's Louise Peri Park also serves as playground, recreation, and sports facilities for elementary school students.

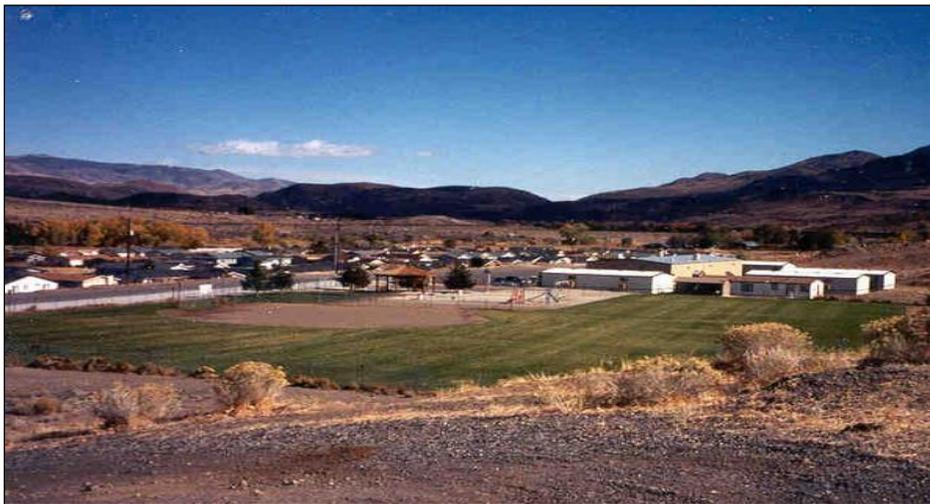


Figure 3.4-26:
Louise Peri Park
shared by Storey
County School
District (Source:
Storey County
School District,
2015)

Potential future growth

Commercial and light-industrial uses in Lockwood have steadily increased over the past 20 years, and this pattern is expected to continue. Additionally, county leaders should consider the steady growth of industrial uses in nearby Mustang as this trend will likely affect character and growth patterns in Lockwood. Housing growth has been minimal in the area since 2005; however, increased industrial and commercial activity in the area may result in proposals for new homes.

Commercial patterns

Commercial activity is principally concentrated within the northwest area of Lockwood along Canyon Way and Avenue of the Colors. That area includes a convenience market, small-scale manufacturing and/or assembly businesses, office spaces, and indoor and outdoor contractor equipment storage facilities. These use types are expected to persist in this part of Lockwood; however, because the area is largely built-out and constrained by the Truckee River and area topography, significant expansion of these use types is likely to occur elsewhere in Lockwood.

For nearly a half-century, approximately a half-square-mile of land beyond the west terminus of Avenue of the Colors has been used for industrial purposes more intense than those nearer to Canyon Way. This use type is expected to continue into the foreseeable future, and the potential for significant growth of the associated production uses may occur. Challenges to commercial expansion in this general area, however, include local geographical constraints and limited logistical capacity of Canyon Way and the nearest Interstate 80 interchange.

In 2015, the board with recommendation by the planning commission approved a zone change for approximately 240 acres of land located immediately east of Rainbow Bend. The decision changed the zone of the subject land from agriculture to light-industrial, providing the applicant-developer entitlement to build an industrial park complete with commercial, professional-office, and light manufacturing uses. Ideally located within approximate walking distance of Lockwood, this small commercial center is expected to provide skilled employment opportunity to local residents.

This land will likely be developed with the uses allowed under its current zoning. Proposals for commercial, industrial-professional, and other similar zoning may be considered if the uses allowed and their configuration are compatible with the adjacent residential community, and when appropriate buffering is provided. Heavy industrial and similar intensity zoning and uses are not appropriate for this area.

Despite its accessibility to Lockwood via Peri Ranch Road, this area is and should continue to be principally accessed from Mustang Road and the associated Interstate 80 interchange, therefore, minimizing traffic and associated impacts to the Lockwood community. This land is also otherwise ideally situated for potential future expansion and integration into the east Mustang industrial area. The capacity of the Mustang Interchange needs to be further evaluated as growth occurs in this area.

Approximately 14 acres between this light-industrial zoned land and the Rainbow Bend residential community remains in agricultural zoning and use. This area should be considered for future agricultural uses or other uses that affectively buffer the Rainbow Bend community from new uses occurring to its east. Compatibility of new uses with the abutting residential area should be strongly considered in the review process for future proposed zoning and uses for this land.

Residential patterns

No significant housing growth has occurred in Lockwood since the Rainbow Bend planned-unit-development was completed in 2005. However, population expansion occurring in nearby Sparks and Washoe County, industrial expansion taking place at McCarran and the Tahoe-Reno Industrial Center, and increased commercial and logistical significance emerging along the Interstate 80 corridor may encourage proposals for new home construction in Lockwood.

Growth constraints

The potential for future commercial and residential growth in Lockwood is constrained by steep topography of the Virginia Range to its south and the Truckee River to its north. Canyon Way from Interstate 80 serves as the area's primary access. However, the road and the interchange connecting it to Interstate 80 are substandard for the size of the community and they lack the capacity to serve significant area growth.



Figure 3.4-27: Lockwood's entire north boundary abuts the Truckee River. The river and its riparian areas provide for parks, recreation, and a natural setting in which to live that defines the core character of this area. Proposals by the Flood Management Authority of Washoe County and other agencies to mitigate impacts of upstream projects through floodwalls along the river are considered detrimental to this community and have been strongly opposed by local residents. County officials should collaborate with regional partners to avoid such systems in favor of more favorable alternatives. (Source: Storey County Planning Department, 2015)

Mustang

Mustang is located approximately eight miles east of Sparks and immediately east of Lockwood along the south edge of the Truckee River. This area includes a mixture of light- and heavy-industrial uses, including the Lockwood Regional Landfill. Most of the agriculture land abutting the Truckee River, including the former Mustang Ranch, has been rezoned and converted to light-industrial and natural resources uses.

Interstate 80 serves as the primary access to Mustang, and Mustang Road connects the area to the Interstate. The former Peri Ranch immediately east of Lockwood is considered part of Lockwood for the purposes of this master plan (see Lockwood area plan). Lockwood is considered a potential beneficiary to commercial and industrial uses occurring in Mustang.

Existing and Future Uses

Over the last half-century, Mustang was an agriculture area with pockets of heavy industry, including aggregate mining, hydrocarbon reclamation, trucking, auto-wrecking and salvage, and permanent solid waste disposal. Until 1992 when the Mustang Ranch I and II and Old Bridge Ranch brothels were forced to close, Mustang was also the center of brothel activity in the county.

A similar industrial pattern exists in the area today; however, agriculture lands have been returned to natural resource uses and all area brothels were either demolished or relocated to other parts of the county. Approximately 100 acres of land to the east of Mustang Road and abutting the Virginia Range foothills was rezoned from light-industrial to heavy-industrial industrial between 2009 and 2015. The subject area, currently occupied by aggregate mining, trucking and logistics, and by a hydrocarbons reclamation facility, is being considered for additional diversified industrial-uses. This general area is considered ideal for heavy-industrial zoning and uses. Community leaders and county officials have no interest in returning brothel activity to the area. Instead, Mustang is expected to continue its light- and heavy-industrial pattern with an increasing emergence of professional-office and other commercial uses types.

Zoning and uses compatibility between Lockwood and Mustang should be forefront in planning for this area. Separation and other buffering between light-industrial uses in Mustang and residential and school uses in Lockwood should be required, and zoning allowing transition to more compatible uses in the interface areas should be considered. Heavy industrial zoning and uses should be directed away from Lockwood residential areas and toward the east and south side of Mustang Road. Planning in this area should also consider integrating the built environment with walking trails, recreation facilities, and the natural environment of the Truckee River.

Lockwood Regional Landfill

The Lockwood Regional Landfill, located in the foothills of the Virginia Range approximately one and one-half miles south of the Truckee River, is the most prominent industrial use in Mustang. Under a franchise agreement and special use permit with Storey County, the approximately 500 acre Class I Municipal Solid Waste Facility has operated since 1969, and under its current owner, Waste Management, Inc., has operated the facility since 1990. Within the parameters of the franchise agreement, the company may exercise exclusive duty, right, and privilege to collect, transfer, handle, and dispose solid wastes generated from residential, commercial, and industrial uses throughout Nevada and its five adjoining states. Under the company's 2006 special use permit, the landfill has the capacity to expand to 5,000 acres with an approximate waste volume of 65 million cubic-yards. Potential build-out of the facility exceeds the 20 year duration of this master plan.

In 2014, Waste Management, Inc. contracted with a biofuels refinery company that will divert certain solid wastes from the regional landfill to a biodiesel generating facility soon to be located at the Tahoe-Reno Industrial Center at McCarran. Solid waste diversion will take place immediately adjacent to the principal landfill, and material will be transported by truck and other means between Mustang and the McCarran site. The potential for significant reductions in the solid waste stream entering the Lockwood Landfill resulting from enhanced waste-to-fuels technologies should be considered when planning for use patterns in the subject land landfill area.

River restoration

Most agriculture land in Mustang has changed ownership, and water rights on the lands were stripped and transferred out of the county, thus rendering the land useless for agriculture purposes. Except for the Mustang Ranch, now managed properly by the Bureau of Land Management, much of the land in the area has become an attractive nuisance and has succumbed to proliferation of invasive weeds.

Residents in Lockwood and other areas of the county have expressed their desire to county officials to improve the Mustang area by encouraging clean industry that provides sustainable employment opportunity and improves the look and feel of the local area, particularly along the banks of the Truckee River and its immediate surroundings.

Compatibility with the Lockwood community and land use intensity phasing between Lockwood and heavy industrial uses in eastern Mustang and the Lockwood Regional Landfill should be considered in land use decisions for this area. Equally important, it should be recognized that light and heavy industrial and commercial uses in the immediate, when planned appropriately, area may provide sustainable employment opportunities and other direct benefit for Lockwood and area residents.



Figure 3.4-28: The image illustrates recent improvements to the former Mustang Ranch by the Nature Conservancy. Channel sinuosity and the riparian environment, modified in the 1960s by the Army Corps of Engineers to facilitate farmland and increase irrigation efficiency, have been restored to their pre-modified natural state. (Source: Storey County Planning Department, 2014)

Figure 3.4-29: Master Plan Lockwood-Mustang Planning and Sub-Planning Area Map

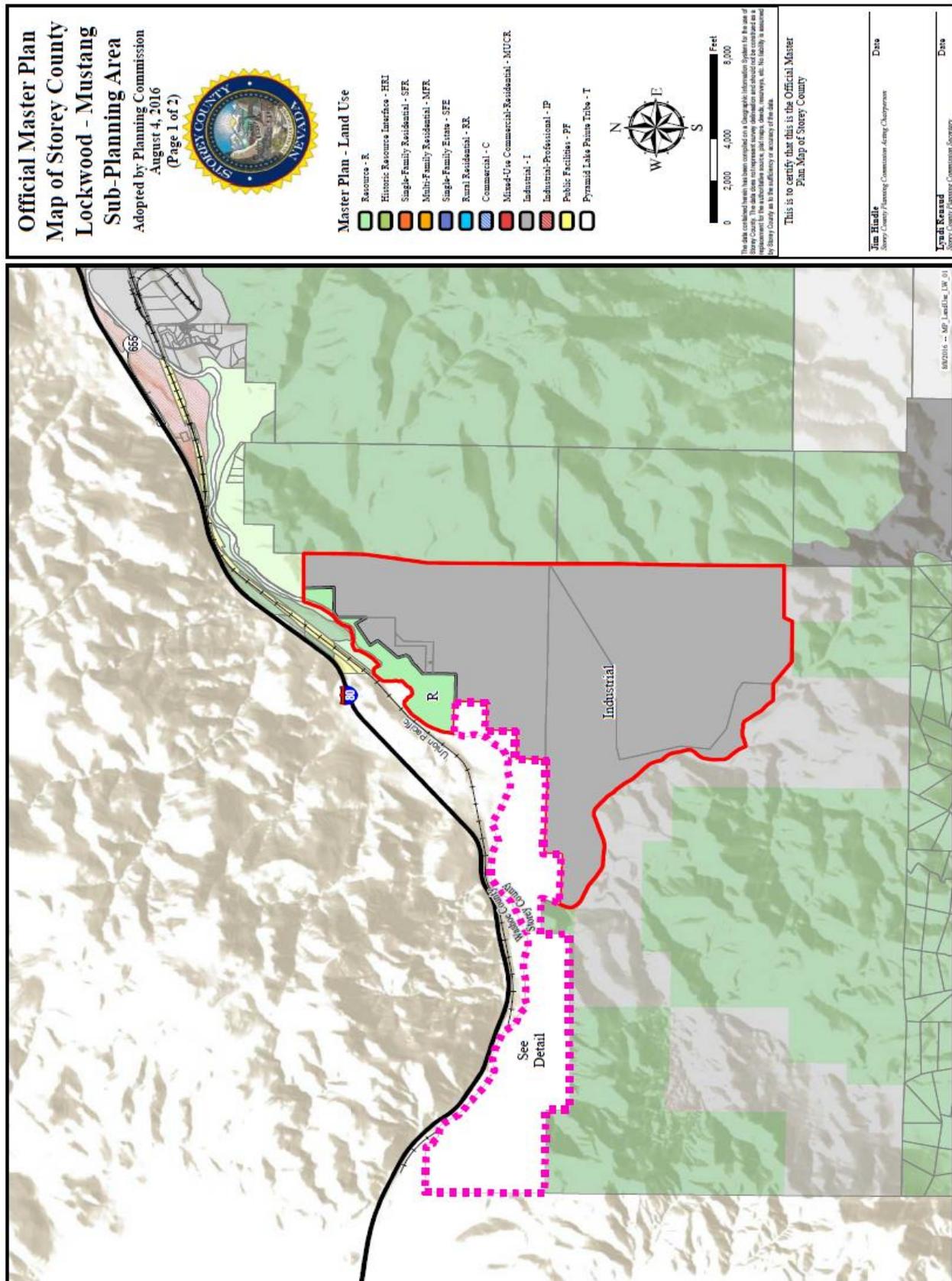
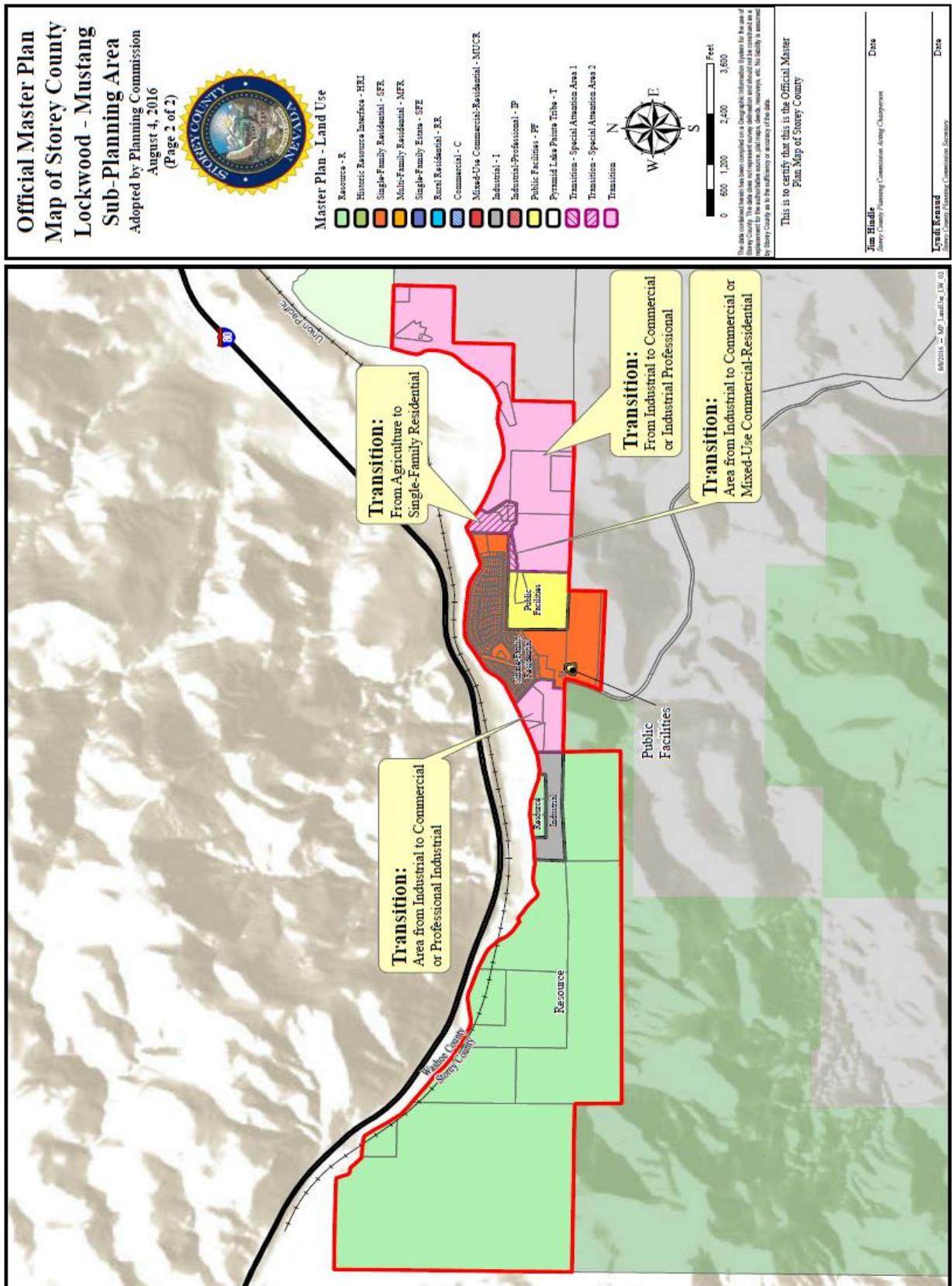


Figure 3.4-30: Master Plan Lockwood-Mustang Planning Area Map (Continued)



Key Issues

Lockwood-Interstate 80 Interchange

The Interstate 80 to Lockwood Interchange currently provides principal access to Lockwood and portions of the Lagomarsino Area (see Lagomarsino Area Plan). Canyon Way is the main collector route connecting the area to the interchange. This infrastructure serves approximately 1,500 residents and 15 local commercial and light-industrial uses. The connection also provides primary access to a large quarry mine and the Nevada Uplands industrial area, both accessed approximately three miles south of Lockwood toward the south terminus of Canyon Way.

The road infrastructure was constructed long before much of the commercial and residential development found in Lockwood today existed. Nominal improvements have since been made to the interchange and roadway and it remains substandard for existing and anticipated future traffic loads and types. Figure 4.7 illustrates where tractor-trailers oftentimes must cross into the oncoming westbound traffic lane when attempting to negotiate the sharp turn on the eastbound lane, and where local residents and commercial drivers report that accelerating to normal interstate traffic speeds is challenging and sometimes impossible with the meager 500 foot westbound on-ramp.

A major reduction in truck traffic on the interchange and Canyon Way resulted in 2009 when Mustang Road, approximately three miles east of Lockwood, was extended to the Lockwood Regional Landfill, and when all truck traffic to and from the landfill was permanently diverted to the Mustang interchange and Mustang Road. The reduction in truck traffic significantly improved safety for children and pedestrians crossing Canyon Way between their residential neighborhoods and the Lockwood Market convenience store.

This master plan supports industrial and other economic activity in the Lagomarsino area. However, it is recognized that under existing circumstances that such activity may increase truck and other traffic on Canyon Way and the Lockwood interchange. Discussed further in Chapter 8 Transportation, it is recommended that county officials collaborate with Lagomarsino area land developers to establish alternative principal access alignments, such as to Mustang Road.

It is recognized that the Lockwood interchange portions of Canyon Way are located in Washoe County and are under the jurisdiction of the neighboring county and the Nevada Department of Transportation. However, Storey County officials should continue to coordinate with state transportation officials to secure necessary funding and resources to improve this infrastructure for current and anticipated future uses. Land developers causing substantial impacts to these systems should also be required to contribute directly toward improvements needed to support new uses.

Tahoe-Pyramid Bikeway

In 2003, under the auspices of the Nevada Land Conservancy, the non-profit Tahoe-Pyramid Bikeway organization began purchasing property along the Truckee River and developing a bicycle path connecting Lake Tahoe to Pyramid Lake. Portions of the bikeway, including at Tahoe City, Verdi, Reno and Sparks, Tracey, Painted Rock, and from Wadsworth to Pyramid Lake are now complete and open to the public.

While the bikeway appears to be beneficial to the region, residents of Lockwood, particularly of Rainbow Bend, expressed concerns to the county board, planning commission, and county officials over adverse impacts that portions of the bikeway abutting Rainbow Bend may have on the safety and wellbeing of the community. Transient travelers and associated crime, and the potential for eminent domain over common property of the Rainbow Bend Homeowner's Association by the

Bikeway organization, were cited as a primary concern by the residents.

Storey County officials have expressed support for the regional bikeway project through most of the county. However, they have also stood firmly beside Lockwood and Rainbow Bend residents defending their position on its alignment near the Lockwood community. County officials should continue to liaise between residents, Bikeway staff, and other stakeholders in an attempt to mediate a mutually agreed alignment for this area. The desires of local residents on this matter should remain of forefront importance in any decisions made on its alignment near and through Lockwood.

Flooding

Portions of Lockwood and the Rainbow Bend residential community are located in the Federal Emergency Management Agency (FEMA) designated flood zone. Frequent flooding in this area occurs from the Truckee River during winter months and late spring when abnormally high temperatures and heavy rain in the watershed's mountainous areas cause accelerated snowmelt. Additionally, during high stage flooding of the Truckee River, backwatering occurs at the Long Valley Creek outlet which impedes creek drainage into the Truckee River and exacerbates flooding in the adjacent community.

A comprehensive county-wide flood control study was conducted in 2011 on behalf of Storey County by Farr West Engineering. The findings and recommendations in that report, and other potential measures to mitigate flooding impacts to the area are discussed further in Chapter 9 Public Services and Facilities.

Adjacent vacant land north of Truckee River

Approximately 10 acres of vacant land located in Washoe County (see Figure 4.9) abuts the Truckee River immediately north of Lockwood and Rainbow Bend. The land is distant from Washoe County municipal services and is further disconnected from developed areas by the abutting Interstate 80 and Union Pacific Railroad. Despite its close proximity to Lockwood, it is outside of Storey County's jurisdiction and is precluded by the Nevada Revised Statutes from connecting into Lockwood's Canyon General Improvement District. The land is relatively useless, and it has been plagued by illegal dumping, vehicle abandonment, squatting, and other illicit activities.

During the master plan development process, local residents expressed to planning staff their desire for the county to consider ways by which the land may be transferred from Washoe County to Storey County. Expressed potential benefits of transferring the land to Storey County included better policing capability, increased control over potential land uses, and added revenue for the county. County officials should consider working with the owners of the subject property and the neighboring jurisdiction to determine feasibility and potential benefits to a land transfer.

Interconnection

The importance of connecting the Lockwood, Mustang, McCarran, and other north communities in the county with Virginia City will become increasingly important as commercial growth and other activity continue to occur in the north parts of the county. Lengthy discussion occurred during the master plan workshops about the potential benefits, adverse impacts, and challenges associated with constructing a north-south arterial route connecting Virginia City to Mustang and the Lagomarsino areas (see Lagomarsino Area Plan), as well as an east-west route linking the Lagomarsino area to Mustang, McCarran, and Washoe County.

Chapter 8 Transportation discusses alternative routes connecting different areas of the county that

were discussed during the master plan workshops. Connecting Lockwood/Mustang and Geiger Grade via a direct link between Long Valley Road and Mustang Road may be feasible; however, cost versus benefit needs to be studied further. Incorporating a third link between this route and McCarran, somewhere toward the center of the county, was also discussed. Highlands and Lockwood residents expressed concerns about traffic and adverse human cause impacts that may occur after connecting the region in this way. Lockwood residents reminded county officials that decades of efforts by area residents and county officials resulted in rerouting Lockwood Regional Landfill truck traffic away from Canyon Way and to Mustang Road, and that connecting Canyon Way to a regional road system would return to the center of the Lockwood community unsafe conditions that once existed. Major roads connecting the south and central parts of the county with the interstate should align with Mustang Road and avoid Canyon Way at Lockwood.

Also considered during the workshops was a connection between McCarran and Virginia City via USA Parkway to Highway 50 and Six Mile Canyon Road, or a potential similar connection, but bypassing Highway 50 through the Mark Twain area. Other options were also discussed, but were found to be cost-prohibitive or strongly opposed by Highlands and/or Lockwood residents. They include an alignment between Geiger Grade and Lockwood using Lousetown Road and Canyon Way. This route was strongly opposed by Highlands and Lockwood residents due to traffic and other activity that would be concentrated through the approximate center of both residential communities. A direct northerly connection between McCarran and Six Mile Canyon was also considered; however, local topography appears to make such an alignment cost-prohibitive.

While certain regional interconnection may in the future become necessary, the county should work closely with area residents to determine alternatives that are consistent with this master plan and ensure that unintended negative consequences are prevented. The county should also consider future population and other influential factors of Painted Rock before making substantial capital investment in directly connecting Virginia City with the north end of the county.

Access to public schools

Hillside Elementary School provides kindergarten through fifth-grade education for the Lockwood, Painted Rock, and remaining north county communities. The only secondary public schools in Storey County are located in Virginia City, approximately one-hour drive distance from Lockwood. The population of Lockwood and other north county communities is insufficient to support secondary schools. Residential growth in Painted Rock, however, will likely result in the need for additional school facilities serving Storey County communities in the north (see Painted Rock Area Plan). It is anticipated that a school in Painted Rock may facilitate K-12 education for the local community, and secondary schools for the entire north end of the county. The Storey County School District expressed support for maintaining a K-6 primary school in Lockwood.

Blight

Mustang's remote location, largely concealed from area travelled ways and residential communities, makes it an attractant for illegal dumping, vehicle abandonment, squatting, and other illicit activity. These circumstances are exacerbated by the presence of the vacant and dilapidated Old Bridge Ranch brothel facility and its surrounding vacant post-agricultural properties that have succumb to blight and proliferation of invasive weeds. Clouded title issues on the former brothel property have made it difficult for the county to mitigate the nuisance. Significant progress was made in 2015 toward remedying the clouded title on the property. The county should continue to lay the groundwork for getting the buildings demolished or removed from the property, and encourage economic and other improvements to this land.

Consistent land use pattern

As stated above, existing growth patterns in Lockwood and Mustang were unplanned, resulting in areas of mismatch and compatibility challenges between agriculture, light- and heavy-industrial uses, brothels, and residences. The decommissioning of area brothels, transfer of blighted post-agricultural lands into natural resources restoration uses and light-industrial zoning, and other land use changes over the past decade have followed a more consistent and organized pattern that will better promote economic development and minimize impacts to existing uses. The county should, however, continue to encourage and facilitate compatibility between uses affecting this area. Special consideration should be paid to the abutting properties shown in Figure 4.11. For these properties, as well as for the Light-Industrial zoned properties along Canyon Way and adjacent to existing residential uses, this master plan provides for transition areas where applications for more compatible land uses and zoning should be considered.

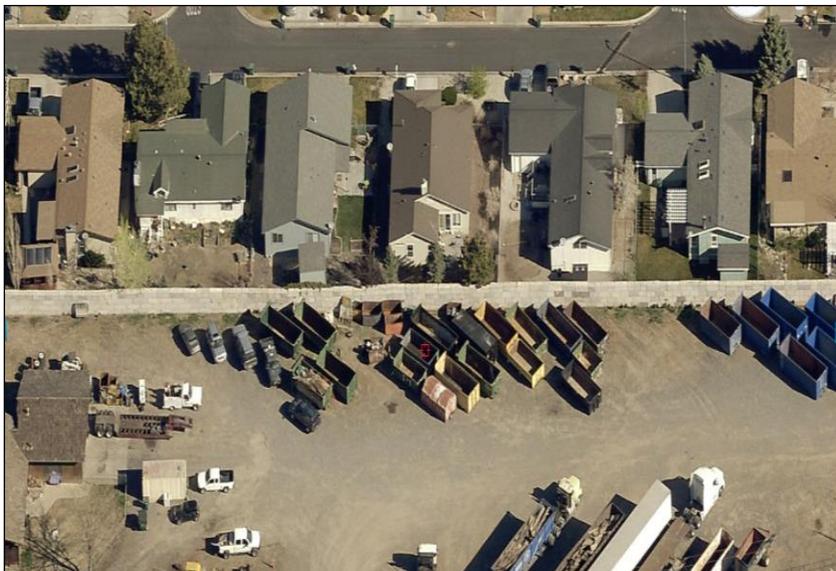
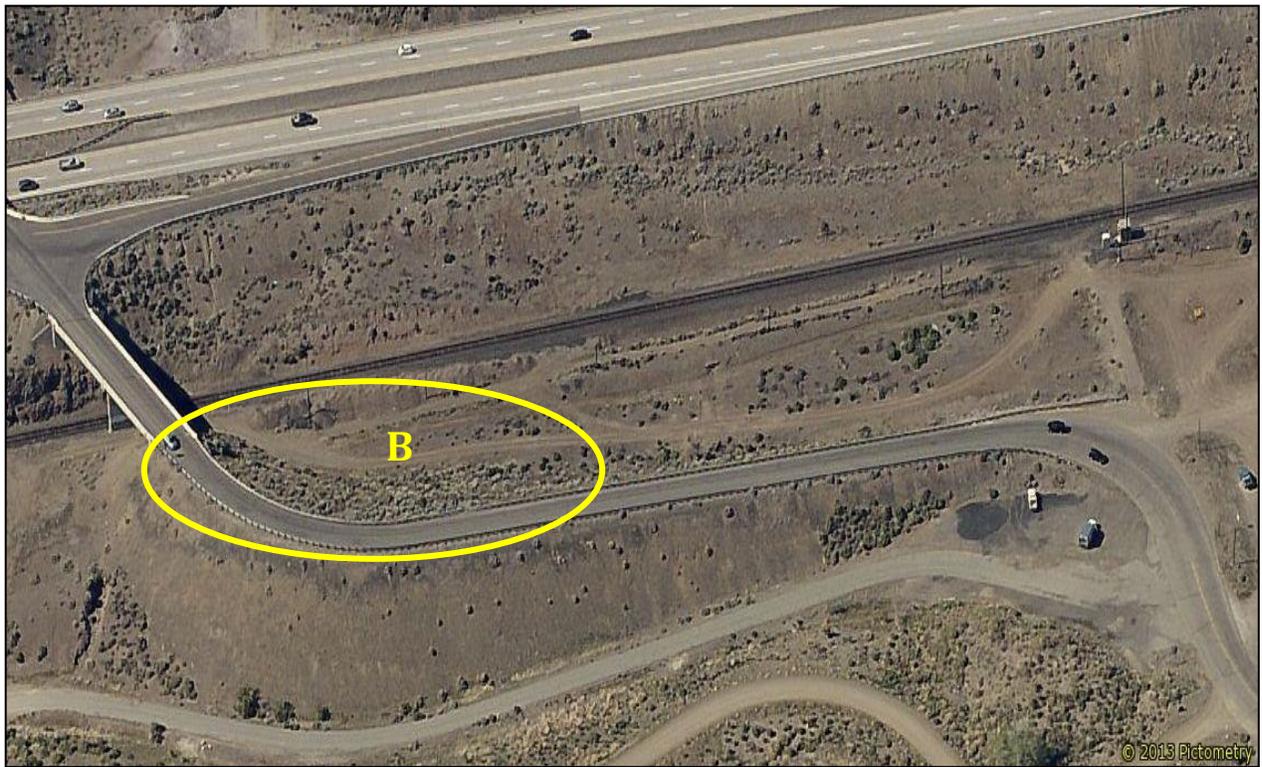


Figure 3.4-31: The images depict an existing industrial zone abutting the Rainbow Bend residential community at its southeast corner. The county receives numerous complaints of noise and odors from the existing permitted use. Any application by the land owner to convert the industrial zone to a zone more compatible with the abutting residential community should be supported. (Source: Storey County Planning Department, 2015)





Figure 3.4-32: The images depict the existing infrastructure connecting Lockwood to Interstate 80. The image illustrates an on-ramp with substandard length for safe entry onto the interstate (A), and sharp and narrow curvature which inhibits safe two-way vehicle and truck travel (B). (Source: Storey County Planning Department, 2015)



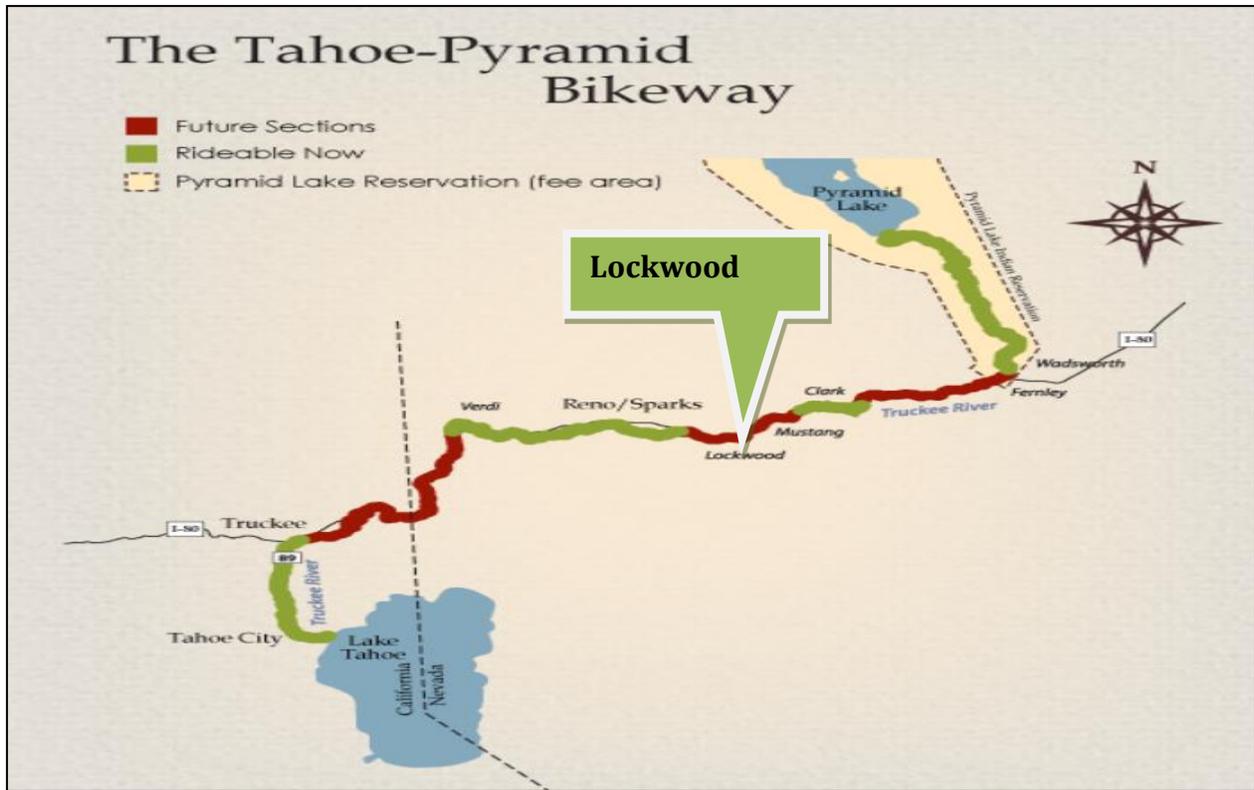


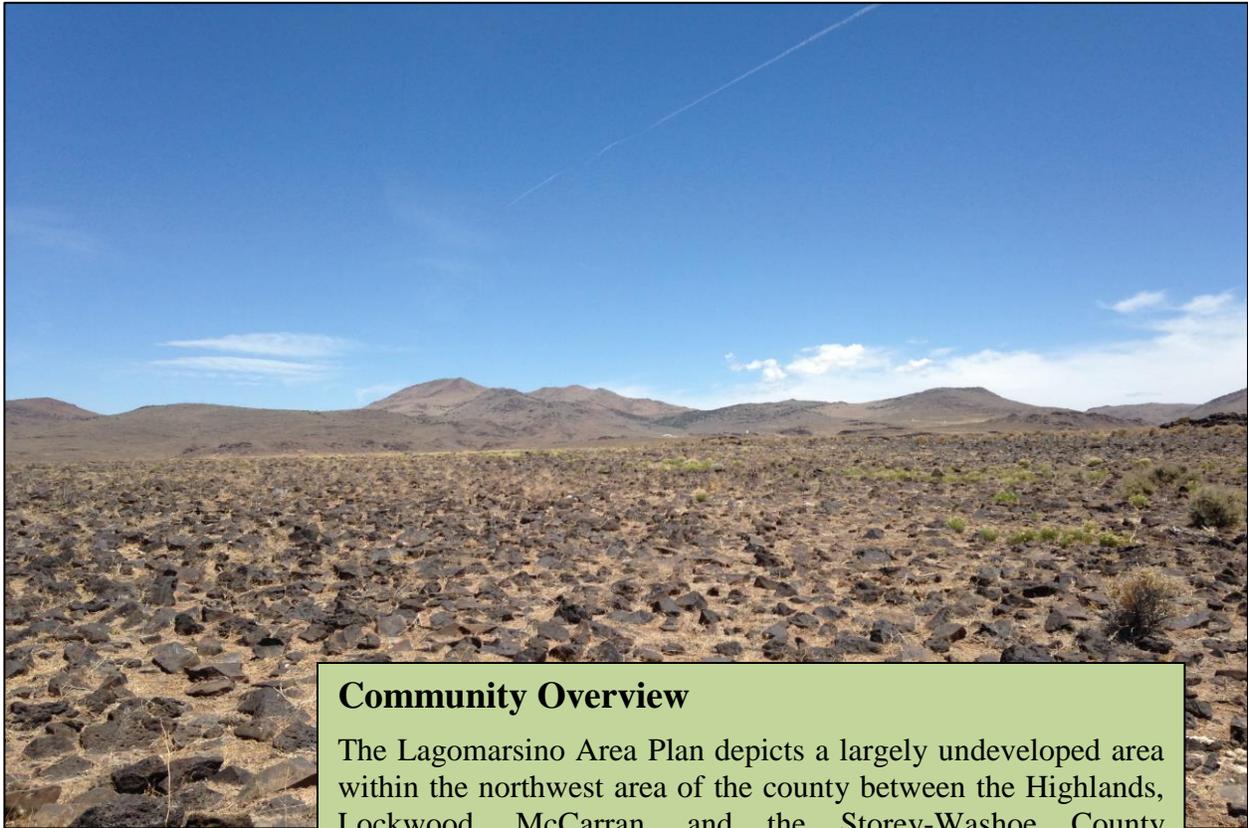
Figure 3.4-34: Tahoe-Pyramid Bikeway’s proposed regional alignment (top), and proposed Lockwood alignment (right) strongly opposed by Storey County and the Lockwood community. (Sources: [top] Tahoe-Pyramid Bikeway, www.tpbikeway.org/index.php. 2013; [bottom] Storey County Planning Department, 2015)



Figure 3.4-35: Adjacent vacant land north of the Truckee River in Lockwood.

The image above shows vacant land in Washoe County that may be considered for transfer into Storey County. (Source: Storey County Planning Department, 2015)

3.4.6 LAGOMARSINO AREA PLAN



Community Overview

The Lagomarsino Area Plan depicts a largely undeveloped area within the northwest area of the county between the Highlands, Lockwood, McCarran, and the Storey-Washoe County boundary. It features a large tract of land dedicated to high-intensity industrial uses requiring extensive buffering, as well as lands reserved for other heavy industrial uses, utility transmission systems, and rural very low-density uses.

Introduction

The Lagomarsino Area includes approximately 37 square miles of land, including mountainous terrain and an elongated valley within the northwestern portion of Storey County between Lockwood, the Highlands, and Washoe County.

Existing and Future Land Uses

This area is mostly vacant, privately-owned, and in many places difficult to access. Land to the north and south are separated by steep mountainous topography. About two-thirds of the Lagomarsino area is designated in this master plan for heavy and high-intensity industrial uses, while approximately 6,000 acres to the area's south and abutting the Highlands (Sunny Hills Ranchos) was previously subdivided with the intent to accommodate rural residential uses of no less than 40 acres. The Sunny Hills Ranchos is currently zoned F Forestry which provides area use compatibility review by the board and planning commission for each proposed residential use.

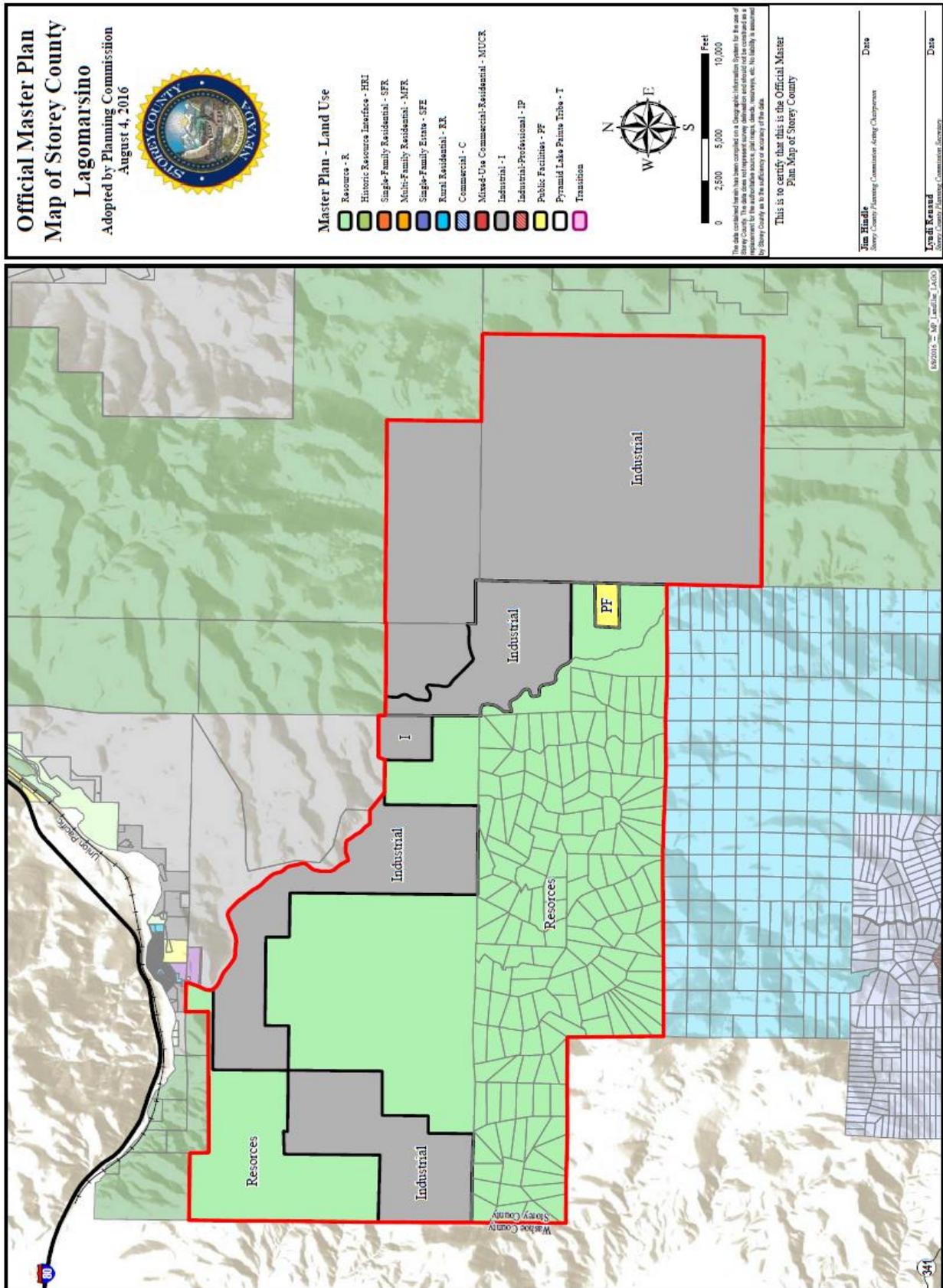
Area residents, mostly from Reno and Sparks, are attracted to the north and central parts of the Lagomarsino area for unsanctioned recreational purposes, despite no official public access and most of the land being privately owned. A large aggregate quarry mine is located one mile south of Lockwood and west of the Lockwood Regional Landfill. The quarry has operated at this location since 2007 and is expected to continue for the foreseeable future.

An 8,600 acre privately owned bluff situated toward the eastern half of the Lagomarsino area and abutting McCarran and the Tahoe-Reno Industrial Center has great potential for commercial and industrial development which may provide significant employment opportunity for Lockwood and other north communities in the county. Now owned by Nevada Uplands, LLC (Figure 3.4-37), the land is the former home of TRW, Aerojet, and Hi-Shear manufacturing and testing facilities. Approximately 20 buildings designed for explosives and volatile materials manufacturing and testing remain on the property. While not currently in operation, the property is being marketed to para-military, volatile materials manufacturing and testing, and other uses requiring large tracts of land for intense industrial uses and associated buffering.

In 2008, an application to amend the 1994 Master Plan and the zoning ordinance to allow for a residential planned unit development on this land was denied by the board following recommendation for denial by the planning commission. The proposal was found to be non-conforming with the 1994 Master Plan in effect at the time and it was found to cause substantial adverse impacts on existing uses in the area. The developer sued. The board's denial was, however, upheld in the First District Court of Nevada, and a settlement between the county and the developer in the Nevada Supreme Court resulted in expanded entitlements for heavy and very-high-intensity uses, and the absolute prohibition of residential uses on the property. The property is currently zoned IS Special Industrial and I3 Heavy Industrial, both providing entitlement to the industrial uses described and as allowed by the master plan and zoning ordinance at the time.

The Nevada Uplands property is ideal for industrial uses requiring high-security and extensive separation from other uses. Several companies have expressed interest in the land in recent years and, in 2010, the board with recommendation by the planning commission approved an 80-acre utility-scale solar array on the property. That use has to date not been developed.

Figure 3.4-36: Master Plan Lagomarsino Area Plan Map



Key Issues

Potential Residential Encroachment

As the region continues to grow, Storey County will likely face increasing pressure from developers and officials of neighboring urban jurisdictions to allow residential development to sprawl into the Lagomarsino area. Storey County officials must remain well-versed in the history of growth and litigation in this area in order to ensure that entitled industrial uses, uses now occurring in the surrounding planning areas, and the potential economic sustainability that this area will provide to the county, are protected from residential encroachment and other incompatible uses. Allowed residential development in the Sunny Hills Ranchos must maintain 40-acre or larger parcels in order to maintain compatibility with the abutting Highlands rural residential community.

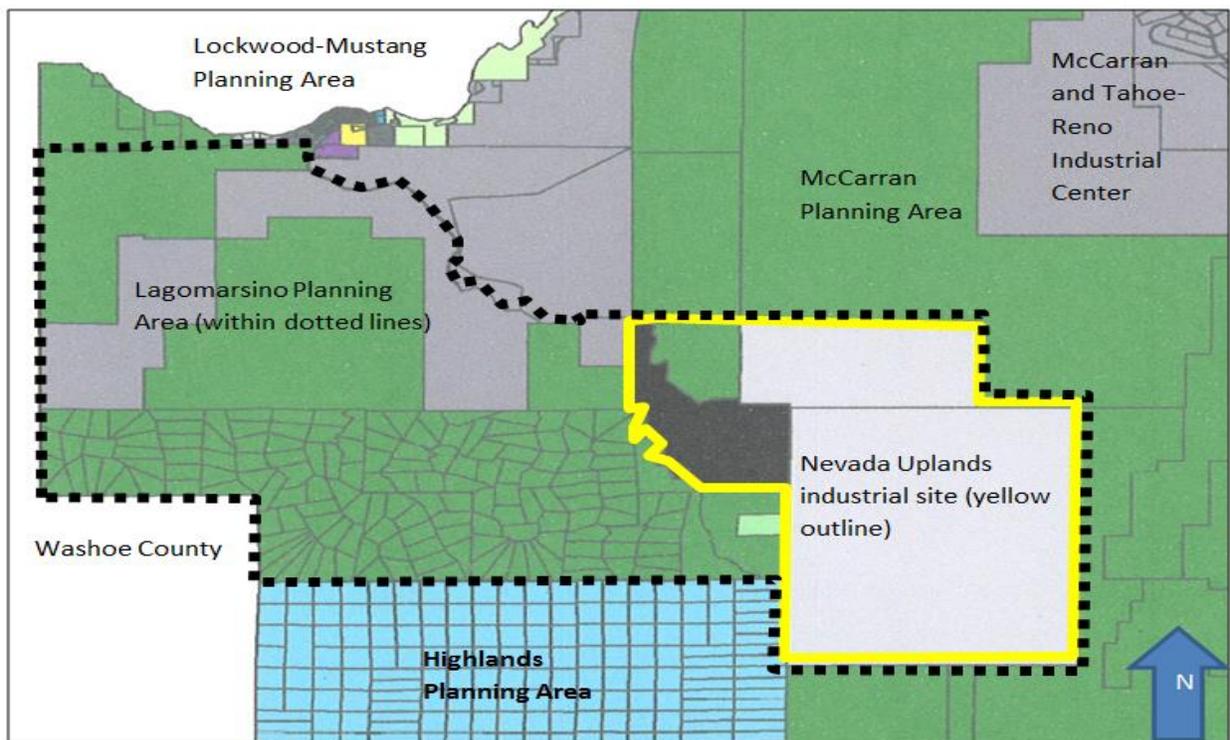


Figure 3.4-37: The map depicts the scale and location of the land historically zoned and used for industrial uses. It also illustrates its position respective to neighboring communities. Base map is from the Storey County Zoning Map (2012) showing zones as of the date of this master plan adoption. Information delineated is approximate.

Roadway interconnection

Connecting communities in the county will become increasingly important as population and economic activity expand. Significant discussion occurred during the master plan workshops on the potential benefits, adverse impacts, and challenges associated with constructing a north-south arterial route connecting Virginia City to Mustang and the Lagomarsino area, and an east-west route tying the Lagomarsino area into McCarran and/or Washoe County.

Highlands and Lockwood residents expressed concerns about traffic and other adverse human caused impacts that may occur through regional interconnections. Lockwood residents reminded county officials that decades of effort by area residents and county officials resulted in rerouting Lockwood Regional Landfill truck traffic away from Canyon Way and to Mustang Road, and that connecting Canyon Way to a regional road system would return to the center of the Lockwood community unsafe conditions that once existed. Major roads connecting the south and central parts of the county with the interstate should align with Mustang Road and avoid Canyon Way at Lockwood.

While certain regional interconnection may be necessary, the county should work closely with area residents and landowners to determine alternative alignments that are consistent with this master plan and ensure that unintended negative consequences are prevented. The county should also consider future population and other influential factors of Painted Rock before making substantial investment in directly connecting Virginia City to the north end of the county.

Lockwood-Interstate 80 Interchange

The Interstate 80 to Lockwood Interchange provides principal access to Lockwood and portions of the Lagomarsino Area. Canyon Way is the main collector route connecting the area to the interchange. This infrastructure serves approximately 1,500 residents and 15 local commercial and light-industrial uses. The connection also provides primary access to a large quarry mine and the Nevada Uplands industrial area, both accessed approximately three miles south of Lockwood toward the south terminus of Canyon Way.

The road infrastructure was constructed long before much of the commercial and residential development found in Lockwood today existed. Nominal improvements have since been made to the interchange and roadway and it remains substandard for existing and anticipated future traffic loads and types. Figure 4.7 (Lockwood Area Plan) illustrates where tractor-trailers oftentimes must encroach significantly into the oncoming westbound traffic lane when attempting to negotiate the sharp turn on the eastbound lane, and where local residents and commercial drivers report that accelerating to normal interstate traffic speeds is challenging and sometimes impossible with the undersized 500 foot westbound on-ramp.

A major reduction in truck traffic on the interchange and Canyon Way resulted in 2009 when Mustang Road, approximately three miles east of Lockwood, was extended to the Lockwood Regional Landfill, and when all truck traffic to and from the landfill was permanently diverted to the Mustang interchange and Mustang Road. The reduction in truck traffic significantly improved safety for Lockwood children and pedestrians crossing Canyon Way between their residential neighborhoods and commercial services.

This master plan supports industrial and other economic activity in the Lagomarsino area. However, it is recognized that under existing circumstances that such activity may increase truck and other traffic on Canyon Way and the Lockwood interchange. County officials should collaborate with Lagomarsino area land developers to establish alternative principal access alignments that avoid

Canyon Way in Lockwood. Connecting the Lagomarsino area to Mustang Road and directly to the Tahoe-Reno Industrial Center are considered improvements that will enhance commercial development potential of the Lagomarsino Area while minimizing adverse impacts to existing residential communities.

It is recognized that the interchange and associated collector road are located in Washoe County and are under the jurisdiction of the Nevada Department of Transportation. However, county officials should continue to collaborate with state transportation officials in order to secure funding and resources necessary to improve this infrastructure in order to accommodate existing and future uses in Lockwood and the Lagomarsino area.

Protection of Lagomarsino Petroglyphs

An 80 acre site exists toward the center of the county where an estimated 2,000 (Nevada Rock Art Foundation, 2012) aboriginal prehistoric petroglyphs exists (see Chapter 11 Cultural Resources Plan). The site is protected by U.S. federal law which prohibits the release of specific location site information in a public document. The Internet, however, has increased awareness of the existence and location of the petroglyphs, and, resultantly, vandalism and theft have become an increasing problem.

Storey County, various volunteer organizations including the Nevada Rock Art Foundation, local residents, and other stakeholders over the past two decades expressed desire to the State Historic Preservation Office and other state agencies to designate and manage the site as a state park with full-time supervision. At this time, however, local and state resources available to appropriately manage the site are limited. County officials will continue to work with local residents and volunteer groups to voluntarily monitor the site while the county and various agencies research permanent solutions to protecting this resource.

County officials should be aware of the conflict which this policy represents and be prepared to deal with it accordingly. Proposed land use projects and the elements they bring to the area could have a significant negative impact on this cultural resource. County officials should seek counsel from the State Historic Preservation Office when considering land use proposals that could have direct and indirect negative effects on the petroglyphs.

3.4.7 McCARRAN AREA PLAN



Community Overview

The McCarran Area Plan depicts a homogenous planned industrial center located toward the north-central part of Storey County nine miles east of Lockwood. It is home to the Tahoe-Reno Industrial Center and is dedicated solely to manufacturing, utility power production, warehousing and distribution, and other heavy- and light-industrial, and commercial uses. The industrial center has grown to become a major regional hub for distribution, alternative energy production, digital data management, and highly intensive and experimental industries.

Introduction

McCarran is home to the Tahoe-Reno Industrial Center and adjacent heavy industrial uses existing outside of annexed portions of the industrial park. Part of the former McCarran Ranch, it encompasses approximately 107,000 acres of land located within the northeast interior of the county and to the banks of the Truckee River. McCarran is currently home to nearly 70,000 acres of light and heavy manufacturing and distribution, renewable and non-renewable power generation, waste-to-energy, data management, and other unique and high-intensity industries. The area is currently served by Interstate 80, the Union Pacific Railroad, the Tracy-Clark Combined Cycle Power Generating Plant, the Tuscarora natural gas pipeline, and other infrastructure located within the Interstate 80 corridor. USA Parkway and Waltham Way are the principal arterial vehicular routes connecting the industrial center to the interstate.

Existing and Future Lands Uses

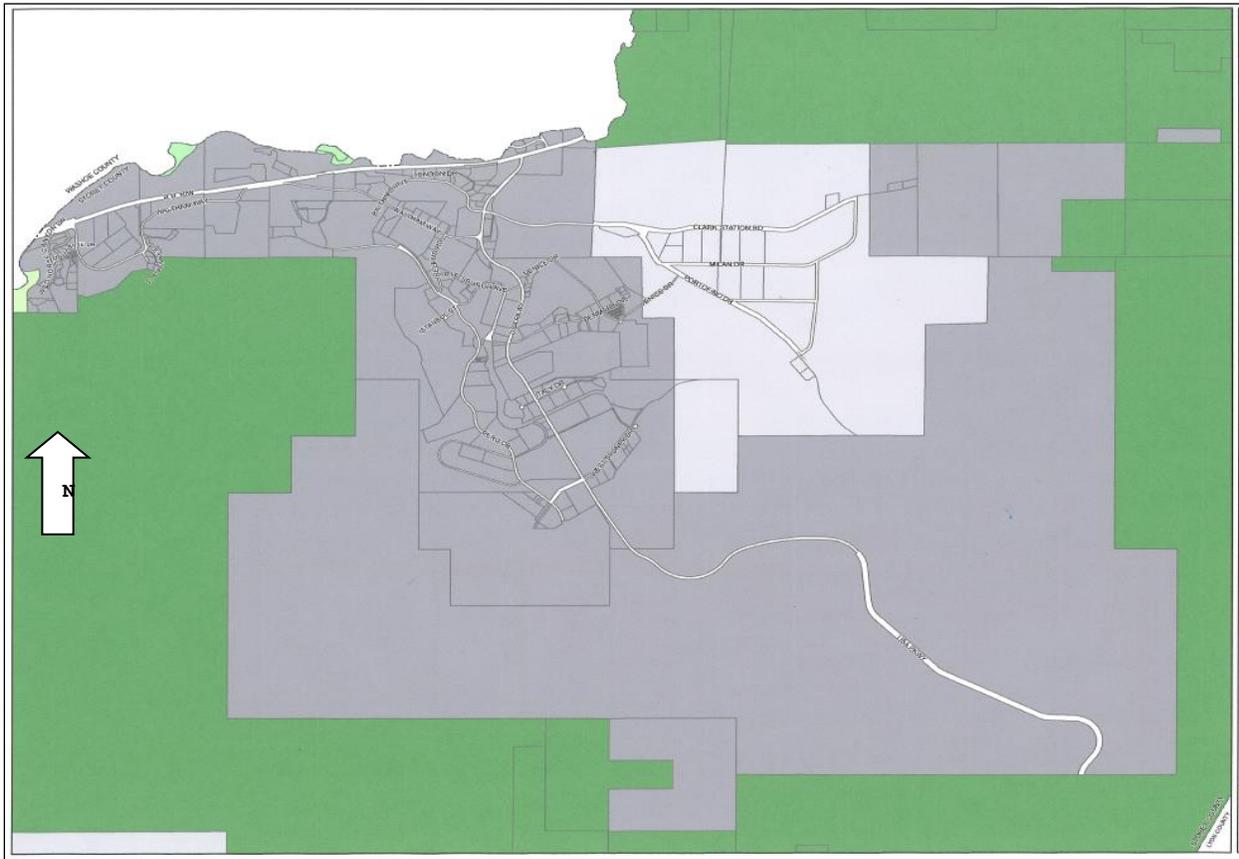
Industrial and commercial uses

The 1994 master plan identified the McCarran area as a “prime location in which further industrial development can be expected to occur” (Storey County Master Plan, 1994, p. 53). The Union Pacific transcontinental railroad and Interstate 80, five major power generation plants and natural-gas transmission and distribution systems, power and other utility transmission infrastructure, and the area’s separation from residential uses makes McCarran highly suitable for high-intensity and experimental industrial uses.

In 2000, a development agreement between Storey County and land developer Roger Norman (Tahoe-Reno Industrial Center, LLC) was ratified by the board of county commissioners. The agreement provides entitlements within the Tahoe-Reno Industrial Center – which currently encompasses approximately 70,000 acres of McCarran, allowing light, heavy, and high-intensity industrial and commercial uses in a secure regulatory and entitlement environment. Most industrial uses within portions of McCarran annexed into the Tahoe-Reno Industrial Center (Figure 3.4-37) are allowed with no special permitting or voting body approvals.

The entitlements and security provided by the development agreement laid the foundation for unprecedented growth for northern Nevada over the past two decades. McCarran is now home to over 19,000,000 square-feet of warehousing, distribution, manufacturing, energy production, and other industries, including over a dozen Fortune 500 companies, and most recently in 2014, the Tesla lithium-ion battery manufacturing “Gigafactory”. An estimated 5,100 permanent jobs are provided at the industrial center. McCarran’s rapid growth has caused it to become a major industrial and employment hub for the northern Nevada region as well as for Storey County.

As supported by the 1994 master plan, this master plan identifies McCarran exclusively for industrial and commercial uses. Due to the intensity of allowed uses, it is not an appropriate place for residential development. Residential development must also not be allowed to encroach into its immediate surrounding areas. The five residences located at the far west end of McCarran, and located on Agriculture zoned land, should be considered as a pre-existing exception in this plan.



(Source: Storey County Building Department, 2014)

Figure 3.4-37: Zoning Entitlements at McCarran. The McCarran zoning plate of the Official Storey County Zoning Ordinance (2012) shows approximately 70,000 acres zoned for heavy industrial uses (areas shown light and dark gray). The development agreement between Storey County and the Tahoe-Reno Industrial Center, LLC (2000), considers zoning and allowed uses existing since 1999 to be fully entitled and protected from new local regulations, unless those regulations are accepted by the Tahoe-Reno Industrial Center.

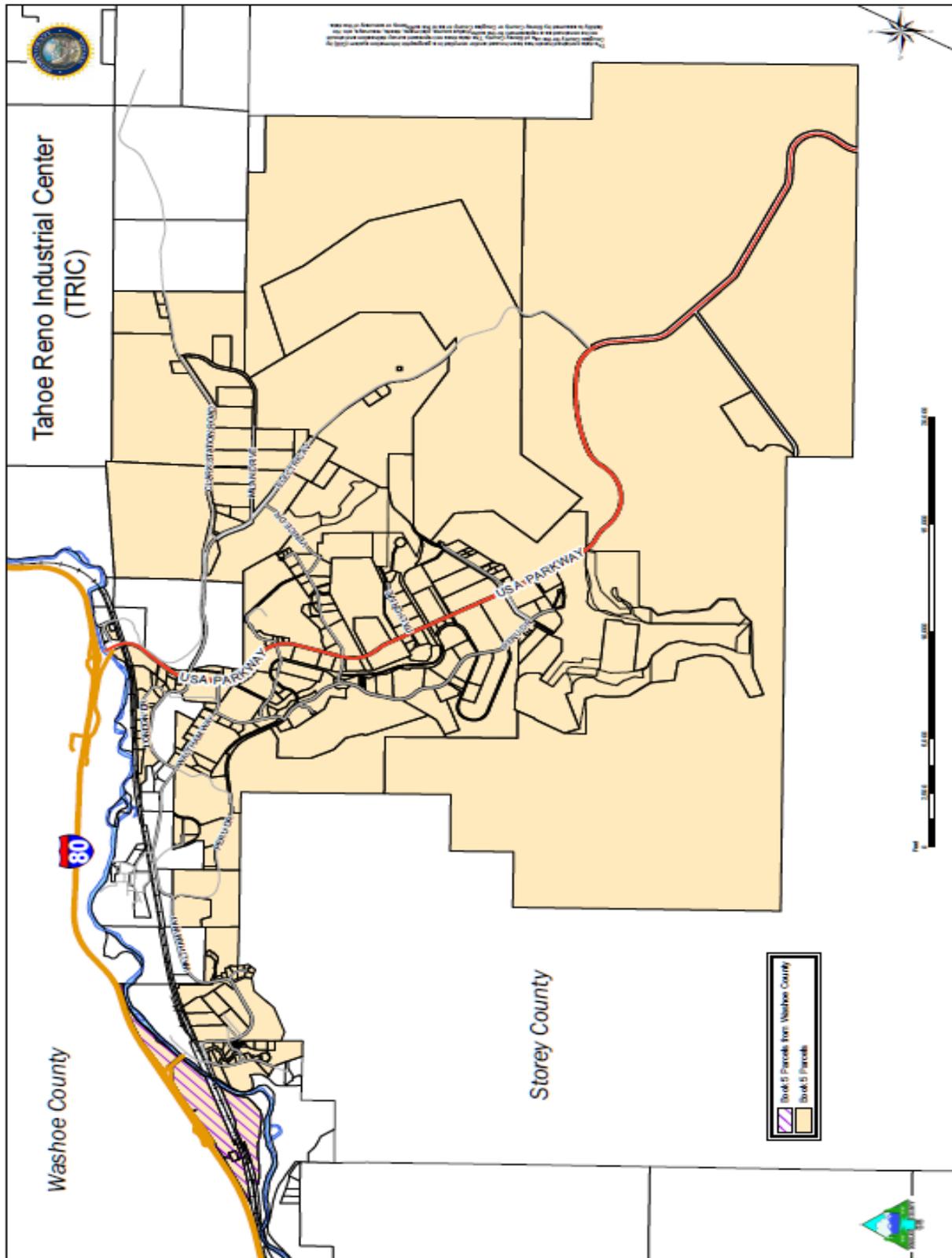


Figure 3.4-38: Illustration showing all McCarran parcels annexed into the Tahoe-Reno Industrial Center and subject to the provisions of the development agreement.

USA Parkway (State Route 439)

State Route 439 (USA Parkway) is a divided four-lane major arterial route serving as the primary connection between McCarran and Interstate 80. In 2014, the road (portions previously developed by the Tahoe-Reno Industrial Center and dedicated to Storey County as a public road) was assumed by the Nevada Department of Transportation (NDOT) and was designated as State Route 439.

Approximately 14 miles of the road is currently graded and paved; however, in 2017 a completed road under NDOT jurisdiction is expected to run south over the Flowery Range to Highway 50 in Silver Springs, Lyon County, creating a north-south arterial link between McCarran and its neighboring communities. The new alignment will enhance accessibility and mobility between Storey and Lyon counties as well as provide transportation infrastructure to support existing and planned uses in the Northern Nevada region, Storey and Lyon Counties, and at McCarran and surrounding properties.

Discussed further in Chapter 8 Transportation, the Fixing America’s Surface Transportation Act of 2015 designated the Interstate 11 future alignment connecting Las Vegas and Reno. Storey County is actively coordinating communication between the Tahoe-Reno Industrial Center and the Nevada Department of Transportation to evaluate the benefits and challenges of a potential alignment of the future interstate with State Route 439.

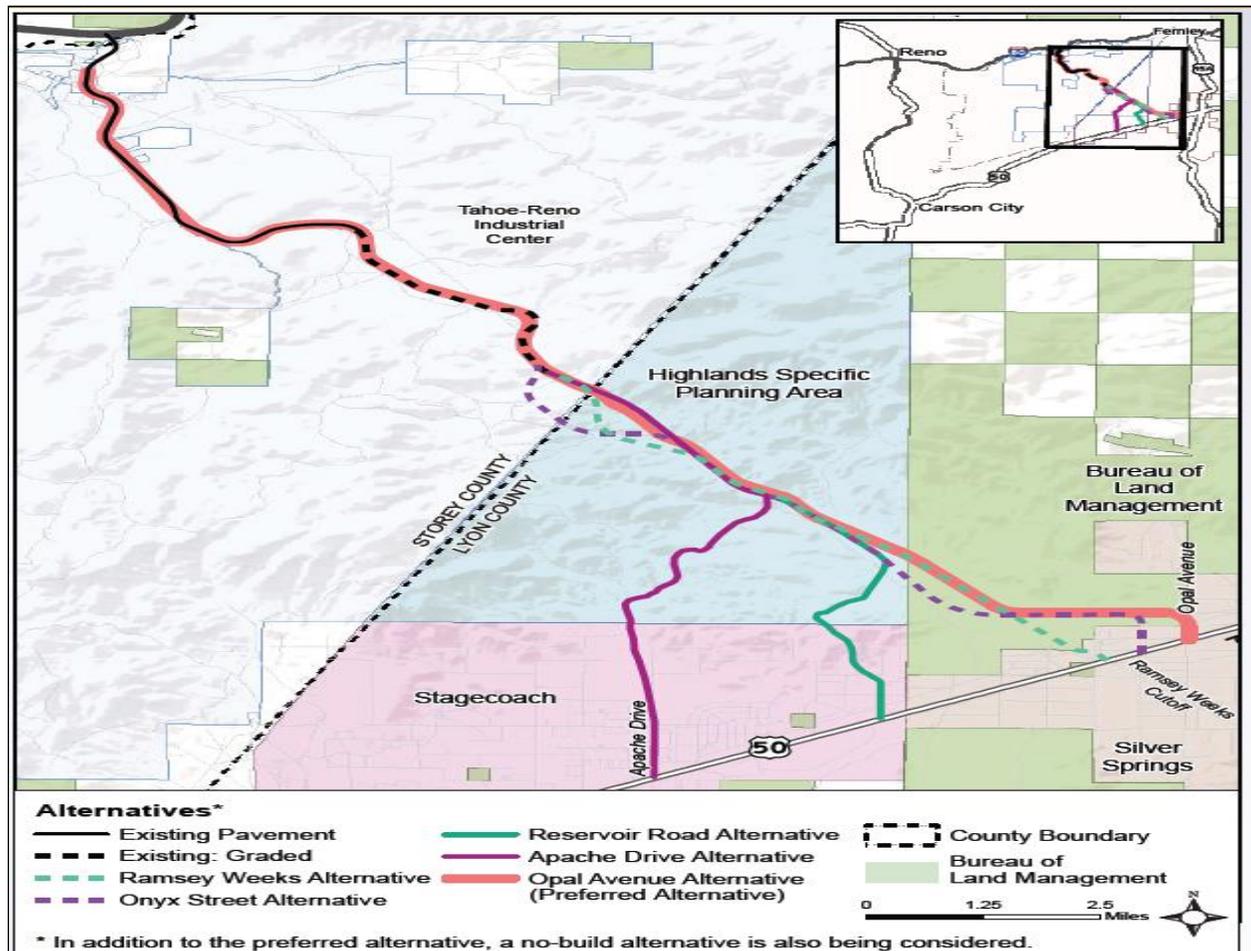
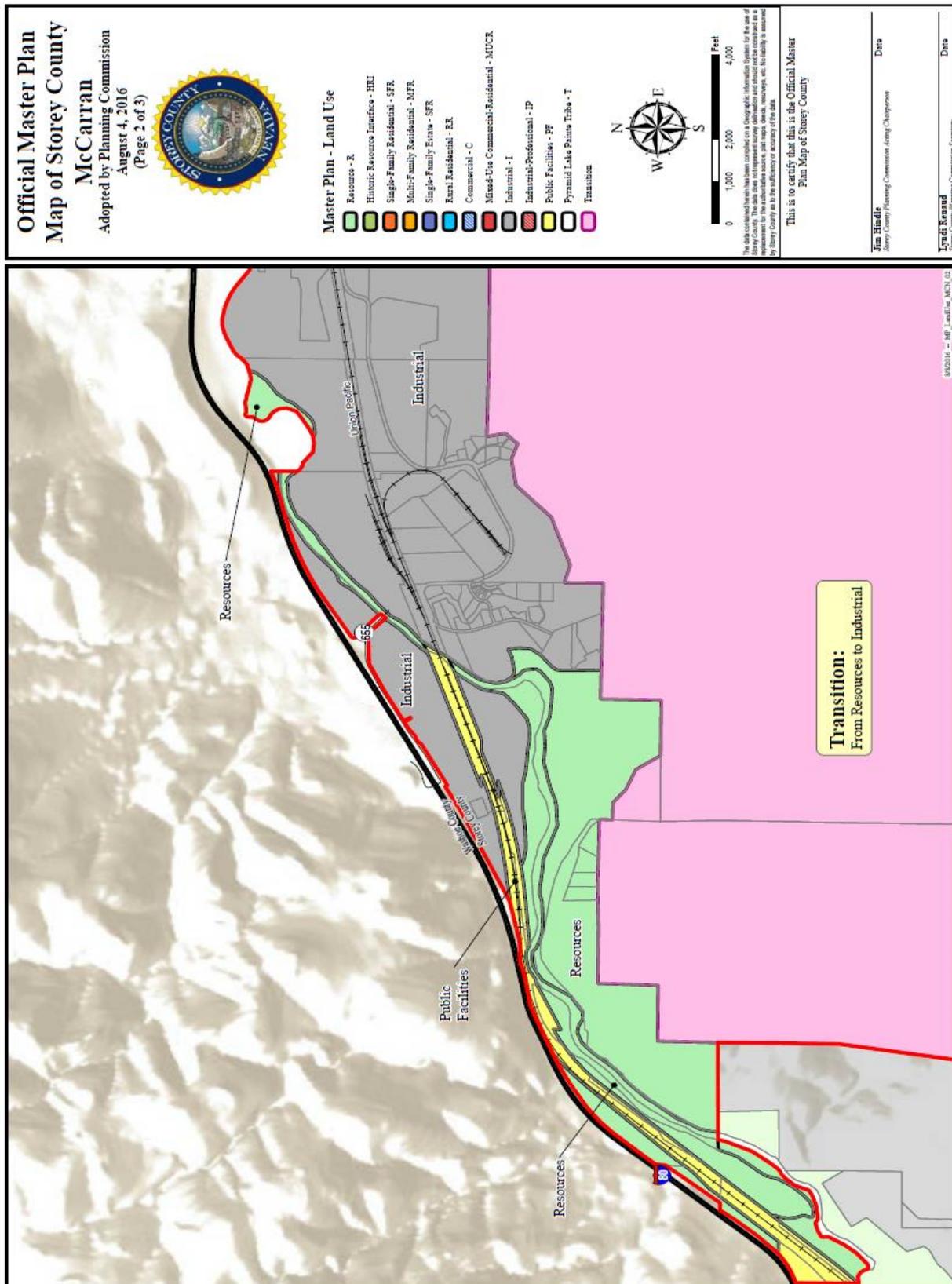
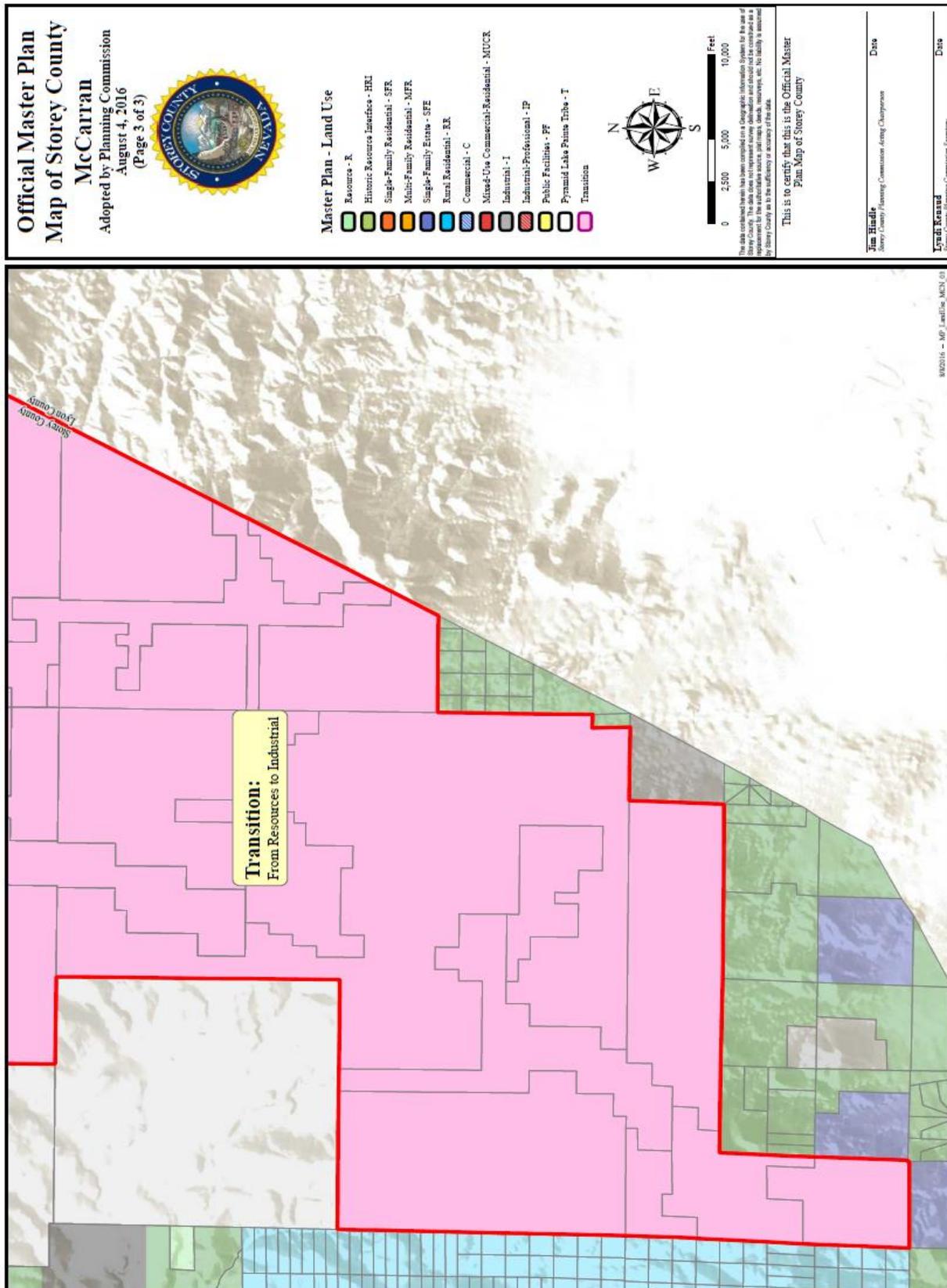


Figure 3.4-39: SR 439 Alignment Alternatives (Source: Nevada Department of Transportation, 2015)

(Continued: Figure 3.4-40: Master Plan McCarran Planning Area Map)



(Continued: Figure 3.4-40: Master Plan McCarran Planning Area Map)



Key Issues

The success of the Tahoe-Reno Industrial Center and other commercial activity at McCarran is attributed partly to entitlements provided in the development agreement between the principal developer and Storey County. Another key contributor to the success of business in this area is its separation from residences and other incompatible uses, and its regional proximity to existing urban centers. These attributes of McCarran make it attractive to prospective companies from across the world wishing to do business in and improve the northern Nevada region.

Residential encroachment into industrial areas

The 1994 master plan identified McCarran as an ideal location in which to develop a consolidated industrial center and this 2016 master plan continues to support development of McCarran exclusively for industrial and commercial purposes. Residential development in McCarran should not be allowed, with exception of several already existing agriculture-zoned residential parcels located to the far west area of McCarran. Because residential development is not appropriate in and around this heavy industrial center, Storey County officials informally discouraged Washoe County officials from allowing residential growth in their county near McCarran, and instead encouraged the neighboring jurisdiction to consider complimentary commercial and industrial development.

Storey County officials should understand, however, that Washoe County, and the Cities of Reno and Sparks, are likely to impose increasing pressure to allow residential sprawl to encroach into the McCarran area and other parts of the county. This master plan strongly discourages residential sprawl and considers the preservation of McCarran as exclusively industrial and commercial of foremost importance. Maintaining this direction will minimize potential land use conflicts, ensure the long-term economic vitality of the county and its incumbent industries, and maintain a safe and healthy environment for residents and employees.

Residential uses serving McCarran

Industrial and commercial development at McCarran continues to generate vast employment opportunity for residents in Storey County and northern Nevada. While this master plan discourages housing development in and immediately around the industrial center, housing needs associated with employment growth at the industrial center are considered in this master plan.

Discussed further in the Painted Rock Area Plan, Painted Rock may be considered for a potential mixed-use residential community. However, as stated elsewhere in this master plan, a mixed-use community, and not a homogenous housing development, for Painted Rock is strongly preferred as this model will lessen economic, infrastructure, and social impacts on the county and region, and be more attractive to diverse population groups.

Interconnection

The importance of connecting the Lockwood, Mustang, McCarran, and other north communities in the county with Virginia City will become increasingly important as commercial growth and other activity continue to occur in the northern parts of the county. Lengthy discussion occurred during the master plan workshops about the potential benefits, adverse impacts, and challenges associated with constructing north-south and east-west arterial connections in the county.

Chapter 8 Transportation discusses alternative routes connecting different areas of the county that were discussed during the master plan workshops. Connecting Lockwood/Mustang and Geiger Grade via a direct link between Long Valley Road and Mustang Road may be feasible; however, the cost-benefit ratio needs to be studied to determine feasibility. Incorporating a third link between this

route and McCarran, somewhere toward the center of the county, was also discussed. Highlands and Lockwood residents expressed concerns about traffic and adverse human cause impacts that may occur after connecting the region in this way. Also considered during the workshops was a connection between McCarran and Virginia City via USA Parkway to Highway 50 and Six Mile Canyon Road, or a potential similar connection, but bypassing Highway 50 through the Mark Twain area. Other options were also discussed, but were found to be cost-prohibitive or strongly opposed by Highlands and/or Lockwood residents. They include an alignment between Geiger Grade and Lockwood using Lousetown Road and Canyon Way. This route was strongly opposed by Highlands and Lockwood residents due to traffic and other activity that would be concentrated through the approximate center of both residential communities. A direct northerly connection between McCarran and Six Mile Canyon was also considered; however, local topography appears to make such an alignment cost-prohibitive.

A planned unit development at Painted Rock may be accessed primarily via Interstate 80 and the Painted Rock Interchange. However, an alternative route connecting Painted Rock directly to McCarran should be reviewed. The county should also consider future population and other influential factors of Painted Rock before making substantial capital investments toward directly connecting Virginia City with the north end of the county.

Patrick and USA Parkway Interchanges

McCarran and the Tahoe-Reno Industrial Center are now principally accessed from Interstate 80 at the Patrick Interchange to the west and USA Parkway Interchange to the east.

The USA Parkway interchange was developed in 2005 and generally meets traffic capacity for the area. The Nevada Department of Transportation, however, initiated a traffic capacity analysis in the spring of 2015 to determine what improvements to the interchange may be needed to meet anticipated future traffic loads and patterns.

The Patrick Interchange was constructed long before the McCarran area was developed. Patrick Interchange connecting half of the industrial center to the interstate is substandard for existing traffic loads, and may become a major factor inhibiting further development in the immediate area.

A portion of the interchange is located in Washoe County, but its principal function is to provide access to McCarran, located entirely in Storey County. It is recognized that the interchange and associated collector road are under the jurisdiction of the Nevada Department of Transportation. However, county officials are encouraged to collaborate with state transportation officials in order to secure funding and resources necessary to improve the infrastructure.

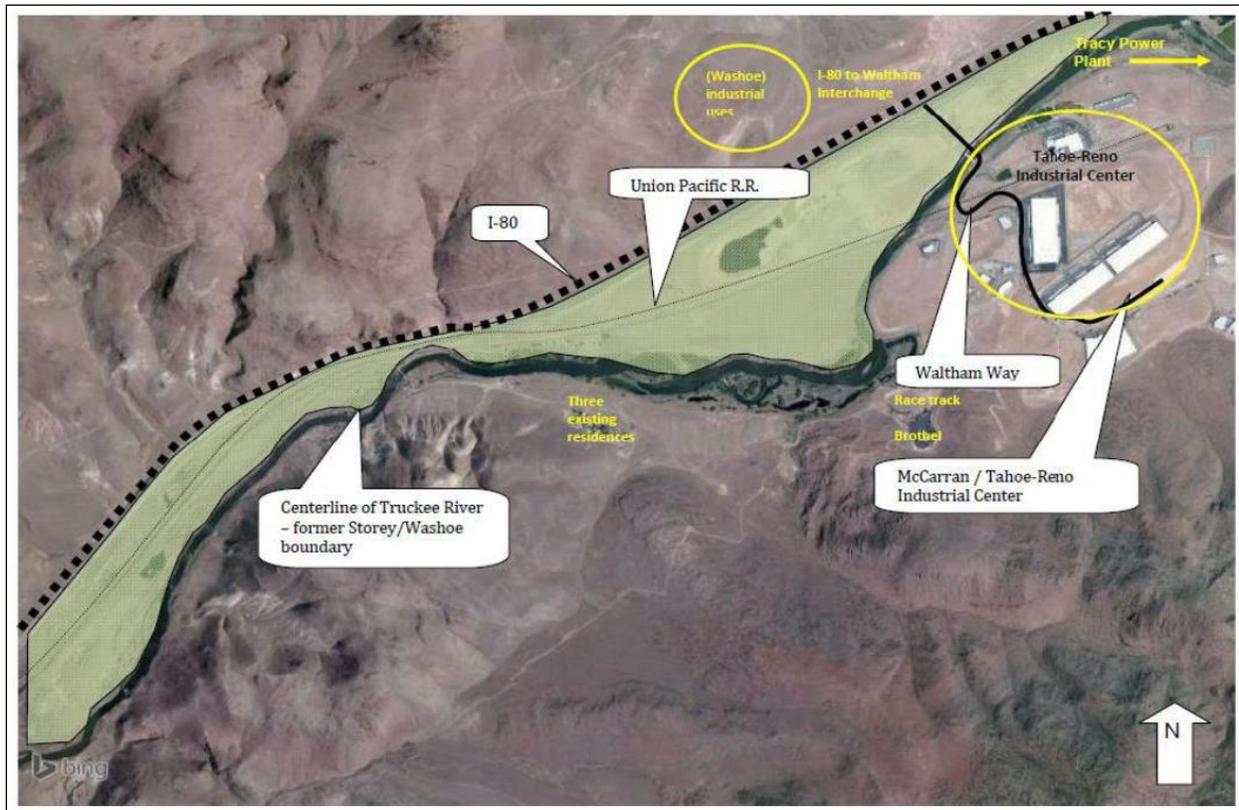


Figure 3.4-41: In 2015, approximately 580 acres of land was transferred from Washoe County to Storey County. The land was zoned IC Industrial-Commercial to facilitate large-scale commercial uses such as truck stops, major retail, and hotels. Significant improvements to the Patrick Interchange may need to be completed before such development occurs. (Source: Storey County Planning Department, 2014)

3.4.8 PAINTED ROCK AREA PLAN



Community Overview

The Painted Rock Area Plan depicts a sparsely populated community dominated by agriculture and wild lands located partially along the south banks of the Truckee River at the far northeastern portion of Storey County. It includes approximately 20 rural single-family dwellings, several small crop producing farms and cattle ranches. The area is remote and largely undeveloped, but has potential to become a planned residential and mixed-use community serving the housing needs of nearby businesses at McCarran.

Introduction

Painted Rock is located approximately 18 miles east of Sparks and five miles west of Fernley along the south edge of the Truckee River. The area includes the Truckee River riparian lands as well as the northern foothills of the Virginia Range. Riparian areas are dominated by agricultural uses and the high-desert steppe of the Virginia Range foothills is mostly undeveloped. Painted Rock currently includes about a dozen residential dwellings located on large estate and agricultural parcels. There are no commercial uses except as related to agriculture in this area.

Interstate 80 serves as the primary access to Painted Rock, and Painted Rock Road from Painted Rock Exit 40 connects this area to the interstate. The close proximity of this area to industrial and commercial activity at McCarran makes it a prime candidate to facilitate a planned mixed-use residential community serving the employment needs of the nearby industrial center.

Existing and Future Uses

Riparian environment

The riparian area along the Truckee River is mostly dedicated to agriculture production. However, similar to what has occurred in Mustang, Lockwood, and other nearby areas, agriculture land in Painted Rock is threatened by the continued transfer of water rights from Storey County to municipal and other uses elsewhere in the region. Once water rights are stripped from the land, it quickly succumbs to the proliferation of invasive weeds and become useless for agricultural purposes as well as for wildlife habitat.

Future use of this land in agriculture is largely dependent on the economic viability of farming to individual land owners. County officials, non-profits, and the Nevada System of Higher Education may provide needed resources, including funding mechanisms and land entitlements, needed for continued farming. Land owners may also receive assistance from these entities with adapting to more lucrative farming practices such as organic and experimental crop production.

It is recognized that agriculture in this area may diminish over time regardless of efforts to preserve its existence. If lands within the riparian areas of the Truckee River are removed from agricultural uses, the county should work collaboratively with appropriate non-profits and other organizations to restore the lands to their natural riparian state in order to mitigate noxious weeds and nuisance conditions, and to enhance natural riparian habitat for wildlife and passive recreation for area residents. The county should strongly discourage residential, commercial, and other structure development in this area.

Planned community

The northern foothills of the Virginia Range (see Figure 3.4-43) in Painted Rock are undeveloped and are now used primarily for open-range grazing. The 1994 master plan identified this area as having potential for residential development. In 2006, an application to rezone a portion of this land from forestry to planned unit development was approved by the board with recommendation by the planning commission. Developer-submitted plans called for a mixed-use planned community of approximately 3,500 residences intermixed with commercial, light-industrial, and public uses. The project was never initialized, however, and the approval became null from inactivity. The zoning of the land reverted back to Forestry and remains as such today.

Notwithstanding the status of the past development application, this master plan recognizes that continued industrial growth at McCarran will generate employment opportunities and local workforce population resulting in associated housing needs in the area. Ideally situated approximately six miles northeast of McCarran, Painted Rock should be considered for a potential mixed-use residential community providing housing for McCarran employees, thereby lessening strain on regional infrastructure and resources, and facilitating a nearby community from which employers at the industrial center may better attract and retain a competent and reliable workforce.

This master plan discourages urban sprawl. Suburban automobile-oriented development patterns should be avoided in the planned development in order to help meet this goal. Lessening local dependence on the automobile is best accomplished by designing a community that minimizes needed motorized transport for local trips. Community design should contain the community into an area approximately no more than one to two miles in diameter, and locate enterprise areas, schools, and public facilities into centralized areas easily accessible to local residents. The central enterprise areas should incorporate an integrated mixture of commercial and residential uses, and professional office and light industrial uses should also be included in the overall development.

Transportation design should accommodate and encourage local trips by foot and bicycle, and possibly even horseback. Pathways and roads should be separated from vehicular arterial and other high-speed routes, and where close connection between vehicle and non-motorized ways exist, roads should be circuitous and designed such to slow traffic. High-speed, collector, and arterial routes should be located toward the edges of the development where possible. The following should be considered when reviewing the design and makeup of a development proposal.

- When residents live too far from the town enterprise center and students too far from schools, community identity and local culture is difficult if not impossible to establish. Enterprise areas, learning centers, and public gathering places should be located toward the center of the community where they are easily accessed by all area residents.
- Land is destroyed, and people and uses in the immediate area become fragmented when parking areas are too large. Central enterprise areas and school complexes should be divided into sectors, and off-street parking areas in each sector should be kept to less than nine percent of the land where possible.
- Tranquility and safety of enterprise and public areas, parks, community centers, schools, and pedestrian ways are impacted negatively by through-traffic. Local roads should be configured into loops, cul-de-sacs, and other such arrangements in order to reduce and slow area vehicular traffic. Streets around parks, schools, and other public gathering places should be essentially pedestrian, 20 to 30 feet wide, with activity areas situated mostly away from the traffic ways.

Support for a planned unit development should find, in addition to other conforming matters of this master plan, that it serves the proportional housing needs in the north area of the county, particularly from McCarran; that it minimizes adverse social and financial strain on the county and the region; and that it facilitates a mixed live-work environment that complements the vision and goals of this master plan, and lifestyles characteristic to other existing Storey County communities.

Community-integrated education

A well-designed community at Painted Rock will provide a diverse population from which employers at McCarran may better attract and retain a competent and reliable workforce. Providing a learning environment that supports meaningful education is essential to fostering a sustainable

community that will complement industries at McCarran and elsewhere in the region. The National Center for Research in Vocational Education (NCRV) holds that “learning environments are closely connected to the community’s economic and social development. Lifelong learning and a community’s health go together.” (NCRV MDS, Chapter 9 Learning Environment, p. 5)

Creating a physical environment that facilitates excellent educational facilities and curriculum possibilities should be at the forefront in the design review process for the planned unit development. This master plan supports Painted Rock as an integrated mixed-use community, a planning design concept that fosters livability, diversity, and economic sustainability. The school’s role and placement in the community should also reflect these values. Well placed schools improve the connection between classroom and extra-curricular experience, and the people living and working in the community. The NCRV in *New Designs for the Comprehensive High School* explains that “Schools do not exist in isolation. They relate to the surrounding environment functionally, culturally, and visually.” Successful schools incorporate the greater community into the education process. (Copa and Pease, 1992)

During the review process, the county and school district should work collaboratively to consider what level and type of education and supporting facilities should be applied in the development. In 2015, the Storey County School Board of Trustees expressed desire for this master plan to support laying the groundwork to facilitate a wide-range of education opportunities, including pre-kindergarten; K-12; vocational; Science, Technology, Engineering, and Mathematics (STEM); and post-secondary education serving both local residents and possibly other jurisdictions as related to workforce needs of high-tech and other industries in McCarran. The proximity of Painted Rock to McCarran provides an opportune environment for the application of multi-curricular education.

During the tentative map and planned unit development process, an advisory group should be formed between the county and the local school district to ensure that the location, placement, and design of school facilities meet the goals of this master plan and the school district’s needs which extend beyond the jurisdiction of this master plan. The group should include broad representation consisting of well-respected people in their fields of expertise and who are recognized for their leadership and commitment to improving schools (Copa and Pease; 1991-1992). Because the school may be integrated into a unified facility, or a combined complex with other public services in order to increase building efficiency, the group should also include representatives from fire and emergency services, law enforcement, library and social services, public works, general local government, and possibly local non-profits, as applicable. The recommendations of the group should be considered by planning staff and regulatory bodies as part of the findings for decisions.

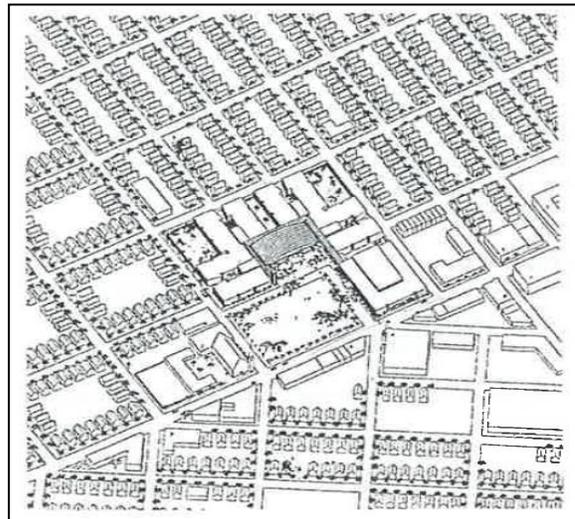


Figure 3.4-42: Schools should be integrated into the surrounding community, and may be ideally collocated with other public services within the facility, thus providing access to all groups in the community.

(Source: Copa and Pease, 1992)

Key Issues

Access

Interstate 80 serves as the primary access to Painted Rock, and Painted Rock Road from the Painted Rock Exit connects this area to the interstate. The design and condition of local roads, bridges, and other such infrastructures is problematic for this community.

The bridge crossing the Truckee River (Figure 4.15) from Washoe County is the only practical access to this area. The bridge is one-lane, antiquated, and below the FEMA 100-year base-flood-elevation. Canal Road, serving five local residences, is also problematic. Running along the Truckee Carson Irrigation District Canal, the one-lane road is narrow and windy with no shoulder or barriers between it and the canal.

Secondary access exists over approximately 12 miles of unpaved and unimproved roads and trails between Painted Rock and Fernley. However, many of these routes are insufficiently mapped, are difficult to navigate, and encroach into private property including into Union Pacific Railroad right-of-ways, and encroach into Pyramid Lake Paiute Tribal lands. Further exacerbating the problem, the Union Pacific Railroad has employed concerted efforts to removing at-grade railroad crossings in the area without providing alternative means of accessing adjacent land.

The county should consider working with land developers, federal grant administrators, the Union Pacific Railroad, and other organizations to improve and provide reliable secondary access to the northern and southern parts of this area. Until improved railroad crossings are developed by the Union Pacific Railroad, the county should strongly protest efforts to bar access over existing at-grade railroad crossings.



Figure 3.4-45: Painted Rock Bridge: The one-lane Painted Rock Bridge was constructed in 1918 and continues to serve primary vehicular access to the residents of Painted Rock. The bridge is below FEMA's base-flood-elevation level and oftentimes becomes inundated during flood events. A higher two-lane bridge will be necessary for future development to occur in this area. (Source: Storey County Planning Department, 2016)



Figure 3.4-46: Truckee-Carson Irrigation District Canal adjacent to local access road: Canal Road shown in the photo is the only access to five residences located along the Truckee-Carson Irrigation District Canal. The road is narrow and has no shoulders between it and moving water. (Source: Storey County Planning Department, 2016)

Interconnectivity

The importance of connecting Painted Rock and other northern communities to Virginia City will become increasingly important as commercial expansion and population growth continue throughout the county. Additionally, if Painted Rock becomes a developed mixed-use community as discussed in this master plan, it will become equally important to improve connection between it and McCarran.

Chapter 8 Transportation discusses alternative routes connecting different areas of the county that were discussed during the master plan workshops. Connecting Lockwood/Mustang and Geiger Grade via a direct link between Long Valley Road and Mustang Road may be feasible; however, the cost-benefit ratio needs to be studied to determine feasibility. Incorporating a third link between this route and McCarran, somewhere toward the center of the county, was also discussed. Highlands and Lockwood residents expressed concerns about traffic and adverse human cause impacts that may occur after connecting the region in this way. Also considered during the workshops was a connection between McCarran and Virginia City via USA Parkway to Highway 50 and Six Mile Canyon Road, or a potential similar connection, but bypassing Highway 50 through the Mark Twain area. Other options were also discussed, but were found to be cost-prohibitive or strongly opposed by Highlands and Lockwood residents. They include an alignment between Geiger Grade and Lockwood using Lousetown Road and Canyon Way. This route was strongly opposed by Highlands and Lockwood residents due to traffic and other activity that would be concentrated through the approximate center of both residential communities. A direct northerly connection between McCarran and Six Mile Canyon was also considered; however, local topography appears to make such an alignment cost-prohibitive.

County boundary line

Storey County's northern boundary is defined by the centerline of the Truckee River. However, over the past century, the alignment of the river has been significantly altered by natural hydraulic and human forces. Uncertainty as to the precise alignment of the north boundary separating Washoe and Storey counties has, in some cases, caused land use, taxation, and other conflicts. Storey County should collaborate with Washoe County to seek federal funding to survey the river and appropriately map the dividing boundary.

Water rights and agriculture land

As stated earlier in this section, land developers outside of the county may continue to purchase and strip agricultural water rights from land throughout the northern part of the county. Storey County should closely monitor applications for water rights transfers in this area and work collaboratively with agricultural developers to maintain these lands in farming uses, or return them to a natural state for wildlife and recreation benefit.

3.4.9 EAST SLOPE AREA PLAN



Community Overview

The East Slope Area Plan depicts a remote undeveloped area within the northeast part of the county south of Painted Rock and eastward to the Storey-Lyon County boundary. This area includes no residential or commercial development and its remoteness makes it challenging to provide municipal services. A portion of this area is within lands of the Pyramid Lake Paiute Tribe.

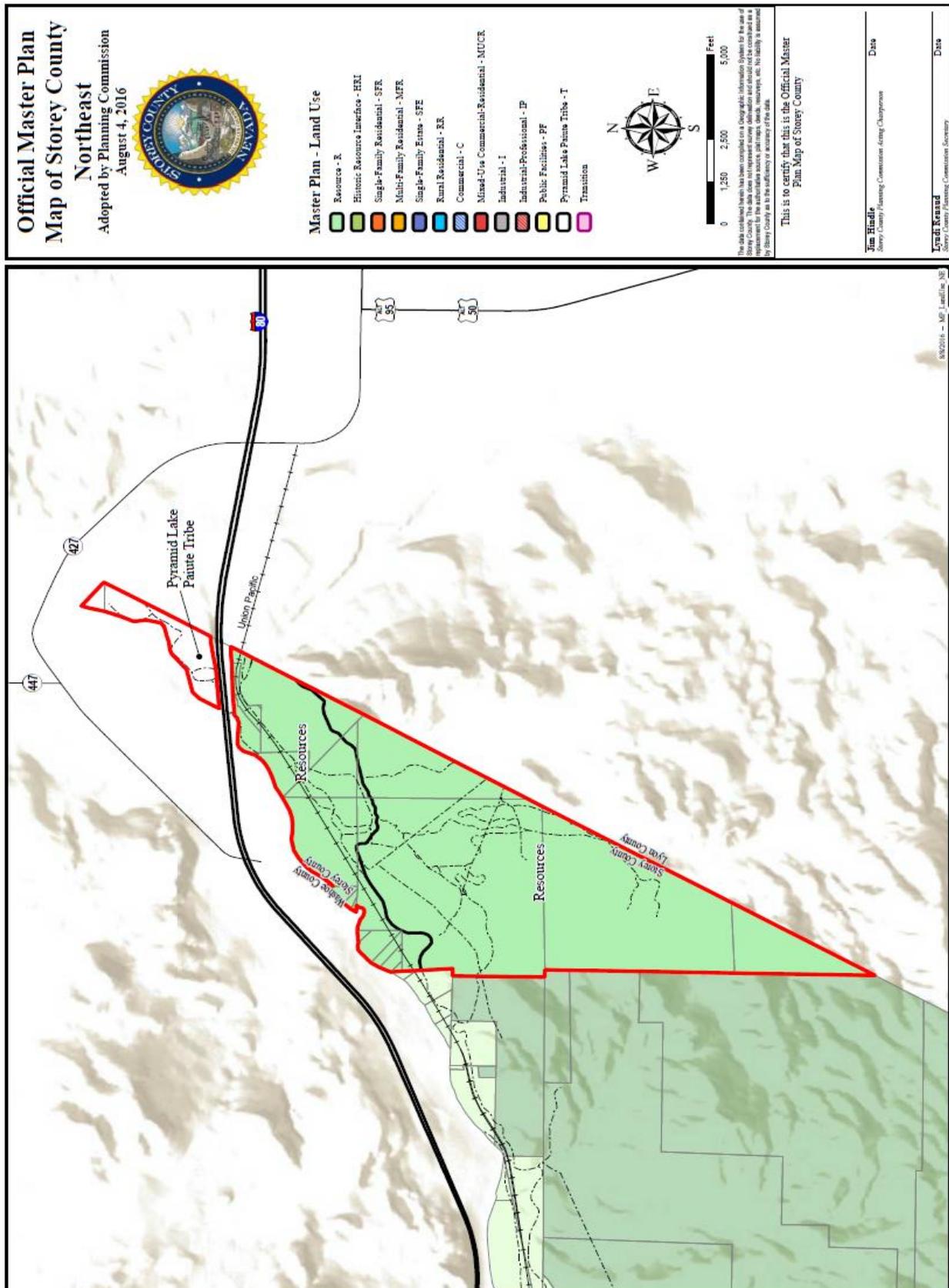
Introduction

The East Slope Planning Area includes the northeast slope of the Flowery and Virginia Ranges from McCarran, Mark Twain, and Painted Rock to the Storey-Lyon County boundary. It also abuts a portion of the Truckee River at its northern boundary. This area is remote, accessed only by unimproved roads and trails, and contains no utility distribution infrastructure. The area is primarily used for open-range grazing and recreation. This area also contains a small area of the Pyramid Lake Paiute Tribe reservation located in the northeast extremity of the county.

Future Lands Uses

This area is relatively close to the City of Fernley in Lyon County. Residential development exists in Fernley approximately two miles to the east of the Storey-Lyon County boundary. The area in Storey County, however, is remote and distant from Fernley's urban center. Because of its location, residential development in this area would impose significant strain on Storey County resources, including fire and law enforcement protection, utility and road maintenance, schools, and other services. The land is acceptable for agricultural uses along the Truckee River and open-range grazing in its interior parts. The area may also be considered acceptable for recreation as well as aggregate and metal mining.

Figure 3.4-47: Master Plan Northeast Planning Area Map



Key Issues

Access

Secondary access exists over approximately 12 miles of unimproved roads between Painted Rock and Fernley. However, many of these roads are insufficiently mapped and are difficult to navigate. Many of these roads encroach into private property, including into Union Pacific Railroad right-of-ways. Further exacerbating the situation, the Union Pacific Railroad has employed concerted efforts to remove at-grade railroad crossings in the area without providing alternative means of access.

The county should consider working with land developers, federal grant administrators, and other organizations to improve and provide reliable access to this area. Until improved railroad crossings are developed by the Union Pacific Railroad, the county should strongly protest the company's efforts to bar access over existing at-grade railroad crossings.

County boundary line

Storey County's northern boundary is defined by the centerline of the Truckee River. However, over the past century, the alignment of the river has been significantly altered by natural and human forces. Uncertainty as to the precise alignment of the north boundary separating Storey and Washoe Counties has in some cases caused land use, taxation, and other conflicts. Storey County should collaborate with its neighbor to seek federal funding to survey the river and appropriately map the county boundary.

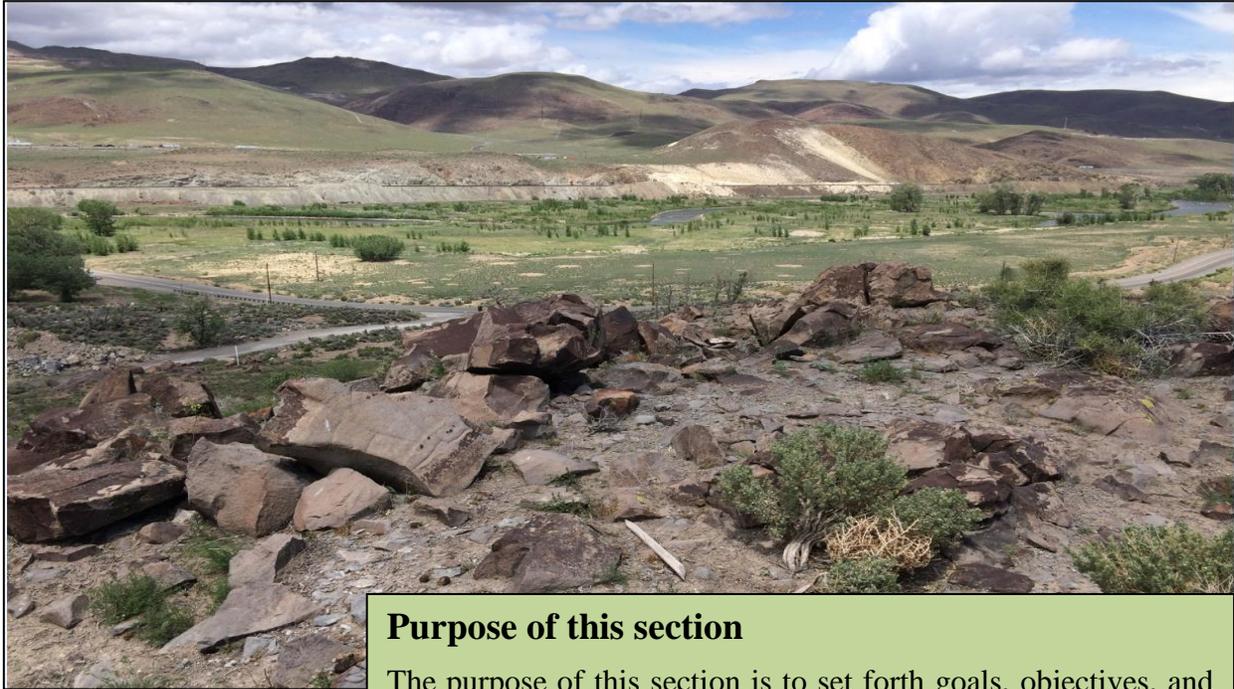
Water rights and agriculture land

As stated earlier in this section, land developers outside of the county are expected to continue purchasing and stripping agricultural water rights from land throughout the northern part of the county. Storey County should closely monitor applications for water rights transfers in this area and work collaboratively with agricultural developers to maintain these lands in farming uses or return them to a natural state for wildlife and recreation benefit.

Tribal lands

This plan does not apply to tribal lands; however, the county should continue working with the tribe in land use decisions in this area, and build relationships for reciprocal cooperation.

3.5 Goals, Objectives, and Policies



Purpose of this section

The purpose of this section is to set forth goals, objectives, and policies for carrying out this master plan. This section is divided into the respective planning areas of the county, as well as the county as a whole.

3.5.1 General Countywide

The following goals, objectives, and policies apply across the county as described thereby. Each planning area and subarea contains goals, objectives, and policies which are specific to those areas.

Goal 1 Direct and manage orderly, efficient, and sustainable development

Objective 1 To use this master plan to graphically depict desired land use patterns

Policy 1 By defining the master plan land use maps as the official maps depicting potential future land uses in the county

Objective 2 To maintain an up-to-date master plan

Policy 1 By periodically updating this master plan and master plan maps

Policy 2 By maintaining zoning maps in conformance with this master plan

Policy 3 By regularly communicating with residents, land owners, and businesses to identify needs and respond appropriately and expediently

Policy 4 By continually communicating with the Nevada State Demographer's Office to determine accurate growth trends and forecasts in the county and region, and using the findings as the basis for updating this master plan

Objective 3 To involve community stakeholders in the administration and updating of this master plan

Policy 1 By making master plan information and maps easily accessible to the public

Policy 2 By reaching out to community stakeholders and leaders about the provisions of this master plan and general land use trends in the county and in each community

Policy 3 By holding planning commission public meetings in the areas most likely affected by proposed master plan and zoning amendments

Goal 2 Create and maintain livable and sustainable communities

Objective 1 To maintaining compact communities

Policy 1 By concentrating commercial development in defined and planned mixed-use centers

Policy 2 By encouraging new commercial development as integrated centers, or compatible infill within existing developed communities, rather than as individual or periphery development centers

Policy 3 By encouraging infill residential development within existing population centers in the county, and as part of an integrated planned community at Painted Rock

Policy 4 By exploring density trades and other means to encourage and provide for compact nodal development

Policy 5 By revising development codes to reflect performance-based standards

Objective 2 To create and maintain complete communities

- Policy 1 By facilitating enterprise areas in each community except the Highlands
- Policy 2 By requiring planned unit developments to include commercial, residential-commercial, and other uses concentrated into one or more established town enterprise centers, or to be strategically integrated with existing such centers
- Policy 3 By incorporating open space wildlife migration corridors throughout planned unit developments, and aligning these corridors with existing exterior agriculture, equestrian, common open-space, public lands, wildlife corridors of adjacent planned unit developments, and known natural wildlife migratory pattern

Objective 3 To facilitate pedestrian-friendly communities

- Policy 1 By situating new residential developments so that enterprise areas, schools, and public gathering places are in close-proximity and easily accessible to area residents
- Policy 2 By implementing walkable systems that connect residential areas with enterprise areas, schools, public gathering areas, and other uses outside of the development
- Policy 3 By aligning and designing walkways, roads, and other transportation ways to encourage local trips by foot and bicycle, and as appropriate for the development (e.g., developments with equestrian uses) by horseback
- Policy 4 By separating walkways, pathways, and access roads from collector, arterial, and other high-speed traffic route
- Policy 5 By avoiding grid-pattern roadways, except in Virginia City, and instead configuring local roads into loops, cul-de-sacs, and circuitous patterns in order to reduce and slow traffic
- Policy 6 By designing streets around parks, schools, and other public gathering places to be essentially pedestrian, approximately 20 to 30 feet wide, and with activity areas situated mostly away from vehicle ways
- Policy 7 By locating high-speed, collector, and arterial routes toward the edges of the development, or along existing arterial and collector routes, where possible
- Policy 8 By situating roads to be circuitous and by implementing traffic calming design and devices to slow traffic where close connection between vehicle and non-motorized ways exist

Objective 4 To facilitate existing and future automobile-alternative transportation systems

- Policy 1 By reserving necessary property, right-of-way, and easements in new planned unit developments to support existing and future pedestrian, bicycle, bus, rail, and other transportation systems
- Policy 2 By aligning right-of-ways and easements for transit systems with existing transit system right-of-ways, easements, and planned corridors
- Policy 3 By connecting bicycle ways in Mustang, McCarran, and Painted Rock to the Tahoe-Pyramid Bikeway alignment
- Policy 4 By collaborating with the Union Pacific Railroad, Regional Transportation Commission, the Tahoe-Reno Industrial Center, and other agencies and entities to

assess and consider the feasibility of light-rail commuter systems utilizing new and existing infrastructure along the Truckee River/Interstate 80 corridor

Objective 5 To ensure safe and sustainable water resources for each community and natural ecosystem in the county

Policy 1 By requiring permit applicants to provide Storey County with documentation showing well water meets minimum quality and quantity standards before building permits are issued

Policy 2 By requiring land subdivision applications to include valid documentation showing that underground water resources supporting the development will not adversely impact the availability of quality drinking water for existing and future residents and uses in the area

Policy 3 By researching and considering alternative water sources, such as the importation of water from other jurisdictions, for the Highlands and Mark Twain Estates and other places where needed

Policy 4 By requesting services from the Nevada State Engineer's Office and the United States Geological Survey to study current and future water availability and quality in the Highlands and Mark Twain Estates and to determine potential alternative sources

Policy 5 By requesting service from the Nevada State Engineer's Office and the United States Geological Survey to determine the interrelation, or lack thereof, between declining groundwater levels in the Mark Twain Estates and the rate of residential growth in the nearby Dayton Valley, Lyon County

Policy 6 By encouraging the Virginia City Highlands and Highland Ranches, and Mark Twain Estates, and all planned unit developments to form general improvement districts that will secure sufficient quantities and quality of water and distribute it to local residents

Policy 7 By lobbying and working with the state legislature to develop legal means preventing water and water rights exportation from the county

Objective 6 To design communities which attract diverse people and workforce

Policy 1 By providing accessible quality K-12 schools and related facilities to students in northern Storey County

Policy 2 By requiring developers of planned unit developments to dedicate to the county and/or school district land necessary for the construction of public schools and public services facilities. The location and quality of land must meet the standards of this master plan and not cause undue strain on county/school district resources.

Policy 3 By requiring developers of planned unit developments to build and dedicate to the county school district, as agreed between the developer and the school district, K-12 school facilities adequate to serve area populations, as well as other needs determined appropriate by the school district for the subject area

Policy 4 By working collaboratively with the school district and its board of trustees during review of proposed subdivisions, housing projects, and planned unit developments in order to consider what level and type of education and supporting facilities may be required

- Policy 5 By creating a physical environment in planned unit developments that facilitates education facilities and curriculum possibilities as directed by the school board
- Policy 6 By creating a physical environment in planned unit developments that facilitates education facilities and curriculum beyond K-12 education, including for instance, pre-kindergarten, vocational, and post-secondary education, which is aligned with the needs of area employers
- Policy 7 By creating a physical environment in planned unit developments in which schools may relate to the surrounding community functionally, culturally, and visually, and where schools may incorporate the greater community into the education process
- Policy 8 By forming an advisory group between the county and the school district, consisting of a broad representation of well-respected people in their fields of expertise and who are recognized for their leadership and commitment to improving schools, to ensure that the location, placement, and design of school facilities meets the goals of this master plan, and the school district's needs which extend beyond the jurisdiction of this master plan
- Objective 7 To facilitate phasing of planned unit developments that ensures project completion and sustainability during phasing**
- Policy 1 By meeting changing market conditions while ensuring that improvements meet demands for infrastructure and service
- Policy 2 By entering into development agreements with large planned unit developments
- Policy 3 By phasing planned development projects so that they function effectively and independently at each phase
- Policy 4 By ensuring that the development agreement is consistent with tentative and final maps and the provisions of this master plan
- Policy 5 By requiring terms and plans for potential abandonment or termination of developments prior to their completion
- Goal 3 Create and maintain a diversified economy**
- Objective 1 To support a wide-range of industries across the county including agriculture, commercial, tourism, manufacturing, mining distribution, and technology**
- Policy 1 By working with regional and local economic development agencies and community groups to identify economic assets and development opportunities
- Policy 2 By communicating with regional partners to improve local and regional industrial databases to improve vertical integration and production efficiencies
- Policy 3 By encouraging and identifying opportunities for co-location and close proximity placement of complementary businesses
- Policy 4 By establishing zoning districts that support commercial and other economic uses
- Policy 5 By promoting mixed-use developments that support live-work environments and community diversity
- Policy 6 By preserving water rights for agriculture use and encouraging alternative agriculture practices and water use

Objective 2 To maintain streamlined and efficient application and approval processes

Policy 1 By maintaining simple and streamlined development applications

Policy 2 By maintaining and improving “one-stop-shop” permitting and development review as feasible

Policy 3 By considering performance zoning regulations that facilitate mixed-uses and reduce the need for special use permitting

Policy 4 By encouraging development agreements between the county and certain land developers

Goal 4 Create integrated public facilities

Objective 1 To provide efficient and reliable public services by combining fire and emergency services, law enforcement, library and social services, public works, general local government, and possibly non-profits as applicable, into a unified public facility located toward the center of the subject community

Policy 1 By including representatives from fire and emergency services, law enforcement, library and social services, public works, general local government, and possibility non-profits, as applicable, to an advisory group during the planned unit development process, to ensure that combined facilities and services, including those combined with public schools, are designed and placed properly and meet the needs of the community

Policy 2 By coordinating efforts with federal and state agencies such as the U.S. Department of Housing and Urban Development, U.S. Department of Agriculture Rural Development, and the Nevada Rural Housing Authority to help fund rehabilitation of abandoned and substandard dwellings

Goal 5 Maintain distinct communities in the county

Objective 1 To create and maintain distinct land use patterns and characteristics for each community in the county

Policy 1 By using this master plan to pattern uses which are consistent with the distinct character of each existing and new community in the county

Policy 2 By conforming to the goals, objectives, and policies for each planning area and sub-area in this master plan

Policy 3 By only approving land uses which are compatible with the community in which they are proposed and their surrounding communities

Goal 6 Maintain compatibility between uses

Objective 1 To implement design and performance standards that minimizes use conflicts

Policy 1 By designating in planned unit developments specific areas where mixed-use residential-commercial uses are appropriate in relation to the new development and the existing surrounding community

Policy 2 By establishing design and performance standards for commercial, industrial, residential, and other uses located within or adjacent to existing communities, and new communities, to ensure that future development is high in quality, desirable for

occupants, and compatible with existing surrounding uses. The design standards should address lot size and density; building scale, bulk, height, and setbacks; building materials and exterior aesthetics; buffering to abutting uses (including, but not limited to, density transitions); outdoor lighting and noise; vehicle loading, parking, and circulation; pedestrian circulation; landscaping (and xeriscaping); screening and fencing; accessibility to people with disabilities; and other elements.

- Policy 3 By preventing the overconcentration of multi-family residential uses in any given area and encouraging multi-family residential uses as part of mixed-use communities
- Policy 4 By reviewing proposed infrastructure improvements including roads and transportation connections, potential unintended impacts to adjacent communities, and weighing them against the potential benefits of the infrastructure improvements
- Policy 5 By actively engaging with the Bureau of Land Management and the local property owners and their associations to maintain public access to public lands within and adjacent to the Highlands
- Policy 6 By engaging in cooperative agency status with the Bureau of Land Management in all environmental assessments and other actions potentially affecting communities in the county

Goal 7 Reduce and prevent blight

Objective 1 To develop and enforce codes preventing and addressing nuisances and blight

- Policy 1 By enforcing nuisance and blight regulations consistently and fairly
- Policy 2 By educating residents about available assistance and programs aimed at cleaning properties and abating nuisances and related hazards
- Policy 3 By coordinating efforts with area resources, including Waste Management, Inc., to provide annual programs for no-cost refuse disposal and other such assistance
- Policy 4 By coordinating efforts with federal and state agencies such as the U.S. Department of Housing and Urban Development, United State Department of Agriculture Rural Development, and Nevada Rural Housing Authority to help fund rehabilitation of abandoned and substandard dwellings

Goal 8 Balance renewable energy systems with other uses

Objective 1 To support the development of certain renewable energy systems while preserving quality of life in residential areas

- Policy 1 By allowing small-scale domestic renewable energy systems, including solar and wind, when they are found to be scaled, placed, and designed as to not substantially detract from the existing character of each community
- Policy 2 By prohibiting commercial-scale renewable energy systems, including solar and wind, in and adjacent to residential areas
- Policy 3 By requiring planning commission and board review and action pertaining to all commercial-scale renewable energy systems

Goal 9 **Balance mining and non-mining uses****Objective 1** **To support the development of mineral resources while mitigating negative impacts to non-mining uses**

Policy 1 By adopting standards and policies concerning mineral development in all parts of the county

Policy 2 By adopting standards that substantially limit surface mining, but provide for small operations phased surface mining, and encourage underground mining in sensitive areas of the county

Policy 3 By requiring board approval with action by the planning commission for all large scale surface and underground mining applications

Policy 4 By refraining from duplicating permit applications requirements and fees which have been established by state and federal agencies

Policy 5 By maintaining proactive and collaborative relationships between county officials, mining interests, residents, and local stakeholders in mining permits and mine ordinance developments to assure compliance with local, state, and federal requirements pertaining to active and proposed mining operations



(Source: Storey County, 2014)

3.5.2 Comstock Area

Goal 1 Enhance and diversify the local economy

Objective 1 To promote commercial business in Gold Hill, Virginia City, and the Divide that serves the specific interests and needs of tourists and local residents

Policy 1 By accessing grants and other resources through collaboration with state and regional economic development agencies such as the Northern Nevada Development Authority and the U.S. Department of Agricultural Rural Development

Policy 2 By assessing needs and interests of residents, businesses, and stakeholders through formal and informal communication and assisting local businesses

Policy 3 By coordinating the master plan, zoning ordinances, and county codes with the regulations and programs of the local tourism commission

Policy 4 By designing the master plan, zoning ordinances, and county codes to reduce barriers toward expansion of needed businesses and services

Policy 5 By assessing the benefits and limitations of establishing a downtown revitalization redevelopment district that increases eligibility for grants, other funding sources, and programs to improve the downtown business district

Policy 6 By working with the Virginia City Tourism Commission to enhance the image and significance of the south and north gateway areas of Virginia City and Gold Hill

Objective 2 To secure local control from the Nevada Department of Transportation portions of State Route 341 (“C” Street) within Virginia City’s downtown area

Policy 1 By working with the Nevada Department of Transportation to convey to Storey County State Route 341 right-of-way between north and south intersecting “B” Street

Policy 2 By not accepting conveyance of portions of State Route 341 to Storey County until curbs, gutters, drainages, and pavement are improved to Storey County standards

Objective 3 To develop a fairgrounds facility in Virginia City that is permanent and sufficient in area and design to facilitate existing and future events

Policy 1 By securing sufficient land in Virginia City to support fairgrounds and ancillary uses including parking, vehicle and trailer staging, domestic animal stables, and other related uses

Policy 2 To develop a single permanent fairground facility in phases as resources allow

Policy 3 To improve road and pedestrian ways, and other infrastructure around the fairgrounds facility, and between it and downtown Virginia City

Goal 2 Maintain historic use patterns on the Comstock

Objective 1 To implement zoning, regulations, and practices and to maintain conformance with historic use patterns

Policy 1 By implementing Form-Based-Codes in the Virginia City downtown area requiring building location, placement, configuration, height, and scale which is consistent with adjacent conditions

Policy 2 By coordinating with the Comstock Historic District Commission in the development of Form-Based-Codes applicable within the Comstock

Policy 3 By encouraging commercial, residential-commercial, single-family residential, multi-family residential, and mixed-uses in the core areas of Gold Hill, Virginia City, and the Divide

Policy 4 By maintaining single-family residential uses in areas of Virginia City, Gold Hill, and the Divide currently and historically used principally with such uses

Policy 5 By preventing residential sprawl into outlying areas of the Comstock, particularly in the surrounding hillsides which are directly visible from the Virginia City downtown area, that were not historically developed with residential uses

Policy 6 By allowing reduced setback distances for single-family and multi-family residential uses in the Virginia City downtown area that are consistent with commercial uses

Policy 7 By preserving the natural and historic scenic corridor along State Route 341 and State Route 342 between the Washoe and Lyon county lines

Policy 8 By preserving to the extent feasible historic landforms including mine tailings and mine dumps

Policy 9 By replacing conventional “cobra-head” overhead streetlights with decorative and historically appropriate street lamps, such as those currently found along “C” Street in Virginia City. First priority should be given to the length of “B” Street between

Taylor Street and the north side of the Eagles Hall.

Policy 10 By requiring sidewalks along “C” Street in downtown Virginia City to be constructed of wood except where motor vehicle access is provided to street-abutting driveways and parking areas. Decorative pavers and/or other materials as permitted by the Comstock Historic District Commission should be considered where existing non-wood materials (e.g., concrete and asphalt) are being replaced.

Goal 3 Provide for certain renewable energy that is compatible with other uses in the Comstock Historic District

Objective 1 To support the development of certain renewable energy systems while preserving the integrity of the historic district, including its feeling of place and authenticity within the context of the nineteenth century

Policy 1 By allowing small-scale domestic renewable energy systems, including solar and wind, when they are found to be scaled, placed, and designed as to not aesthetically detract from abutting uses and the overall historic environment of the Comstock Historic District

Policy 2 By prohibiting commercial/utility-scale renewable energy systems, including solar and wind, within the boundaries of the Comstock Historic District

Policy 3 By requiring planning commission and board review and action pertaining to all proposed domestic renewable energy systems, including solar and wind, within the Comstock Historic District, and all commercial/utility-scale systems outside of the historic district

Policy 4 By coordinating with the Comstock Historic District Commission in the review of all renewable energy systems, including solar and wind, proposed within the Comstock Historic District

Goal 4 Balance mining and non-mining uses

Objective 1 To support the development of mineral resources while mitigating negative impacts to non-mining land uses and historic resources

Policy 1 By adopting standards and policies concerning mineral development in and near the Comstock Historic District which are distinct from development standards in other areas of the county

Policy 2 By adopting standards that substantially limit surface mining, but provide for small operations phased surface mining, and encourage underground mining in Gold Hill, Virginia City, and the Divide, and their immediate surrounding areas

Policy 3 By considering southern Gold Hill (approximately south of Sky Lane) for appropriately regulated large-scale surface and other types of mining when substantial impacts to area residents and the integrity of the Comstock Historic District are not found

Policy 4 By requiring board approval with action by the planning commission for all large scale surface and underground mining applications

Policy 5 By refraining from duplicating permit applications requirements and fees which have been established by state and federal agencies

- Policy 6 By maintaining proactive and collaborative relationships between county officials, mining interests, residents, and local stakeholders in mining applications and ordinance development to assure compliance with local, state, and federal requirements pertaining to active and proposed mining operations
- Goal 5 Enhance and diversify vehicular and multi-modal transportation**
- Objective 1 To continue development patterns that provide for a walkable community**
- Policy 1 By encouraging historically dense mixed-use commercial and residential development in the core areas of Gold Hill, Virginia City, and the Divide
- Objective 2 To acquire necessary property, right-of-way, and easements to develop vehicular parking and multi-modal transportation systems**
- Policy 1 By inventorying vacant land adjacent to the Virginia City downtown area that may facilitate centralized vehicular parking and transit systems
- Policy 2 By considering opportunities to purchase appropriate vacant land to facilitate centralized vehicular parking and transit systems
- Policy 3 By seeking grants and other funding sources to purchase the historic Virginia City Freight Depot and the southern parcels between it and Union Street
- Objective 3 To improve identified properties to facilitate vehicular parking and multi-modal transportation systems**
- Policy 1 By repurposing the historic Virginia City Freight Depot to facilitate train boarding and disembarking
- Policy 2 By repurposing the parcels between the Virginia City Freight Depot and Union Street to facilitate vehicular parking, rail service, bus service, and multi-modal transportation support systems
- Policy 3 By widening and improving “B”, “D”, and “E” Streets to increase vehicular parking and circulation capacity
- Objective 4 To develop alternative transit systems between centralized transit hubs and the downtown area of Virginia City**
- Policy 1 By developing appropriate transit stops to facilitate transit to and from “C” Street
- Policy 2 By developing inclinator between “C” Street and the Virginia City Freight Depot and other centralized transit staging areas
- Goal 6 Facilitate a safe pedestrian-friendly downtown**
- Objective 1 To improve pedestrian corridors including sidewalks and street crossings**
- Policy 1 By relocating a substantial portion of vehicular parking away from “C” Street and toward centralized parking areas
- Policy 2 By enhancing vehicle and pedestrian visibility at key road crossings on “C” Street
- Policy 3 By developing walkways and stairways, and developing visual and other separation between pedestrian and vehicle ways on east-west orientated streets near “C” Street
- Policy 4 By considering revisions to the intersections of Taylor, Union and “C” Streets for safer pedestrian and vehicle crossing

- Objective 2** **To provide rest areas in key places around pedestrian corridors and parking areas**
- Policy 1 By adding sitting benches and tables along the “C” Street boardwalk
- Policy 2 By adding sitting benches between remote vehicle parking areas and “C” Street, and in parking lots
- Policy 3 By securing funds to develop “pocket-parks” on vacant parcels along “C” Street in downtown Virginia City
- Policy 4 By assessing the feasibility of converting several “C” Street parking spaces into “parklets” after sufficient vehicular parking and downtown transportation is completed at the Virginia City Freight Depot multi-model transit center



(Source: Storey County Planning Department, 2015)

3.5.3 Highlands Area

Goal 1 Preserve the rural residential character of the Highlands area

Objective 1 To implement zoning and other regulations in and around the Highlands planning area that conforms to historic use patterns

Policy 1 By maintaining estate and rural single-family residential uses and zoning in the Highlands and rural residential uses and zoning in surrounding areas where residential uses may be considered

Policy 2 By preventing retail and other commercial uses in the Highlands and its immediate surrounding areas with exception of home-based enterprises as appropriate to maintaining existing area character

Objective 2 To ensure use consistency between the Highlands and its surrounding lands

Policy 1 By assessing adverse impacts, including traffic, safety, noise, light pollution, wildland fire risk, and attraction of other undesirable development that a north-south transportation interconnection may have on the Highlands community before such a project is considered

Policy 2 By maintaining minimum required parcel size of one acre for the Virginia City Highlands; ten acres for the Highland Ranches; and 40 acres for the Virginia Ranches

Policy 3 By maintaining minimum parcel size of 40 acres for parcels surrounding the Highlands including, but not limited to, the Sunny Hills Ranchos

Policy 4 By assessing adverse impacts, including traffic, safety, noise, light pollution,

wildland fire risk, and attraction of undesired development that a north-south and east-west transportation interconnection in the Lagomarsino planning area may have on the Highlands community before such a project is considered

Goal 2 **Preserve and enhance the natural beauty of the Highlands and surrounding areas**

Objective 1 **To provide for land uses which are compatible with the Highlands area**

Policy 1 By adopting development codes that mitigate visual and adverse impacts of developments on moderate to steep slopes (slopes greater than ten percent) and along the top of prominent ridgelines

Policy 2 By coordinating with private property to implement fire fuels reduction programs

Policy 3 By coordinating with local property owners associations in the development of standards for special use permits, zone changes, and other planning applications potentially affecting the Highlands



(Source: Storey County Planning Department, 2015)

3.5.4 Mark Twain Area

Goal 1 Preserve rural character of the Mark Twain Estates area

Objective 1 To make land use decisions that maintain the existing character of the community

Policy 1 By maintaining estate and rural single-family residential use in the Mark Twain Estates, and rural residential uses and industrial professional uses in the surrounding area as allowed in this master plan

Policy 2 By preventing encroachment of suburban residential sprawl into Mark Twain

Policy 3 By adopting codes and zoning regulations and making decisions on land use applications that protect the existing character, environmental conditions, security and safety, aesthetic conditions, and efficient services of the Mark Twain Estates

Policy 4 By implementing zoning and codes that maintain estate and rural single-family residential uses patterns where residential uses are allowed

Objective 2 To facilitate complementary interface between adjacent residential and non-residential uses allowed by this master plan

Policy 1 By adopting zoning and development standards that lessen impacts between residential and professional industrial uses through:

- a. Distances and buffering;
- b. Landscaping, screening, noise abatement, and outdoor lighting standards;
- c. Vehicle access, egress, parking, and on-site circulation;

- d. Property management through owners associations, Covenants, Conditions, and Restrictions, etc.; and
- e. Placement of buildings and structures such as to reduce direct visual impacts to area residences, and cause blending with the surrounding natural environment, including backdrop mountain vistas.

Goal 2 To prevent land use conflicts with existing mining

Objective 1 To develop and implement land use allowances and regulations that maintain separation between existing mining and future residential and other incompatible uses

Policy 1 By maintaining significant separation between the Basalite mine and residential and other uses which are incompatible with mining activities

Policy 2 By encouraging rezoning of land around existing mining activities from residential to commercial, industrial, or resource type designations

Goal 3 Minimize flooding and flood damage in the Mark Twain Estates

Objective 1 To implement improvements to lessen property damage caused by flash flooding

Policy 1 By collaborating and negotiating with private property owners for the establishment drainage and stormwater detention basin easements

Policy 2 By collaborating and negotiating with private property owners immediately north of the Mark Twain Estates to establish easements or acquire property for regional stormwater detention improvements

Policy 3 By designing stormwater drainage systems capacities in accordance with upstream stormwater detention systems

Policy 4 By requiring regional flood mitigation for any development that occurs to the north and west of the Mark Twain Estates

Objective 2 To prevent development in known floodways

Policy 1 By developing and implementing building codes restricting buildings within known floodways

Policy 2 By educating residents about the impacts and dangers of building in floodways and floodplains

Objective 3 To consider the benefit of regional flood planning

Policy 1 By considering participation in the Carson Water Subconservancy District Carson River Watershed regional floodplain management study and planning process

Goal 4 Enhance local and regional economic opportunity

Objective 1 By promoting commercial and industrial uses in the eastern portions of Mark Twain

Policy 1 By collaborating and coordinating with state and regional economic development agencies such as the Northern Nevada Development Authority and the United States Department of Agricultural Rural Development Authority

- Policy 2 By assessing needs and interests of residents, businesses, and stakeholders in the area, including in adjacent Lyon County, through formal and informal communication
- Policy 3 By coordinating the master plan, zoning ordinances, and county codes with the regulations and programs of the local tourism commission
- Policy 4 By designing the master plan, zoning ordinances, and county codes so that they support expansion of all needed businesses and services for the region



(Source: Rainbow Bend Homeowners Association, 2012)

3.5.5 Lockwood-Mustang Area

Goal 1 Maintain a community with a diversity of uses

Objective 1 To implement zoning, regulations, and practices that that diversify uses

Policy 1 By encouraging commercial and residential uses which are compatible with existing uses and community character and scale

Policy 2 By promoting and directing commercial activity along Canyon Way, Avenue of the Colors, and within the eastern portions former Peri Ranch

Goal 2 Reduce and prevent use compatibility conflicts

Objective 1 To promote uses and performance measures which mitigate known and potential conflicts between existing and new uses

Policy 1 By actively engaging county leaders and officials with commercial interests, residents, and local stakeholders in order to assure conformance with local regulations and this master plan

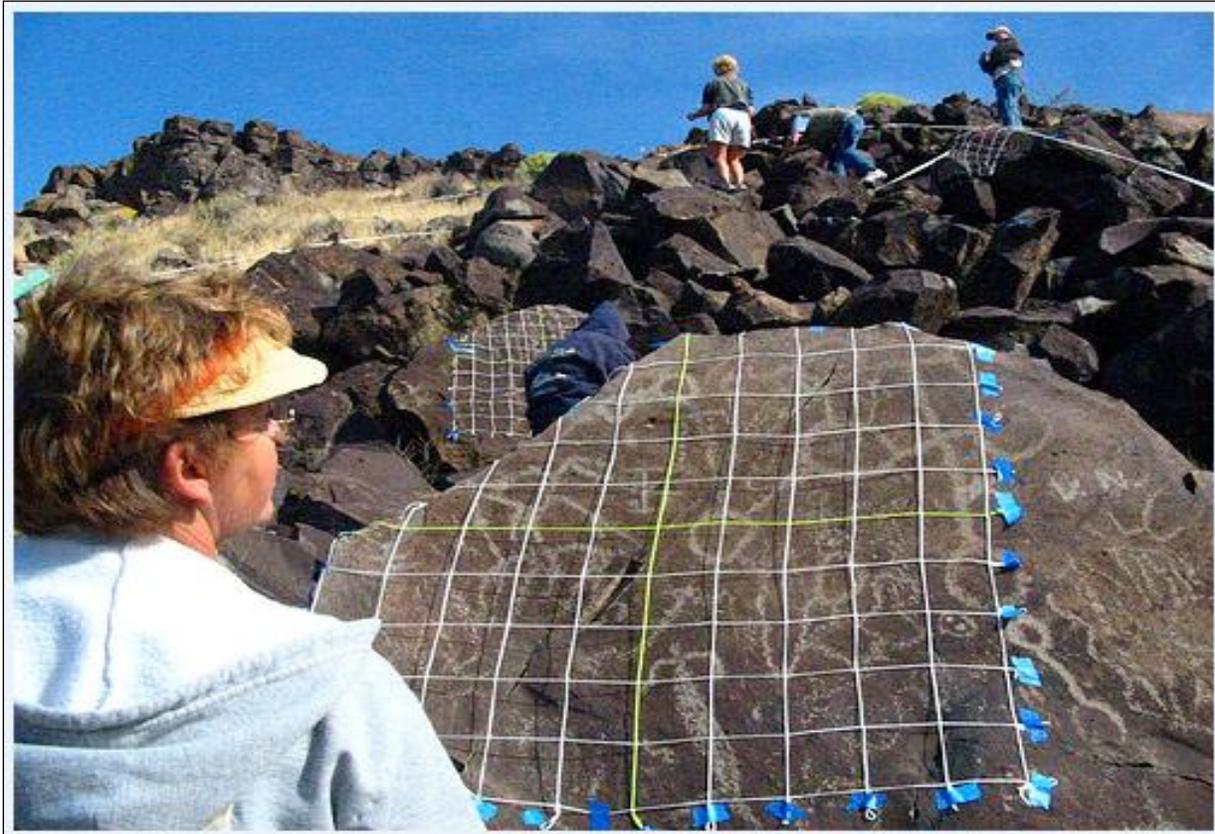
Policy 2 By supporting proposals for zone changes that lessen or mitigate known conflicts

Policy 3 By maintaining buffering between residential and non-residential uses

Policy 4 By applying density transitions and compatible uses between existing residential uses and new uses, including new residential and non-residential uses

Policy 5 By directing heavy industrial activity away from Lockwood and east toward Mustang Road, south toward the Lockwood Regional Landfill, and west toward

- Avenue of the Colors and its existing heavy industrial uses and zones
- Policy 6 By encouraging zone changes in transition areas that are consistent with the master plan maps
- Objective 2 To prevent and mitigate inconsistent uses on vacant land located across the Truckee River immediately north of Lockwood**
- Policy 1 By participating in the public process for master planning, zoning, special uses, variances, or other land use actions involving the subject land
- Policy 2 By requesting to the State Land Use Planning Advisory Council to review neighboring county master plan inconsistencies involving the subject land
- Policy 3 By collaborating with the subject property owner and neighboring jurisdictions to determine the possibility of annexing the land into Storey County, and any terms that may come with such an annexation
- Policy 4 By following the legislative process for transfer of land from Washoe County to Storey County
- Policy 5 If annexation occurs, applying zoning that is compatible with Lockwood and the adjacent Rainbow Bend community
- Objective 3 To prohibit brothels and adult entertainment uses**
- Policy 1 By prohibiting brothels, adult entertainment, and adult retail, and other adult uses in Mustang and Lockwood
- Goal 3 Better integrate the Truckee River into Lockwood and Mustang**
- Objective 1 To enhance the river environment for local residents**
- Policy 1 By improving access to the Truckee River for local residents
- Policy 2 By improving recreation opportunity along the Truckee River for local residents
- Policy 3 By preserving and enhancing natural river alignment and riparian alignment
- Policy 4 By requiring new land developments abutting the Truckee River to integrate the river environment into the design of new land developments through the application of parks and recreation spaces that enable accessibility to the river for occupants of the development and the public



Source: Nevada Rock Art Foundation, 2015

3.5.6 Lagomarsino Area

Goal 1 Diversify uses and reduce conflicts

Objective 1 Implement zoning, regulations, and practices that maintain a diversity of uses and reduce conflicts

Policy 1 By ensuring that uses in the area are compatible with heavy and high-intensity industrial uses

Policy 2 By preventing residential development in the Lagomarsino area, except for the area immediately south and abutting the Highlands (known as the Sunny Hills Ranchos) where rural residential (40 acre minimum) uses are allowed

Policy 3 By requiring 40 acre parcel size throughout the Sunny Hills Ranchos

Policy 4 By concentrating heavy and high-intensity industrial uses in areas already designated for such uses

Policy 5 By maintaining extensive buffer areas for uses on lands zoned for high-intensity industrial uses

Policy 6 By communicating with the Highlands property owners associations and residents when considering master plan amendment, zone change applications, special use permits, other planning applications, and road infrastructure improvements, in the Lagomarsino area where the Highlands may be potentially impacted by the use

Objective 2 To ensure that regional transportation improvements do not adversely impact the Highlands and Lockwood-Mustang areas

Policy 1 By assessing adverse impacts, including traffic, safety, noise, light pollution, wildland fire risk, and undesirable uses that a north-south and east-west transportation interconnection may have on the Highlands community before such a project is considered



Source: SJS Commercial Real Estate, Inc., 2016

3.5.7 McCarran Area

Goal 1 Comply with the Development Agreement dated February 1, 2000, as amended, between Storey County and Tahoe-Reno Industrial Center, LLC regarding all development and uses in the Tahoe-Reno Industrial Center

Objective 1 To implement the zoning, regulations and other provisions incorporated by and contained in the Development Agreement, which govern over conflicting provisions of the existing Storey County Master Plan and Zoning Ordinances

Policy 1 By implementing the 1999 Edition of the Storey County Zoning Ordinance

Policy 2 By not applying county ordinances, policies, and regulations enacted after the date of the Development Agreement which are more burdensome to development and uses in Tahoe-Reno Industrial Center than those in existence as of said date

Policy 3 By implementing the special provisions of the Development Agreement regarding development

Goal 2 Diversify uses

Objective 1 To implement zoning, regulations, and practices which diversify commercial and industrial uses

Policy 1 By encouraging and attracting high-technology and experimental industries, and commercial uses, in addition to distribution and manufacturing

Policy 2 By attracting commercial uses and services

Policy 3 By preventing residential development in McCarran, except for rural residential uses existing at the time of this master plan adoption and located toward McCarran's western periphery outside of the boundaries of the Tahoe-Reno Industrial Center

Policy 4 By conforming to the Storey County/Tahoe-Reno Industrial Center Development Agreement (2000) on land subject to the agreement

Policy 5 By ensuring that uses surrounding the land subject to the development agreement do not conflict with the provisions and allowed uses in the Storey County/Tahoe-Reno

Industrial Center Development Agreement

Goal 3 Facilitate transportation infrastructure for existing and future uses

Objective 1 To improve Patrick Interchange in order to accommodate existing and anticipated traffic loads

Policy 1 By submitting comments to the Nevada Department of Transportation encouraging the state agency to prioritize improvements to the interchange

Policy 2 By participating with the Nevada Department of Transportation in changes to the Statewide Transportation Improvement Plans and other planning efforts

Policy 3 By collaborating with officials from the neighboring jurisdictions, including the Regional Transportation Commission, to plan and develop mutually-beneficial transportation connections and routes in the Patrick and USA Parkway Interchange areas for both jurisdictions

Objective 2 To improve efficiency and safety on local roads

Policy 1 By improving the capacity of Waltham Way and Patrick Interchange

Policy 2 By promoting practical alternative group transportation systems such as commuter vanpools

Objective 3 To assess the feasibility of alternative multi-modal transportation systems

Policy 1 By evaluating the benefits, limitations, and practicality of bus and other mass transit systems in McCarran

Policy 2 By evaluating the benefits, limitations, and practicality of connecting McCarran to area multi-modal transportation systems

Policy 3 By collaborating with the Union Pacific Railroad, the Regional Transportation Commission, the Tahoe-Reno Industrial Center, and other agencies and entities to establish light-rail commuter systems utilizing new and existing infrastructure

Objective 4 To consider alternative access between McCarran and Painted Rock

Policy 1 By assessing possible vehicular transportation routes between McCarran and Painted Rock

Objective 5 To plan for future alternative transportation systems

Policy 1 By assessing the feasibility of and planning for the potential development of bus, rail, bicycle, and other modes of transportation

Goal 4 Protect and enhance the Truckee River natural environment

Objective 1 To prevent degradation of the Truckee River and its surrounding riparian environment

Policy 1 By preventing development in the riparian and agricultural areas of the Truckee River without appropriate mitigation

Policy 2 By maintaining and enforcing building codes restricting building in known floodplains and floodways

Policy 3 By preserving and enhancing natural river alignment and the riparian environment



The image portrays the built living environment that a planned unit development in Painted Rock should achieve. *Source: American Planning Association (APA), North Carolina Chapter, "Great Places", 2015*

3.5.8 Painted Rock Area

Goal 1 **Diversify uses and reduce conflicts**

Objective 1 **To implement zoning, regulations, and practices which diversify uses and reduce conflicts**

Policy 1 By using this master plan to guide planned unit developments which are compatible with the existing rural residential and agricultural uses and character of the area

Policy 2 By preventing development in riparian and agricultural lands

Policy 3 By concentrating new development toward the Virginia Range foothills south of the Carson-Truckee Irrigation District canal

Policy 4 By requiring residential land subdivision to go through the planned unit development process

Policy 5 By maintaining estate and rural residential uses in areas already designated and used as such

Policy 6 By maintaining layout, design, and density buffering between existing and new uses that minimizes conflicts between them

Policy 7 By incorporating estate and equestrian-oriented single-family housing as a significant part of planned unit developments

- Policy 8 By incorporating equestrian trails and corridors throughout planned unit developments, and aligning these corridors with existing exterior agriculture, equestrian, common open-space, and public lands areas
- Policy 9 By incorporating open space wildlife migration corridors throughout planned unit developments, and aligning these corridors with existing exterior agriculture, equestrian, common open-space, public lands, wildlife corridors of adjacent planned unit developments, and known natural wildlife migratory patterns
- Goal 2 Enhance accessibility to the McCarran employment area**
- Objective 1** To consider and develop alternative access between Painted Rock and McCarran
- Policy 1 By analyzing the feasibility of a direct vehicular and multi-modal transportation route between Painted Rock and McCarran
- Policy 2 By acting on the findings of the feasibility study for the development of a direct transportation connection between Painted Rock and McCarran at such time that an application for a planned unit development is being considered



Source: Storey County Planning Department, 2016

3.5.9 Northeast Area

Goal 1 Minimize impacts to available infrastructure and resources

Objective 1 To implement zoning, regulations, and practices that provide for low-impact rural uses necessitating minimal public services

Policy 1 By maintaining the rural/remote character of the area

Policy 2 By preventing the encroachment of residential sprawl from neighboring jurisdictions

Policy 3 By promoting grazing, range agriculture, metals and aggregate mining, and other resources uses

Policy 4 By considering industrial uses which require extensive buffering and/or require minimal public support infrastructure and services

Policy 5 By discouraging residential uses which may later conflict with resource uses

Goal 2 To encourage cooperation between Storey County and the Pyramid Lake Paiute Tribe on land use matters

Objective 1 To communicate and work with the Tribal Council on land uses potentially affecting the Northeast planning area

Policy 1 By communicating land use proposals and plans to the tribal council

Policy 2 By requesting communication to the county from the tribal council regarding land use proposals within tribal lands potentially affecting the Northeast planning area

Policy 3 By considering comments made by the tribal council on land use matters in the Northeast planning area