

# CHAPTER 3

## Land Use & Growth



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## 3.1 Chapter Introduction

This 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, policies, and objectives 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 provides for protection of 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 the guiding principles. 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: Comstock, Highlands, Lagomarsino, Lockwood-Mustang, McCarran, Painted Rock, Northeast, and Mark Twain-Flowers Range
- General discussion of the key issues identified for each planning area
- General land use goals, policies, and objectives addressing identified each key issue.

## 3.2 Land Use Categories and Designations

### 3.2.1 Introduction

This master plan contains 11 land use designations grouped into the broad land use master plan categories listed in Table 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 provided in this master plan where needed to support descriptive text. The maps depict established areas for each land use designation as supported by the goals, objectives, and policies of this master plan. Regulatory land use zoning and land use approvals must conform to the master plan maps and supporting text.

Table 3.2-1 provides the 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.

**Table 3.2-1 Land Use Designation and Equivalent Zoning District**

Land Use Designation	Equivalent Base Zoning District (Does not include Overlay Zoning Districts)
<b>Resource</b>	F Forestry A Agriculture NR Natural Resources REC Recreation
<b>Historic Resource Interface</b>	SPR Special Planning Review (special review and approval by County Board of Commissioners with Planning Commission required for many uses)
<b>Residential</b>	R1-5 Single-Family Residential (5,000-square-foot minimum) R1-6 Single-Family Residential (6,000-square-foot minimum) R1-8 Single-Family Residential (8,000-square-foot minimum) R1-10 Single-Family Residential (10,000-square-foot minimum) R1-15 Single-Family Residential (15,000-square-foot minimum) R1-20 Single-Family Residential (20,000-square-foot minimum) R2 Multifamily Residential (1 unit per 2,000-square-foot maximum) PUD Planned Unit Development
<b>Rural Residential</b>	RR (Rural Residential – 40-acre minimum) RR40VR (Rural Residential Virginia Ranches; 40-acres minimum) 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)
<b>Commercial</b>	NC Neighborhood Commercial OC Office Commercial GC General Commercial TC Tourism Commercial IP Industrial Professional
<b>Mixed-Use Residential Commercial</b>	CR Commercial Residential MUCR Mixed-Use Commercial Residential Integration of commercial, single-family, and multifamily uses including those allowed in: NC Neighborhood, C Commercial, OC Office Commercial, TC Tourism Commercial, R1 Single-Family Residential, R2 Multifamily Residential

Land Use Designation	Equivalent Base Zoning District (Does not include Overlay Zoning Districts)
<b>Industrial</b>	I1 Light Industrial I2 Heavy Industrial I2 TRI Industrial* I3 Nevada Uplands Industrial IS Special Industrial IC Industrial Commercial IP Industrial Professional
<b>Industrial-Professional</b>	IP Industrial Professional
<b>Public Facilities</b>	P Public REC Recreation
<b>Transition</b>	Zone existing at time of adoption of this master plan, but where master plan maps delineate appropriate potential owner-driven future zoning designation.
<b>Pyramid Lake Paiute Tribe</b>	No jurisdiction
<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>	

### 3.2.2 Resource

#### 3.2.2.1 Forestry

The Forestry 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 (e.g., 40 acre minimum) single-family residential and other compatible uses. Uses allowable within this designation include rural residential (no more than 1 per 40 acres), mining and processing, renewable energy generation, recreation, and certain agricultural uses. Many uses require oversight and special approval by the County Board of Commissioners with action by the Planning Commission.

#### 3.2.2.2 Agriculture

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 types 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.

#### 3.2.2.3 Natural Resources

The Natural Resources 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.

#### **3.2.2.4 Recreation**

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

### **3.2.3 Historic Resource Interface**

The Historic Resource Interface designation is intended to provide protection 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, 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 uses are proposed. This designation should only be used within the Comstock planning area.

### **3.2.4 Residential**

The Residential designation is for single-family and multifamily residential development. Single-family home 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 and single-family attached homes including townhouses, rowhouses, and twin homes are typical uses found in this designation.

Multifamily residential uses provide affordable housing opportunities for area working families and should be considered where they are compatible with surrounding uses, as well as a key component of mixed-use residential areas. Zoning for multifamily uses should be performance-based and contain design and use standards that create complementary interface between zoning and surrounding uses.

Planned unit developments (PUD) are also part of the Residential designation. These developments include a variety of home types and densities and may include neighborhood commercial, if deemed appropriate for the overall size of the residential development.

### **3.2.5 Rural Residential**

The Rural Residential designation is very rural in character and is intended to provide for low-density residential use. This designation provides for one single-family residence per parcel, and it requires larger lot size than those found in Residential. Examples of Rural Residential areas in the county

include the Virginia City Highlands, Highland Ranches, Mark Twain Estates, Virginia Ranches, and Sunny Hills Ranchos. Lot size for this classification is one acre or greater. These areas should retain their rural or remote character and facilitate a safe and predictable environment for rural lifestyles including the keeping and use of horses and other large domestic animals. Rural Residential uses are allowed in areas designated as Resource.

### **3.2.6 Commercial**

The Commercial designation includes a wide range of 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.

### **3.2.7 Mixed-Use Commercial-Residential**

The Mixed-Use Commercial-Residential designation includes a wide range of 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 multifamily uses are integrated with commercial businesses, culture and entertainment amenities, and uses related to tourism. This designation may also be used for infill projects as a rehabilitation tool for selective properties in distressed areas, and it may be situated as a transition zone between multifamily development and other commercial districts.

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 facilities providing water, sewer, schools, law enforcement, fire protection, and other public services and these communities are generally directly connected 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 at 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 potential future 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 3.2-1 depicts the built environment of a mixed-use residential-commercial environment. The image portrays a “complete-street” community pattern where residential and non-residential uses are combined in a cohesive and complementary manner.



Source: American Planning Association "Great Places" 2015

**Figure 3.2-1: Depiction of a Built Living Environment of Mixed-Use Residential-Commercial Environment**

## **3.2.8 Industrial**

### **3.2.8.1 Light Industrial**

The Light Industrial 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. The designation does not include 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 used for commercial uses.

### **3.2.8.2 Heavy Industrial**

The Heavy Industrial designation provides for light and heavy manufacturing and uses involving primary commodities or raw materials. By nature of the intensity of these uses, 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 for commercial uses.

### **3.2.8.3 Special Industrial**

The Special Industrial 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 manufacturing, testing, use, or storage of weapons, explosives, and chemicals. 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).

### **3.2.8.4 Industrial Commercial**

The Industrial Commercial 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 where 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 conforms to the provisions of this master plan.

### **3.2.8.5 Industrial (Tahoe-Reno Industrial Center)**

This Industrial 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.

### **3.2.8.6 Industrial (Nevada Uplands)**

The Industrial (Nevada Uplands) 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 (included as Appendix A). 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.

### **3.2.8.7 Industrial-Professional**

The Industrial-Professional designation provides for limited and very light indoor warehousing, distribution, and manufacturing involving production processes using already manufactured components to assemble or package products. The designation does not include heavy manufacturing or uses involving primary commodities or raw material. Zoning should be performance-based and contain design and use standards that create a complementary interface between zoning 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.
- Placement of buildings and structures in a manner to reduce direct visual impacts to area residences, and cause blending with the surrounding natural environment, including backdrop mountain vistas.

### **3.2.9 Public Facilities**

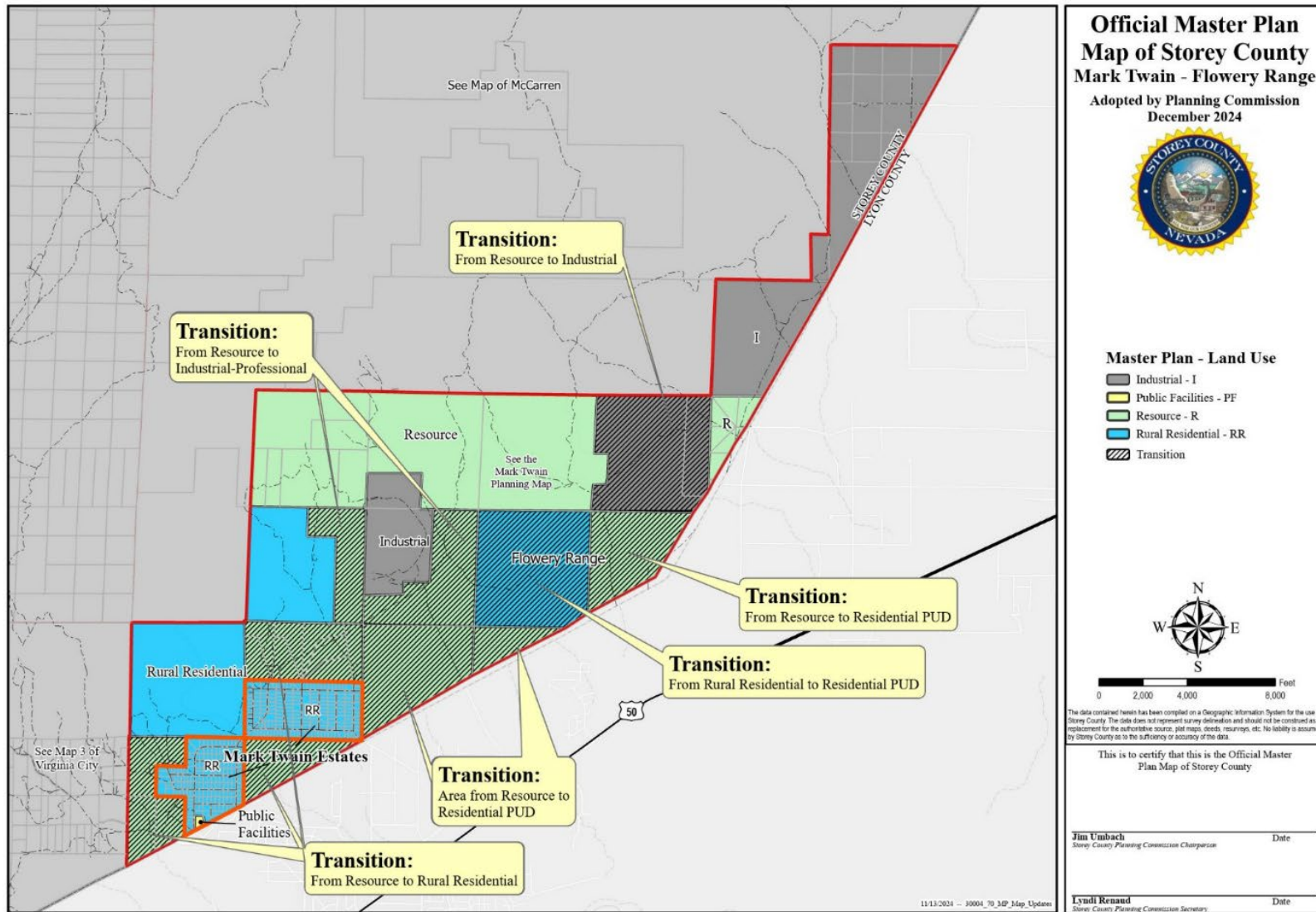
The Public Facilities designation includes public and semi-public uses such as government offices and facilities, municipal utilities, parks, schools, transportation facilities, fire stations, law enforcement facilities, and similar public facilities. Non-profit churches, community facilities, and cemeteries and other semi-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.

### **3.2.10 Tribal Lands**

Pyramid Lake Paiute Tribal Trust Lands are in 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 could affect tribal lands in Storey County.

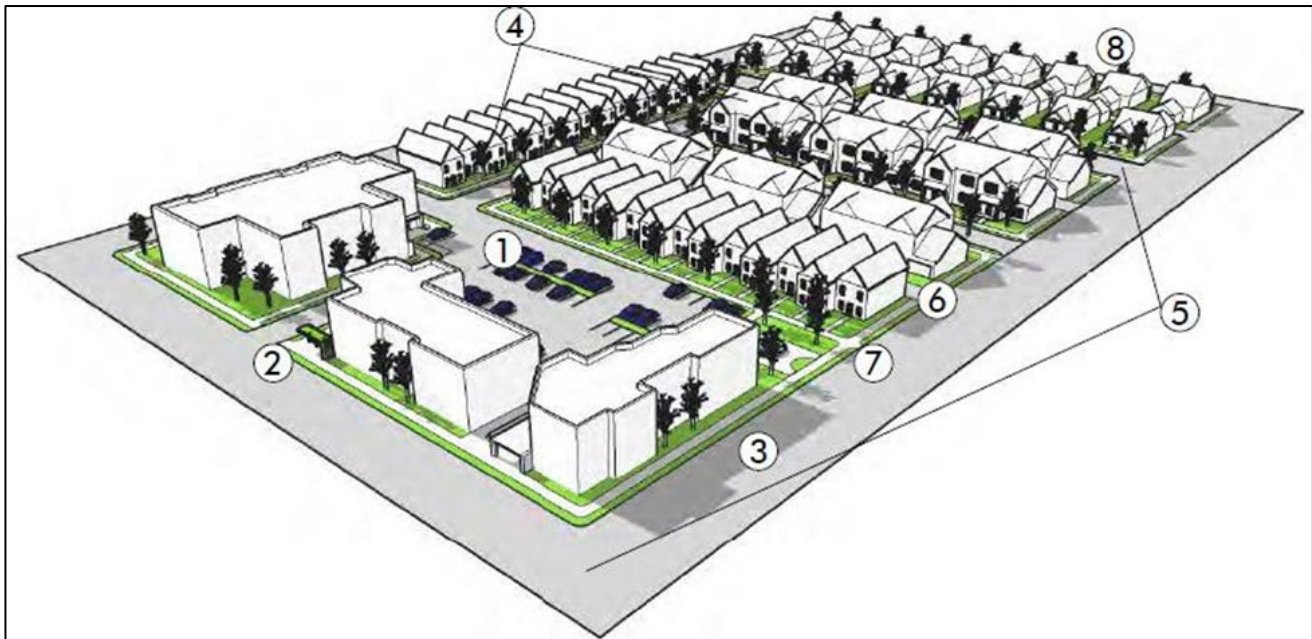
### **3.2.11 Transition Areas**

The Transition Areas designation provides for zones and uses already existing at the time of this master plan; however, the designation recognizes conflicts may exist with adjacent uses, or other zones may be appropriate in addition to what is provided for in the master plan maps. Accordingly, the designation 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 3.2-2 depicts an excerpt from the master plan land use map regarding the Mark Twain-Flowery Range Planning Area, which provides an example of transition areas. A sketch showing an example of a land use transition from Sparks County is included as Figure 3.2-3.



Source: Storey County Planning Department [2024]

Figure 3.2-2: Excerpt from Master Plan Map Depicting an Area within Transition Designation (Mark Twain-Flowery Range Area Plan)



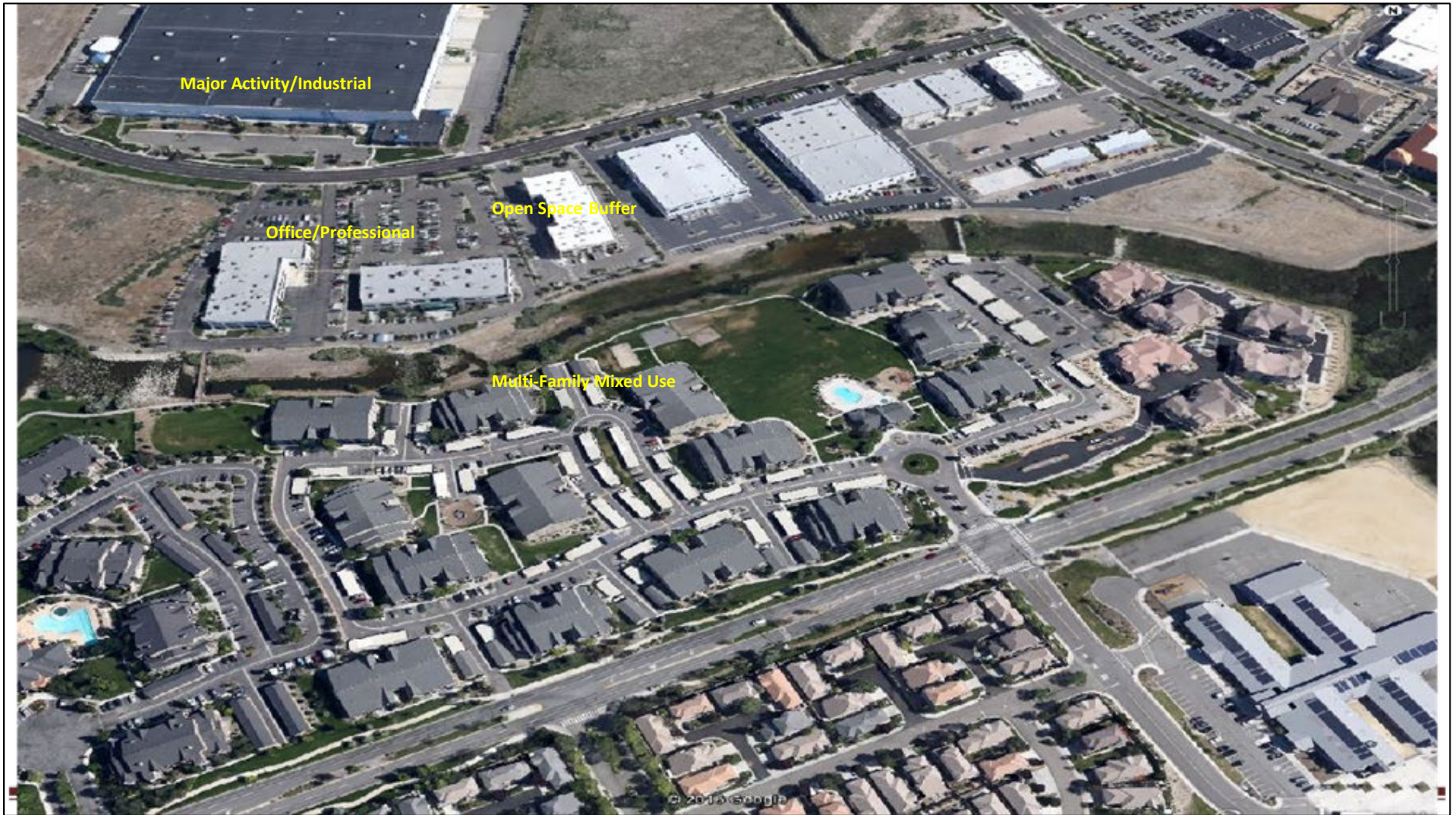
Source: City of Sparks, Transit Oriented Development Corridor Area Plan, 2002

**Figure 3.2-3: Desired Transitioning Between Major Activity Centers and Single-Family Residential Uses**

Explanation for Figure 3.2-3 numbered locations:

- (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) Multifamily 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.

Figure 3.2-4 is an image showing the transitioning between use intensities in the Reno area. Transitioning from light to heavy intensity and density uses lessens conflict between different uses and contributes to cohesive communities. Figure 3.2-5 depicts the Storey County Master Plan (at the time of adoption of this master plan).



Source: Google Earth base aerial 2024

**Figure 3.2-4: Damonte Ranch, Reno Area – Illustrating Transitioning Occurring in the Area**

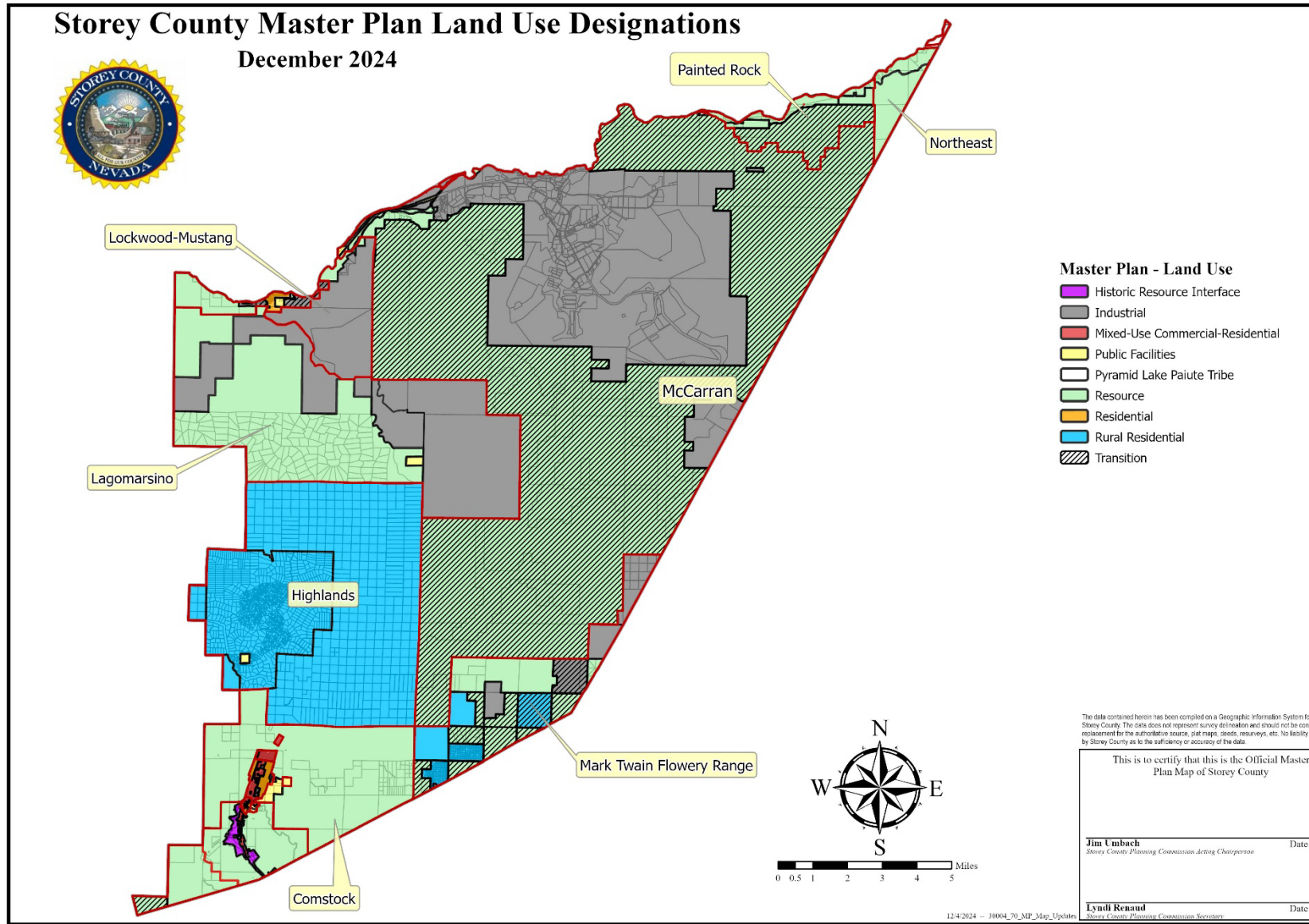


Figure 3.2-5: Storey County Master Plan Map 2024

### 3.3 Countywide Plan



#### County Overview

Storey County is in northwestern Nevada and is home to approximately 4,095 residents (U.S. Census Bureau estimate for 2022). 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.

### 3.3.1 Introduction

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

The information presented in this chapter was partially derived from 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. Similar public engagement occurred during the 2024 update of the master plan.

Goals, policies, and objectives follow the countywide and community summary statements. The goals, policies, and objectives 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 in northwestern Nevada, approximately 40 miles from the California-Nevada state line. Storey County's western boundary roughly conforms to the western crest of the Virginia Range.

The county is bordered on the west and the north by Washoe County and on the east and south by Lyon County. The county is bordered on the north by the middle of the Truckee River for about 25 miles and on the east/southeast by the Flowery Range; 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, with an approximate population of 4,095 as of the 2022 Census Bureau estimate. The Nevada Department of Taxation estimates a population density of approximately 15 people per square mile (2024). The county seat is Virginia City, in the southern part of the county on the eastern slope of Mount Davidson. Most residential development is concentrated in five communities: Virginia City, Gold Hill, Highlands, Lockwood, and Mark Twain-Flowery Range. Several residents live in outlying areas such as Painted Rock. Most commercial activity is concentrated in Virginia City and McCarran, with lesser activity occurring in Lockwood and Gold Hill. Industrial activity is centered around the Tahoe-Reno Industrial Center located within the McCarran Planning Area.

### 3.3.3 Key Issues

#### Encroachment of Urban Sprawl

Urban and suburban expansion of abutting Reno, 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 firmly conform to the principles of this master plan.

### **Water Quality and Quantity**

Nearly every community in the county is faced with challenges related to water quality and supply. 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**

Mining is a significant part of the county’s history. Though to a lesser degree than in the past, mining continues to be a part of the county’s economy. 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 affected 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 to better connect communities across the county. Active engagement with the communities potentially impacted by such routes should accompany the goals, policies, and objectives in this master plan.

### **Federal Lands**

Federally owned land comprises approximately nine percent of the land 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 U.S. Bureau of Land Management may substantially differ. It is imperative that County officials maintain consistent active engagement with the Bureau of Land Management and other federal land management agencies – such as through cooperating agency partnerships – during consideration of land use planning and projects on federal lands in the county.

### **County Zip Codes**

In 2018, County staff and a federal lobbyist working with federal delegates successfully secured a unique zip code for McCarran and the Tahoe-Reno Industrial Center. The zip code was previously 89434 (Sparks), and became 89437 (McCarran, Storey County). This unique zip code ensures that sales tax revenues generated at TRI-Center through regular and e-commerce, as well as building construction, were appropriately reported by the Nevada Department of Taxation as coming from Storey County and allocated to the County rather than going to Sparks, Washoe County. The unique zip code also has the additional benefit of potentially lowering insurance rates for companies located in Storey County.

County staff is working to request zip code amendments for other parts of the county, particularly those which are currently affiliated with Reno, Sparks, and Washoe County. Amending zip codes to be unique to Storey County will ensure that residents are charged proper sales tax rates when making

online purchases (i.e., Storey County 7.6% versus Washoe County 8.265%), clarify with DMV officials the applicable smog requirements for Storey County, and ensure that home and auto insurance rates are based on residence in Storey County, not Washoe County.

The Virginia City Highlands, Highland Ranches, and Virginia Ranches (the Highlands) are proposed to be merged with zip code 89440 (Virginia City/Gold Hill). In the future, this may facilitate post office services to the Highlands out of Virginia City, if requested by any resident. With a growing customer base, potential expansion to the Virginia City Post Office facility will need to be discussed. This zip code amendment, regardless of post office service, will not cause the Highlands to lose mail delivery services to the Cartwright Road mailboxes.

The County proposes that Lockwood, Mustang, Painted Rock, and other areas of the county be merged with 89437 McCarran, Storey County. Mail may continue to be delivered from the Sparks/Vista USPS mail distribution facility. The County may request that a post office be constructed in Lockwood or another community along the Truckee River corridor, and the presence of substantial population in this area may be a qualifier for that to occur.

The Mark Twain-Flowery Range Area currently shares the 89403 zip code with Dayton in Lyon County. Amending this zip code does not appear to cause significant benefits or impacts to the Mark Twain-Flowery Range Area. Building a post office in Mark Twain-Flowery Range Area is not currently feasible due to its small population. It appears that the residents of this area may be benefiting from being associated with Lyon County's lower tax rates. County staff recommends, however, that future potential zip code changes in the Mark Twain-Flowery Range Area remain forefront in conversations with federal delegates as this community continues to grow in population and commercial development.

## **3.4 Area Plans**

### **3.4.1 Introduction**

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 addresses the county by the eight planning areas listed in Table 3.4-1. Land use issues, as well as goals, objectives, and policies for each, are discussed in the following section. Figure 3.4-1 depicts the Storey County Planning Areas.

**Table 3.4-1: Storey County Planning Areas and Percentage of County Area**

<b>Planning Area</b>	<b>Acres (+/-)</b>	<b>Approximate Percentage of County</b>
Comstock	15,915	10
Highlands	25,009	15
Mark Twain-Flowery Range	8,482	5
McCarran	85,573	50
Lockwood-Mustang	5,764	5
Lagomarsino	23,523	10
Painted Rock/Northeast	4,942	5

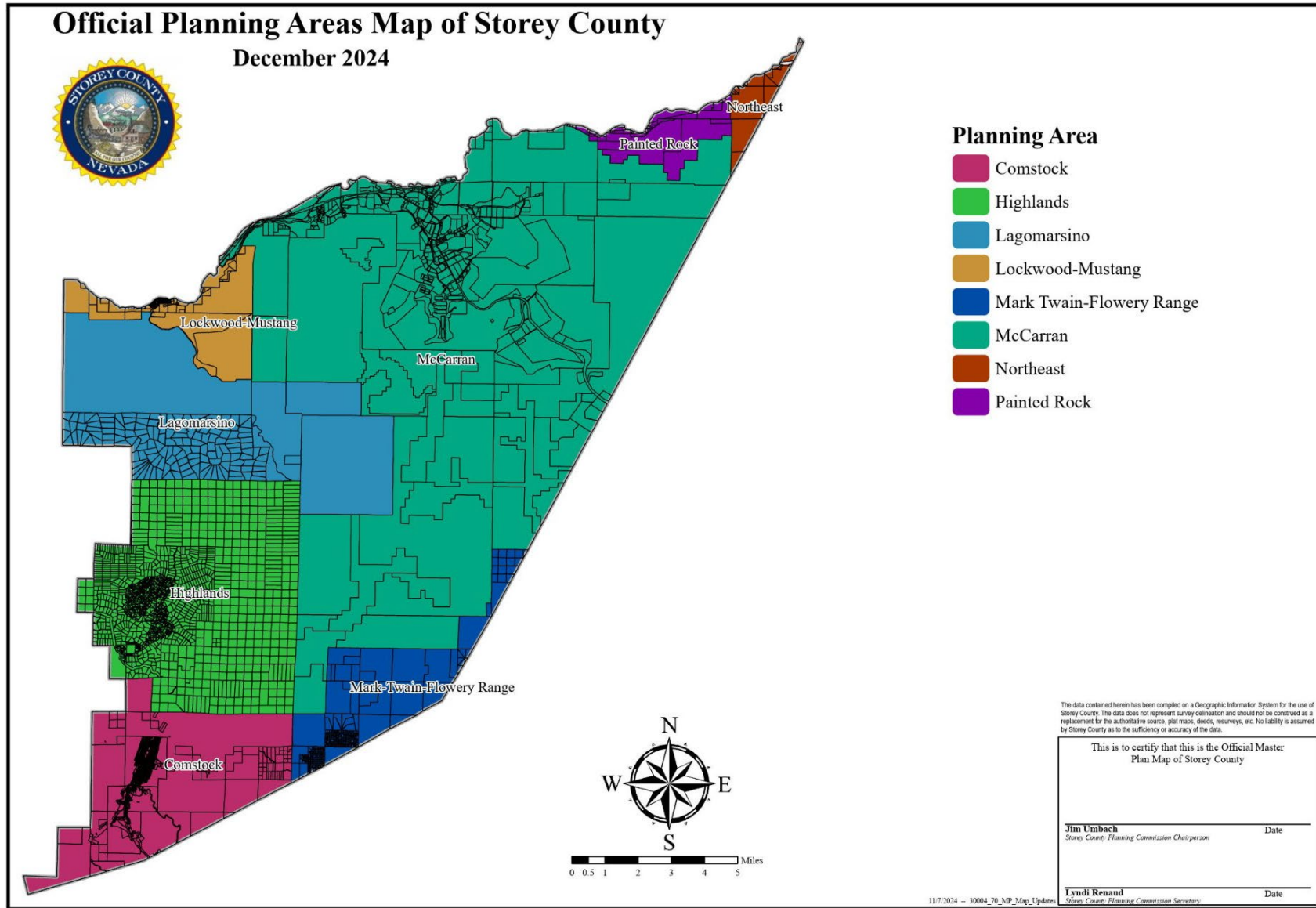
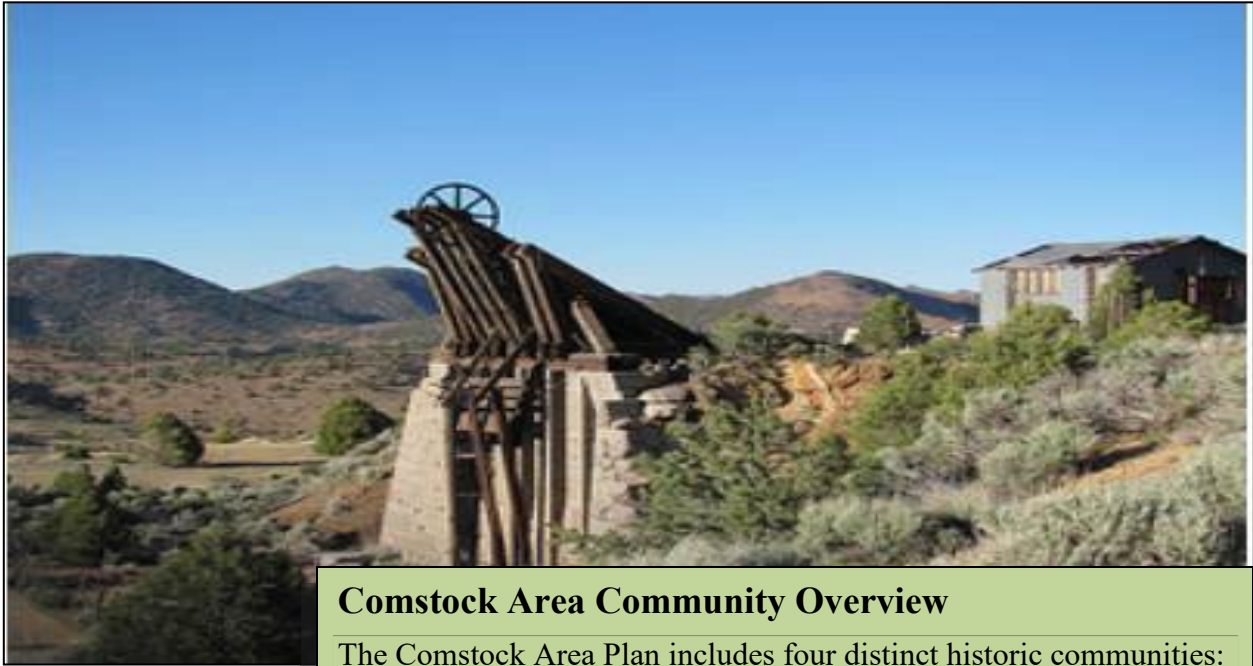


Figure 3.4-1: Storey County Master Plan Planning Areas

### 3.4.2 Comstock Area Plan



#### Comstock Area Community Overview

The Comstock Area Plan includes four distinct historic communities: Virginia City, the Divide, Gold Hill, and American Flat, which are in the southern 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 nineteenth century character, and considerable measures are employed to maintain the authentic historical character while also promoting business, tourism, and living.

### 3.4.2.1 Introduction

For the purpose of this plan, the Comstock area is divided into four sub-regions:

- Virginia City
- The Divide
- Gold Hill
- 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 area when considering land uses in each sub-region.

#### Virginia City

##### Location and General Description

Virginia City is on the eastern slope of Mount Davidson in the southwest portion of the county (Figure 3.4-2). The origin of Virginia City is directly attributed to the discovery of the Comstock Lode and the mining activities that took place in the late nineteenth century. Today it remains a residential community and major commercial tourist attraction, and it once had several active mining operations.

Virginia City is within the Virginia City National Historic Landmark. The entire town and its surroundings are 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 currently has a population of approximately 918 people (U.S. Census Bureau 2022). 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 160 businesses including home enterprises and non-profits, 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 25 percent slope. It is laid out in a platted grid pattern with little conformance to the 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 for the most part have been maintained.

##### Existing and Future Uses (Virginia City 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 multifamily 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.

The four Virginia City sub-areas should be considered specific plans for the purposes of this master plan:

- Downtown
- Ophir Neighborhood
- Virginia and Truckee Midtown Area
- Silver Star Neighborhood Area

#### 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 multifamily residential, public, and other non-commercial uses. There are also 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; 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 mid-point 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 multifamily and single-family dwellings as well as flats above C Street facing businesses. 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. “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. 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 (Figure 3.4-3). Second to C Street, the highest concentration of late nineteenth century buildings of Victorian and Italianate architecture is 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: Virginia City Tourism Commission 2016

**Figure 3.4-2: Virginia City Looking South**



Source: Storey County Planning Department 2012-2015

**Figure 3.4-3: Community Members Outside a Downtown Virginia City Coffee Shop**

### 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 former upscale district (Figure 3.4-4). Prominent buildings on A Street include the King-McBride Mansion, Cobb Mansion, Piper-Beebe House, and many other Gilded Age mansions and homes.



**Figure 3.4-4: Examples of Typical Architecture in the Ophir Sub-Area of Virginia City**

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. Multifamily, 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 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 topography, 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 rights-of-way in this area to better conform to local topography 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.

### Virginia and Truckee Midtown Area Specific Plan

The area immediately east of downtown, including most of D-, E-, and F Street, is composed of sporadic clusters of commercial, and single- and multifamily residential uses separated by large tracts of vacant land. Most of the buildings and uses in this area are remnants from the nineteenth 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 Six

Constructed in 1869 and decommissioned in 1938, the Virginia & Truckee Railroad Freight Depot, in Virginia City at the corner of Sutton and E Streets, served as the town's supply distribution center for the Virginia & Truckee Railroad. The Freight Depot was vacant and unchanged for many years. This property was recently acquired by Storey County, and improvements to the Depot structure and the site are planned to allow for community and tourist events, and parking.

Soon after the freight depot was decommissioned in the 1930s, Tunnel Six, which facilitated a portion of the railroad's 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. The County has discussed restoring the tunnel and train service to the Freight Depot and this Master Plan encourages further evaluation to determine if reconnecting train travel through the tunnel to the Freight Depot is desirable and feasible to the Virginia City community.

#### Fairgrounds Area Progress and Future Plans

Until 2015, the Virginia City International Camel Races and other similar events were held at a makeshift riding arena on vacant land two blocks east of the Virginia City Freight Depot and the Silverland Inn and Suites hotel (Figure 3.4-5). 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.

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 south of the old arena area. Storey County subsequently purchased the land, which is now identified as the fairgrounds. Since 2015, the Virginia City Tourism Commission has successfully transformed the area into a vibrant hub for events (Figure 3.4-5). Annual events, such as the Virginia City International Camel Races, continue to attract significant crowds, capitalizing on the improved infrastructure and ample space available at the new location. Virginia City Tourism Commission and local groups are exploring expanded programming as a result of ongoing partnerships. In addition, there is interest in using the venue from rodeo events and other outdoor sports organizations. The acreage, layout, and location of this land make it ideal for large events.

Looking ahead, the Virginia City Tourism Commission envisions further development at the fairgrounds to bolster its role as a permanent fixture for major events. Near-term planned improvements include Americans with Disabilities Act parking and access to the main event area, water main expansion and electrical improvements for sound equipment, electrical hook-ups for vendors, and an Americans with Disabilities Act- accessible restroom facility. Key future projects under consideration include:

- Construction of permanent, dedicated fairground facilities, and upgraded visitor amenities.
- Installation of a permanent ticket booth to facilitate efficient entry for larger events.

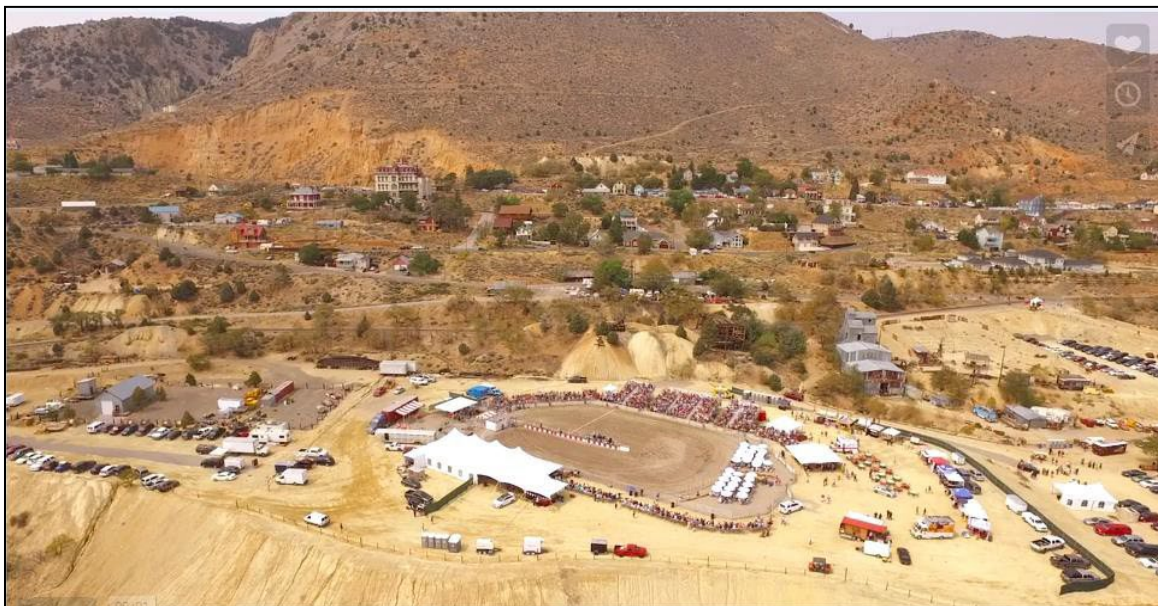
- Enhanced infrastructure for large-scale event hosting, such as improved parking areas, permanent restrooms, and vendor spaces.
- Collaboration with Storey County to ensure appropriate zoning is in place to accommodate future growth while maintaining compatibility with surrounding land uses. The land is currently zoned Public (P) and Heavy Industrial (I2), and the County should consider applying zoning that better accommodates anticipated uses.

These future projects would make the fairgrounds area a long-term, sustainable site for both large-scale events and regular tourism attractions, further cementing Virginia City's reputation as a premier destination for heritage tourism.

#### Virginia City Middle School and Hugh Gallagher Elementary School

The Storey County School District is proposing to construct new facilities for the elementary school and the middle school. The new facilities are proposed adjacent to the existing Virginia City High School. A school district campus would be proposed at that location. The School District has indicated a desire to convey the existing elementary school and middle school properties to Storey County. The existing buildings will be vacated and may facilitate spaces for Storey County services or offices. Further evaluation of these buildings will need to occur to determine the best possible use, if any, for these structures and how to incorporate them into the Virginia City community. More discussion of this topic can be found in Chapter 9 – Public Services & Facilities.

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 ensure compatibility between residential and non-residential uses in the immediate area.



Source: Virginia City Tourism Commission 2015

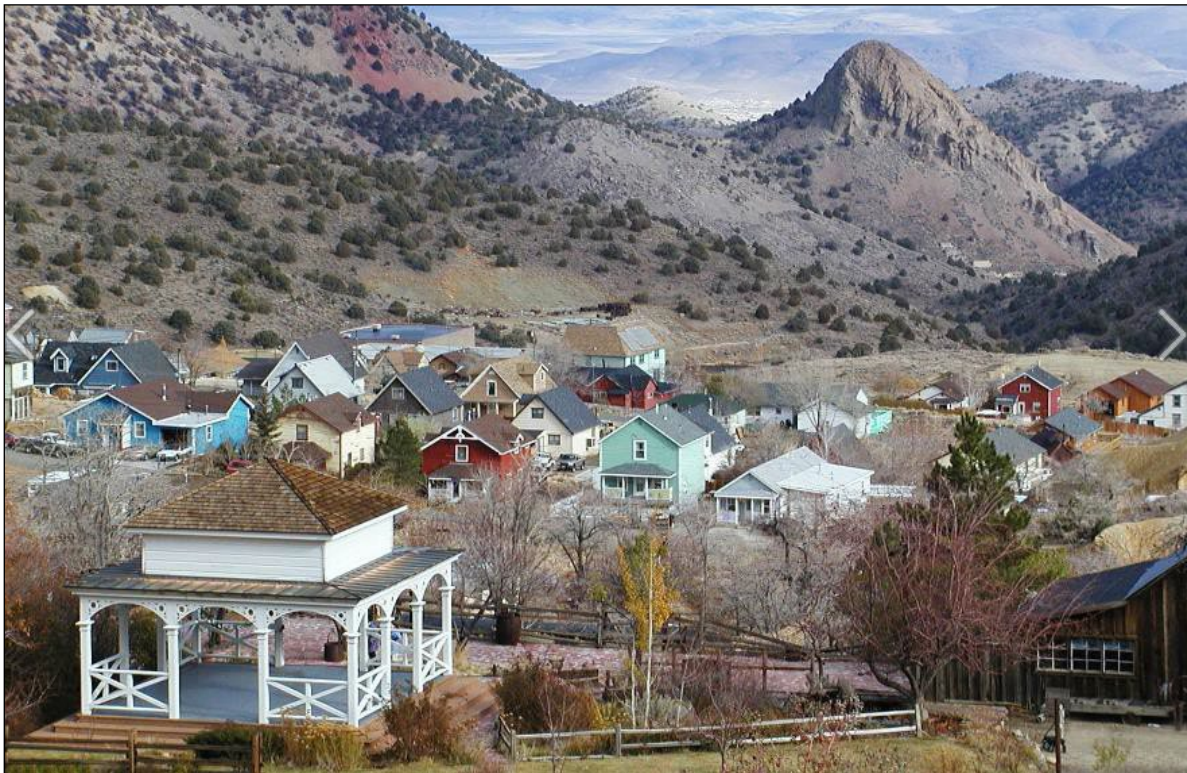
**Figure 3.4-5: Virginia City Fairgrounds on F Street during the 2015 Annual International Camel Races**

### Silver Star Neighborhood Area Specific Plan

The area east of downtown and the Virginia and Truckee Midtown areas generally include land between G and R streets and other areas of Mount Davidson's lower slope (Figure 3.4-6). This area is mostly comprised of single-family detached residential uses, but also includes public uses such as the high school, public utility substation, transfer station, sewer treatment plant, and St. Mary's Art Center. As part of land transferred to Storey County under the 2018 U.S. Bureau of Land Management Lands Act, additional public facilities may be constructed in this area in the future for the benefit of Virginia City and Storey County residents. Several ancillary uses such as horse corrals 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 enhancements to local water and sewer infrastructure (see Chapter 9 – Public Services & 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 ensure that they remain compatible with the surrounding residential environment.



Source: Virginia City Tourism Commission 2016

**Figure 3.4-6: Single-Family Residential Neighborhood in Eastern Virginia City**

Virginia City Sub-Planning Area Maps are included in Figures 3.4-7, 3.4-8, and 3.4-9.

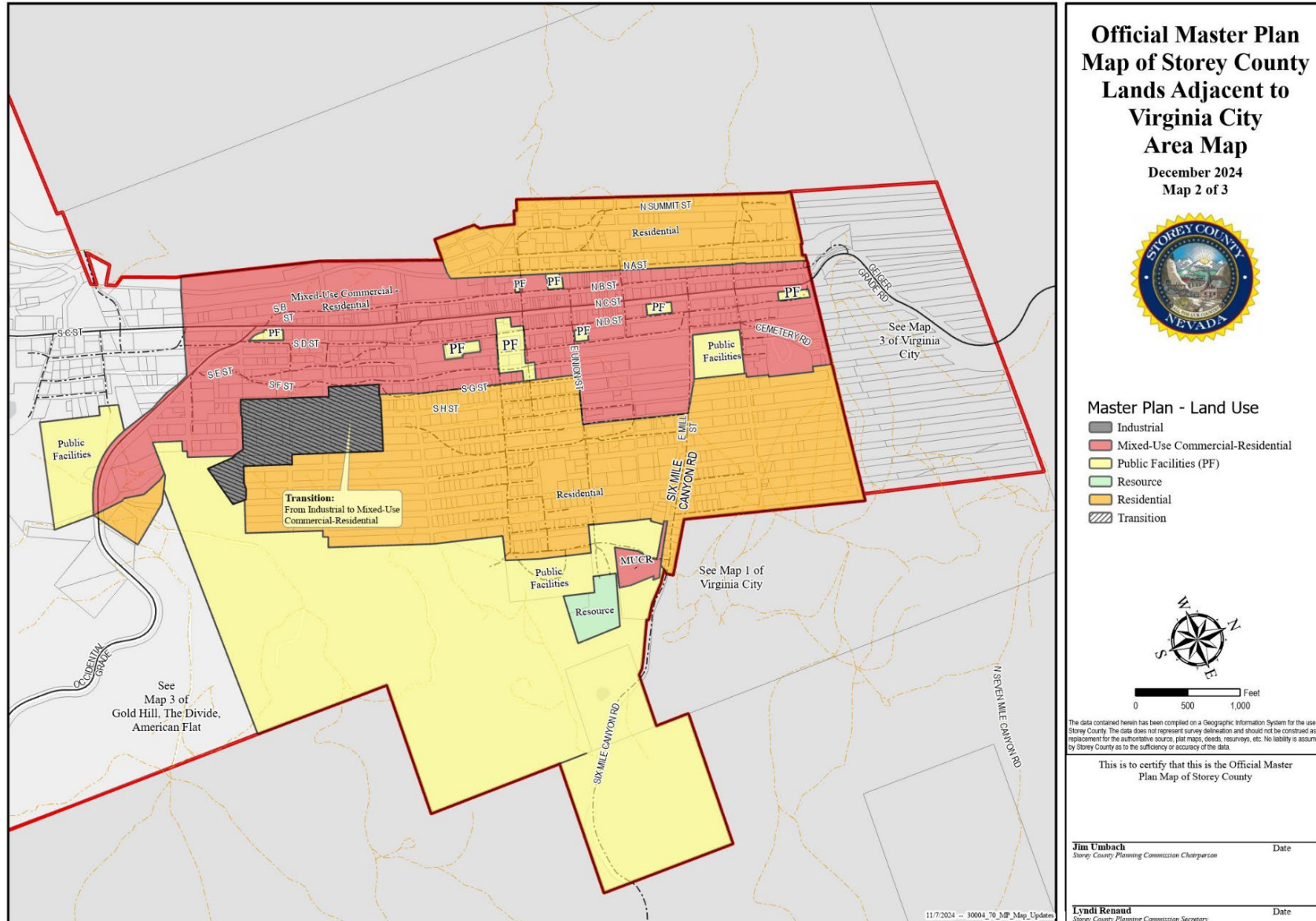


Figure 3.4-7: Master Plan Virginia City Sub-Planning Area Map

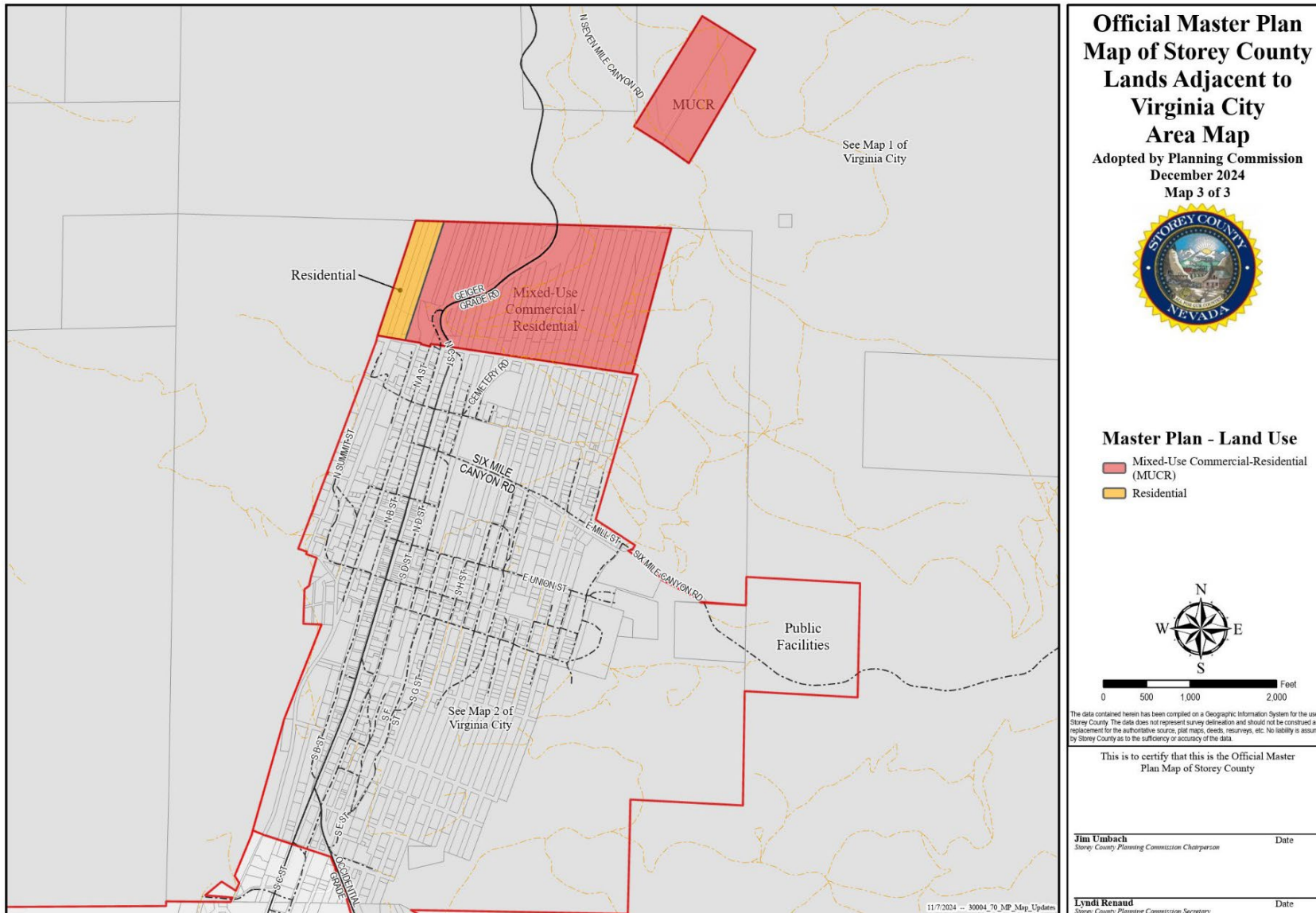


Figure 3.4-8: Master Plan Virginia City Sub-Planning Area Map

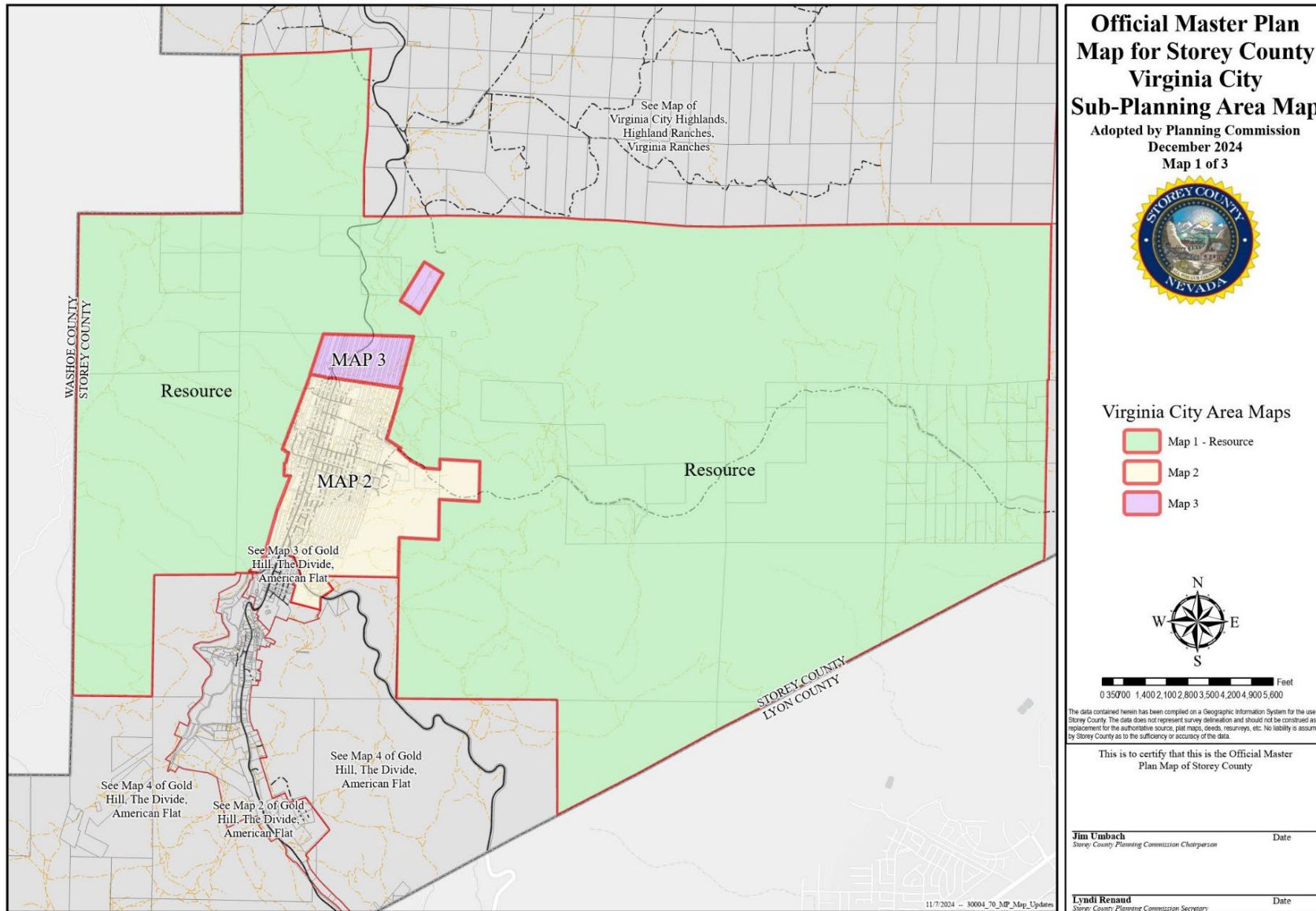


Figure 3.4-9: Master Plan Virginia City Sub-Planning Area Map

### The Divide

The Divide is 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 comprised of single-family residences sporadically intermixed with commercial and public services and facilities uses (Figure 3.4-10).

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, physical fitness center, long-standing non-profit social services center, the Virginia Township Justice Court, and several state- and county public works facilities. The community's population is estimated around 200 people, similar to that of Gold Hill to the immediate south. This area is outside the commercial tourism core of Virginia City. However, there are many easily developable parcels abutting State Route 342 with high potential for commercial uses (Figure 3.4-11).

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 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.

The area west of Highway 342 has a concentrated area of public service uses including the Nevada Department of Transportation yard, the Storey County Justice Court, the Storey County water treatment plant, Storey County water tanks, and an AT&T substation. This area also has direct access to the back-country trail system along Ophir Grade and access to Mount Davidson and McClellan Peak. Future uses for this area may include additional public facilities such as trail head improvements, a rest stop, and improvements for recreational trails. Future development shall be considerate of existing adjacent land uses while also providing for public services and recreational opportunities. Additional public services and recreational opportunities may be available within the Bullion Ravine. Public right-of-way does exist and a secondary access for pedestrians, bicyclists and Off-Highway Vehicle (OHV) users may be desirable to avoid the Greiner's Bend roadway segment, which can be hazardous because of the rate of speed, the tight turns, and minimal shoulder. Utilizing the Bullion Ravine could separate users and provide a safer access between Gold Hill and Virginia City, which could encourage more opportunities for connection between the communities. Additional study is necessary to determine if access could be connected and if additional land may be needed to construct such access at a reasonable slope.



Source: Storey County Planning Department 2015

**Figure 3.4-10: The Divide from Ophir Grade, view to the east**



Source: Jessie and Nick Fain 2016

**Figure 3.4-11: Recent Commercial Expansion along State Route 342**

## 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 (a "gossan") north of the Virginia & Truckee Railroad Depot until the 1970s when the Imperial Pit was dug by Houston Oil and Minerals mining company.

In general, Gold Hill's fragmented townsite lots appear to have been haphazardly located according to squatters' code of first-come-first-served 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 Crown Point Restaurant, both abutting Main Street (State Route 342) just east of the Virginia and Truckee Railroad lines. In 2005, the Virginia & Truckee Railroad was expanded approximately 12 miles south of its terminus at the Gold Hill Train Depot to Flint Drive in Carson City. The rail extension has made the Virginia & Truckee short- and long-lines a significant contributor to the region's tourism economy. The Gold Hill Train Depot, 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 intact 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.

The area also contains a public and tourist kiosk along Highway 342 that portrays the history of the location and a roadside stop with interpretive signage along Sky Lane. The Cabin in the Sky building is located off of Sky Lane and once operated as a restaurant, which has been closed for many years. There may be opportunity to re-evaluate this area for future tourist or commercial growth once utility services for the overall Gold Hill area have been addressed.

#### Public Utilities

Future growth within Gold Hill will depend on the availability of water and sewer services. Water is supplied to the Gold Hill area by the Storey County public system. At this time, the water service lines are antiquated and subject to frequent breaks and service disruption. Storey County is seeking federal and other funding to replace these service lines while also not placing the entirety of the cost burden for replacement on the small number of users of this water system. Storey County continues to seek opportunities to identify options that would allow for the water line replacement, while making economic sense for the County and the water users.

Similar to the water service, the Gold Hill sewer system needs replacing. The Gold Hill package sewer plant was recently constructed to replace the previous system, which had environmental issues and did not function properly. Grant funding was obtained to address the failing system; however, the grant funding did not allow for any expansion to the facility. The facility was rebuilt to the current capacity, but the facilities themselves were designed to be able to expand capacity at some point in the future. Besides the package plant expansion, replacement of service lines is also needed to allow for the existing connections to continue in addition to being sized to allow for future connections. Similar to the water service, Storey County is seeking opportunities to assist with the cost of replacement and expansion, while being mindful of the costs to the residents, both the existing users and future development parcels.

Until the water and sewer services can be addressed, limited to no growth within the Gold Hill area is expected. Some larger parcels may be able to install a well and septic system following the State of Nevada requirements for parcel size and water rights acquisition and be allowed to develop, but many parcels are below the parcel size requirements, are not eligible to install their own water and sewer facilities, and would need to rely on a municipal system for services.

### Drainage

The steepness of the Gold Hill area creates drainage problems during and after storm events. State Route 342 is the existing main channel for runoff, with water following the street and minimal roadside channels where they exist. Besides the water runoff, debris from the runoff ends up on the pavement or blocking the narrow channels causing runoff to seek new areas, which creates erosion and additional sediment ending up on the roadway. The west side of Gold Hill has several ravines that capture runoff from the hills to the west, bypassing the roadway, but it is unclear if much of the runoff following the roadway ends up in any of the ravines.

In 2023, the Nevada Department of Transportation paved the roadside channels to help eliminate sediment from the roadway. Although this may assist with reducing some sediment and erosion, it doesn't appear that these improvements were engineered to address runoff amounts or direct runoff to more appropriate locations. The Carson Water Subconservancy District was awarded a grant in the Fall of 2024 to work with both Storey County and Lyon County to develop a master drainage plan of the Gold Hill and Silver City areas of Gold Canyon. This study is similar to drainage plans that were completed for the Mark Twain neighborhood and the Virginia City and Six Mile areas. The outcome of the plan should identify future projects to consider in order to address the drainage occurring within the area and how to best address physical projects to reduce the impacts the storm events have on the area.



Source: Storey County Planning Department 2014

**Figure 3.4-12: Crown Point Mill, Gold Hill**

### 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. However, more recent economic global trends including the cost of permitting and operating a mine 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 Inc. Large-scale surface mining, especially in and around the Lucerne Mine area, and underground mining is expected to continue into the future. Planning 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 Inc.'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 extends 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 Virginia City area. Mining may intermittently be 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. Active mining in the area is shown in Figure 3.4-13.



Source: Storey County Planning Department 2014

**Figure 3.4-13: Active Mining in the Gold Hill area: Sutro Mine (top) and Harris Portal of the Lucerne Project, Comstock Mining, Inc. (bottom)**

### **American Flat**

#### *Location and General Description*

American Flat is an approximately four-square-mile valley southwest of Virginia City and 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, but met its demise in the early 1900s. Since then, American Flat 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 Inc. cyanide heap-leach processing facility.

Existing and Future Land Uses

Today, American Flat 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 Inc. and which exists approximately three miles to the east of Gold Hill. Many homes purchased by the mining company between 2014 and 2018 have been resold back to individual owners.

The historic United Comstock Merger Mill, constructed and operated in the 1920s, was demolished by the U.S. 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 (Figure 3.4-14).

American Flat was also home to a significant portion of the Virginia & Truckee Railroad alignment between Virginia City and Carson City. However, it was decommissioned in the 1950s and the tracks were pulled up and much of the right-of-way was sold. In 2005, after years of studies, right-of-way acquisition, and fund-raising, the Nevada Commission for the Reconstruction of the Virginia & Truckee 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 & 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 is only a few miles from an industrial center in adjacent Mound House in Lyon County. American Flat is principally accessed 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 and is now supported by two domestic groundwater wells. Most of the groundwater in this area has been appropriated to uses in Mound House. Remaining groundwater in this area is unlikely to be sufficient to support significant development in American Flat. The Water Resource Plan assumes a build-out demand for American Flat of 296 acre-feet annually based on the master plan designated land uses, a significant increase from 4.5 acre-feet annually of existing demand in 2023. Additional development within this area will require connection to the County Water System and upgrades to the water system including 750,000 gallons of aboveground storage and 3,100 linear feet of one-inch diameter transmission main, and improvements to the Gold Hill pressure zone according to the Storey County Water Resource Plan (Farr West Engineering 2023, included as Appendix B).

By rescinding the action removing American Flat from Gold Hill and from Marlette Water System service, the County Board of Commissioners may effectively return potential development capacity to this area. For more information on County water systems, see Chapter 9 – Public Services & Facilities and Chapter 10 – Water & Natural Resources.

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 often occur between land

owners and the U.S. 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 area.



Source: U.S. Bureau of Land Management, Environmental Assessment for the United Comstock Merger Mill at American Flat. (December 2022)

**Figure 3.4-14: United Comstock Merger Mill before Demolition**

On the following pages, Figures 3.4-15, 3.4-16, 3.4-17, and 3.4-18 show Sub-Planning Area Maps for Gold Hill, The Divide, and American Flat.

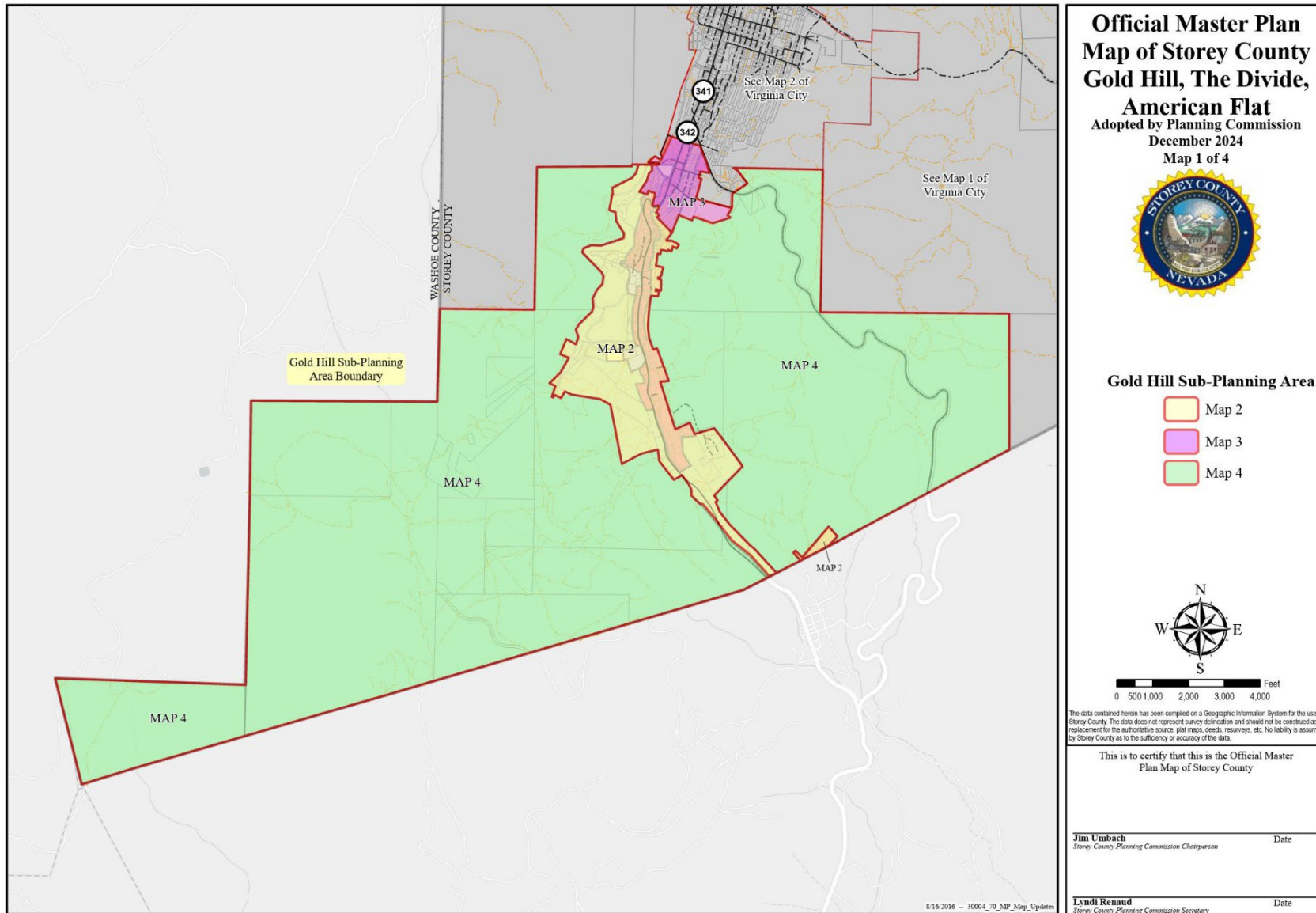


Figure 3.4-15: Master Plan Sub-Planning Area Map for the Gold Hill Area

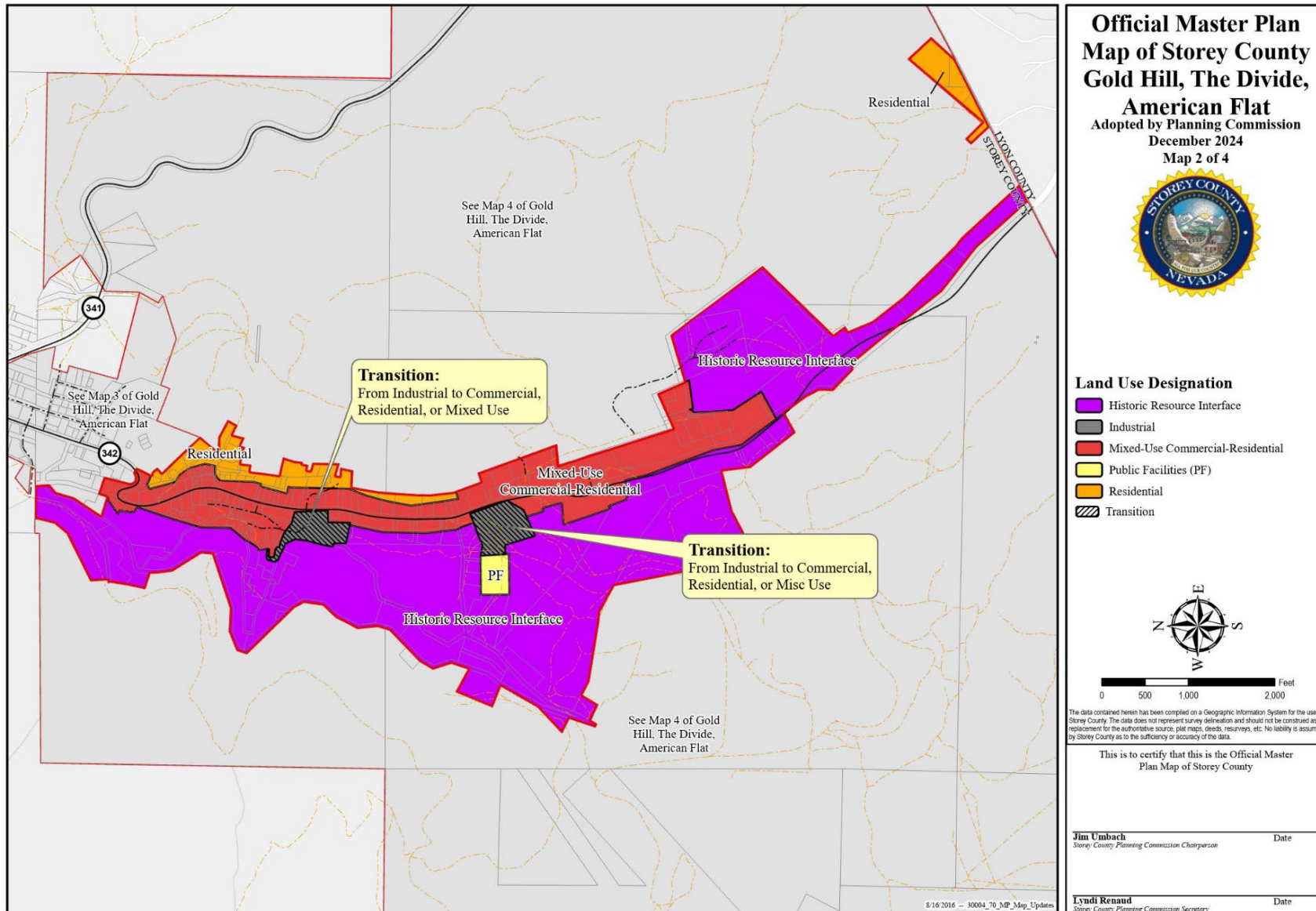


Figure 3.4-16: Master Plan Gold Hill Sub-Planning Area Map

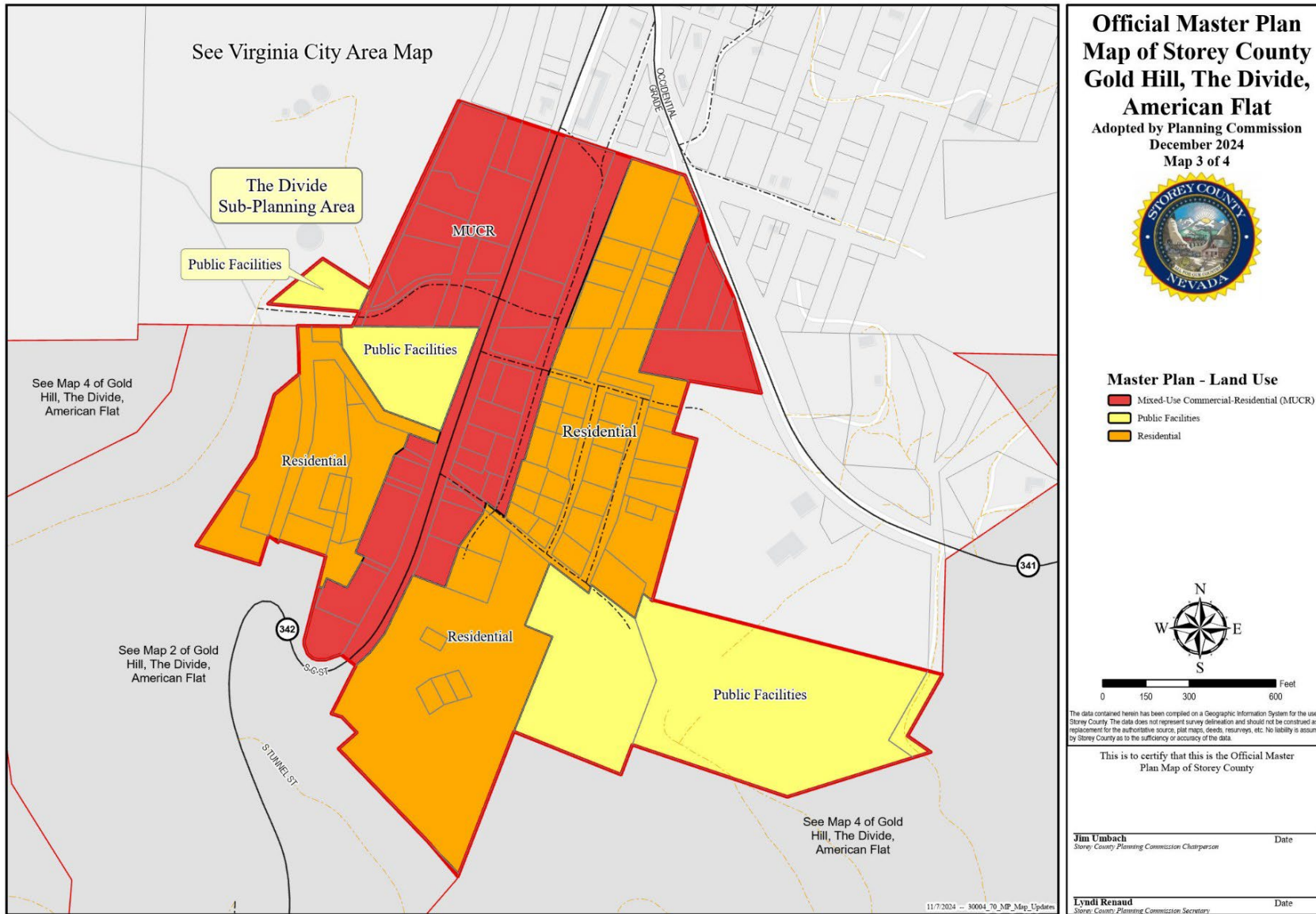


Figure 3.4-17: Master Plan The Divide Sub-Planning Area Map

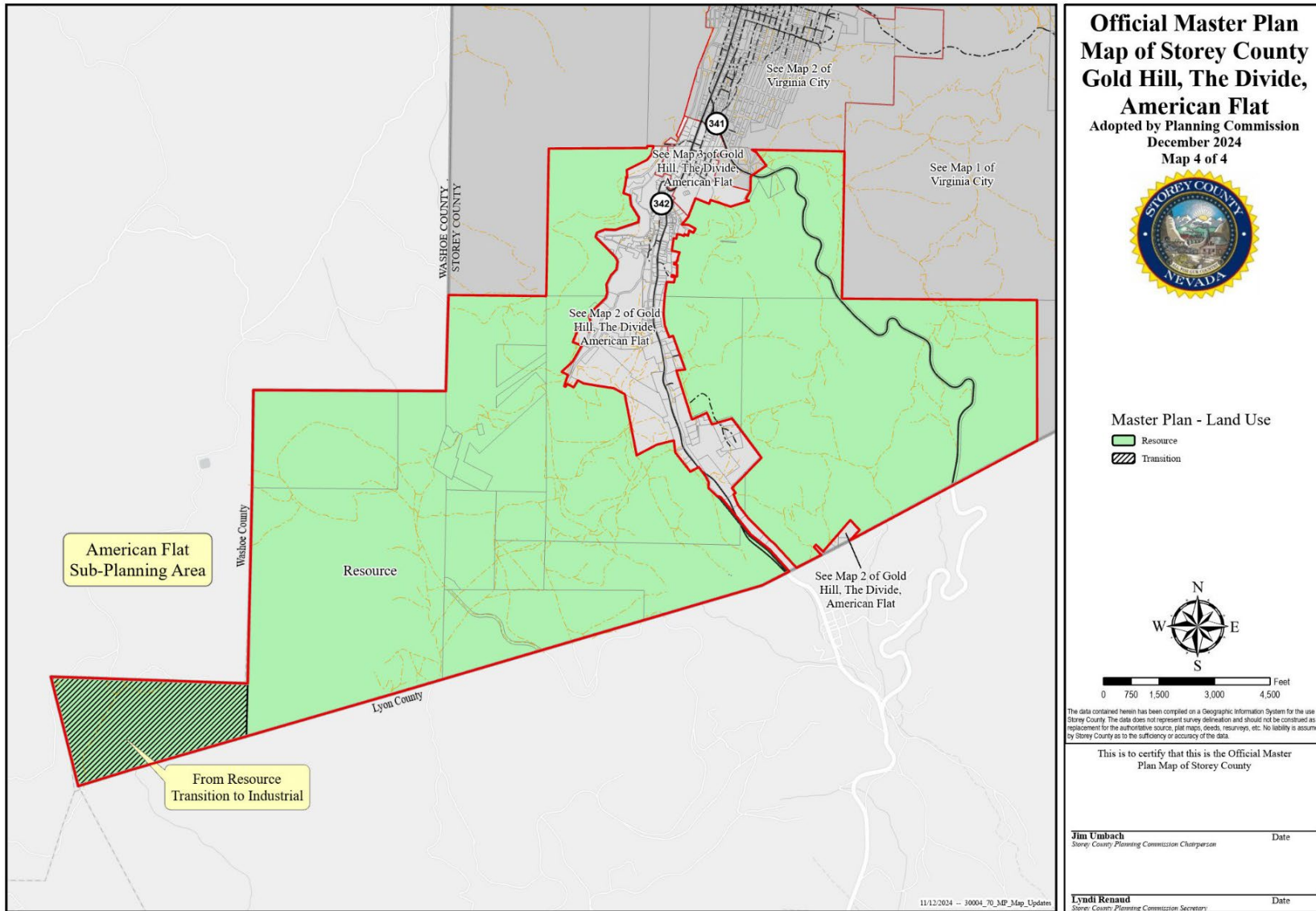


Figure 3.4-18: Master Plan American Flat Sub-Planning Area Map

### 3.4.2.2 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. However, the Historic District Commission 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.

The 1990 Comstock Project Sensitivity Study analyses and recommendations 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 C 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 surrounding areas. The report also states the Comstock Historic District may be overwhelmed by the number of buildings and structures needing attention and 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 in the Comstock area that would result in commercial revitalization supporting historic structure rehabilitation and preservation.

From 1995 to 2015, tourism in the Comstock area experienced periods of volatility. Largely to blame for downward trends are gaming on tribal lands 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 overnight 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 area 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

increased 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 the distinctive historic landforms in the area are disappearing (Figure 3.4-19). 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. 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 area today. 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 preserve the distinctive historic character throughout the Comstock area, through local land use decisions including layout of roads and plats, placement of structures, and review of land use allowances including certain landscape features identified in the Sensitivity Study of the Storey County portions of the Comstock Historic District (Appendix C). County officials should work with landowners, residents, businesses and, where applicable, the U.S. Bureau of Land Management, in considering regulations and/or incentive programs that allow appropriate development to occur while considering the importance of key landmarks identified in this plan.



Sources: Virginia City Tourism Commission 2016; Storey County Planning Department 2015

**Figure 3.4-19: Existing mine dumps and tailings contribute significantly to the local historic landscape.**



Source: Virginia City Tourism Commission 2016

**Figure 3.4-20: The Vicinity of Virginia City, Gold Hill, and American Flat**

### **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 & 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.

### **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, and 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 in the Comstock area appears to result from in-migration including retirees, seasonal employment fluctuation, and second-home ownership rather than from a natural increase of the existing population. This master plan seeks to attract a diverse permanent local population through historic urban design promoting economic development through tourism and job opportunities to support a long-term resident population.

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 multifamily 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. Second-home ownership, and the substandard condition of many historic structures are limiting factors to attainable housing in the Comstock area.

Rehabilitating the abundant supply of historic multifamily 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 U. S. 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 in the Comstock area. Rather than serving identified population needs, large-scale suburban growth typically attracts large numbers of new residents over a short period of time, thus 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.

As part of the community meetings in the summers of 2023 and 2024, several topics of conversation were raised related to housing. The topic of short-term rentals, their impact on existing housing, and the desirability of creating and maintaining a year-round community were discussed. Many short-term rentals exist within the Commercial Residential zoning district, but short-term rentals are also permissible with a special use permit in the Residential zoning district of both Virginia City and Gold Hill. Besides the immediate impact of a “tourist” type of land use in a residential area, the impact of having an empty residence except when rented for a short time period may have an impact on the community as a whole. More community discussion and research are needed to meet the goals of having a diverse housing stock within the Comstock area.

Another topic that was raised was the use of accessory dwelling units. Current zoning code allows for accessory dwelling units if specific criteria can be met, including a minimum lot size of 10,000 square feet in the Residential zoning district, and that occupancy be limited to a related family member. Further research is necessary to determine if lifting some of these requirements may increase housing production, including affordable housing, and the impacts this may have to existing single-family residential neighborhoods.

### **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. (Appendix D). Parking shortages and traffic congestion are described in the report as prevalent throughout the commercial core of Virginia City, and reduce the safety, convenience, and attractiveness of the town for tourists, residents, and businesses. Although the town layout has not physically changed significantly since the 1993 study, a new parking study, along with analysis of street layouts, vehicle movements, circulation, different sized vehicles and new parking opportunities is proposed to commence in 2025.

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 8 – Transportation, the 1993 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. The County anticipates that, with the new parking study, coordination with all applicable entities and the public will be involved in the development of the new parking study analysis.

**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 today.

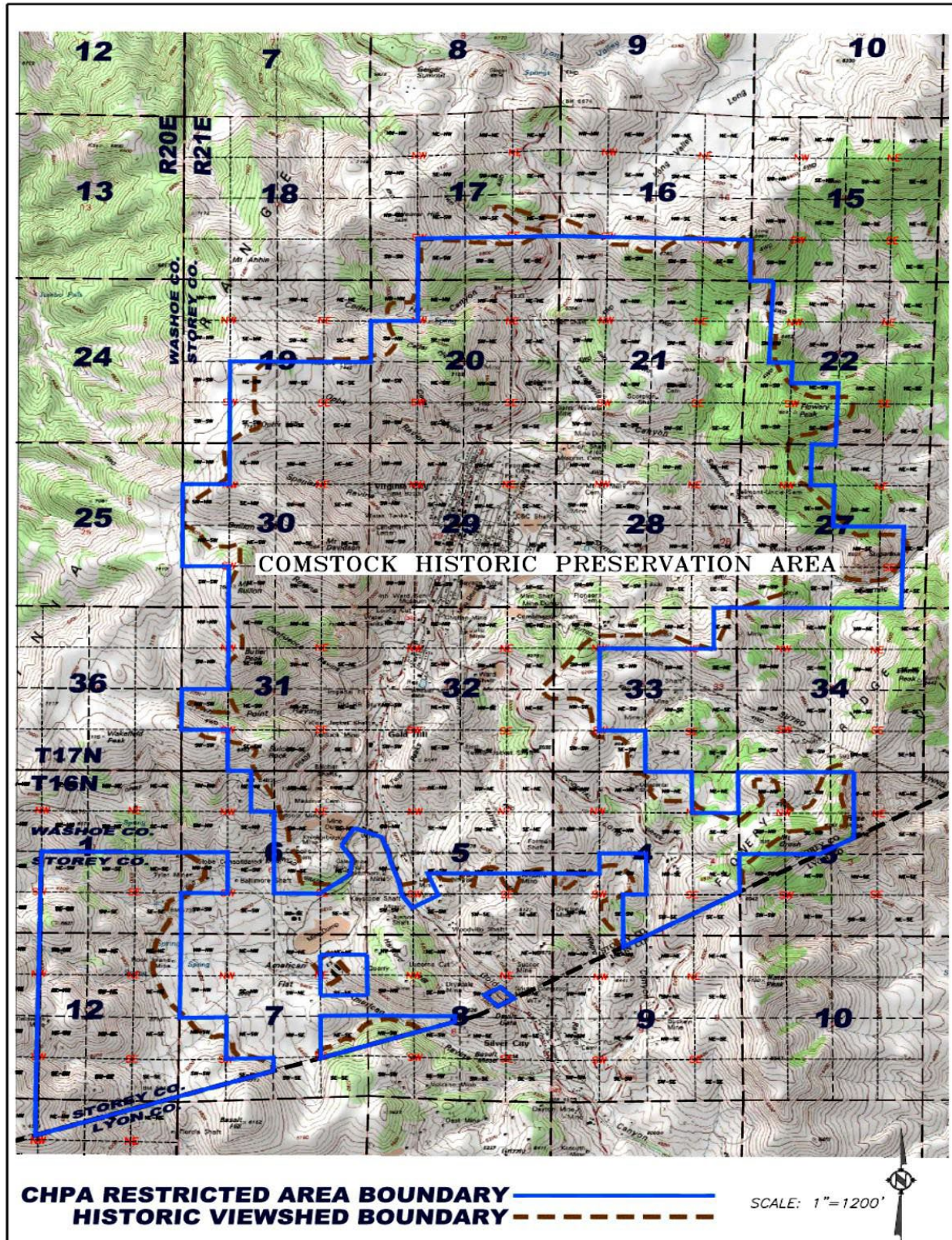
Mineral rights often supersede surface rights, large deposits of silver and other ore remain in the ground, and silver and gold continue to increase in value worldwide. Understanding mining law and the existence of mineral rights below land and homes is a challenge County officials face with other stakeholders when considering applications for mining. Because of these mining rights and economic factors influencing commodity prices, it is expected that mining will 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 delineating restricted areas for certain large-scale surface mining within Gold Hill and Virginia City. The map and ordinance were ratified after a lengthy series of public meetings considering mining and non-mining interests including attorneys, citizens of Storey County and neighboring Silver City (Lyon County), and various state and federal agencies.

Stakeholders from both sides of the mining use 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 & Historic Resources) and the historic area preservation map (see Figure 3.4-21). 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 area.

Chapter 11 – Cultural & 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 methods should be encouraged through streamlining regulations and application procedures.



Source: Storey County Code Title 17

Figure 3.4-21: Comstock Historic Preservation Area, 2012

### Interconnectivity

Virginia City is the Storey County seat and the center of local government and its operations. However, most of the industrial and commercial activity in the county occurs at McCarran, over an hour's drive from Virginia City. Around three-quarters of the county's residents also live outside of Virginia City and are in most cases separated from it by expansive distance and 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 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-Flowery Range Area Plan. Other options were discussed but were found to be cost-prohibitive or strongly opposed by Highlands and Lockwood residents. These options 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.

Interconnectivity was a topic of conversation at the town hall meetings associated with the Master Plan update during the summers of 2023 and 2024. In general, all communities have the same opinion as the original master plan documents. Each community desires to retain their quality of life and not to create opportunities for large traffic volumes to pass through their communities.

The Nevada Department of Transportation is currently conducting a study to determine if an east/west connector road, connecting the South Meadows area in Reno with USA Parkway, would be feasible. The Nevada Department of Transportation is working with private property owners to evaluate a potential route along with construction costs and traffic volumes to determine if such a roadway would meet Nevada Department of Transportation needs for traffic circulation in the Northern Nevada area.

**Resolving Storey County Clouded Title Issues**

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 were in question for many years and created 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 encountered challenges securing financing, insurance, and certain entitlements for the affected land.

Since the adoption of the 2016 Master Plan, the 2018 Public Law 113.291 (known as the “Bureau of Land Management Lands Act” or “Lands Act”), passed by the United States Congress, authorized the transfer of land from the U.S Bureau of Land Management to Storey County. This act not only cleared the clouded title concerns of properties within the Comstock area, but it also transferred some vacant land previously under the management of the Bureau of Land Management to Storey County. This additional land forms a perimeter around the Comstock area and is anticipated to be utilized for public service uses. Some of the land at the east end of Virginia City is proposed to be transferred to the Storey County School District to allow for the District to relocate the elementary and middle schools and create one school campus. Other areas on the perimeter are anticipated to be utilized for flood control projects and similar public works projects (Figure 3.4-22).

A second Lands Act Bill has been submitted to the United States Congress to acquire some additional land in Storey County. The second Lands Act Bill is requesting additional land near the existing high school to allow for athletic fields, a cemetery area in Gold Hill, and a third area adjacent to the Mark Twain subdivision to clear up some legal description issues and to potentially allow for a public works flood control project.

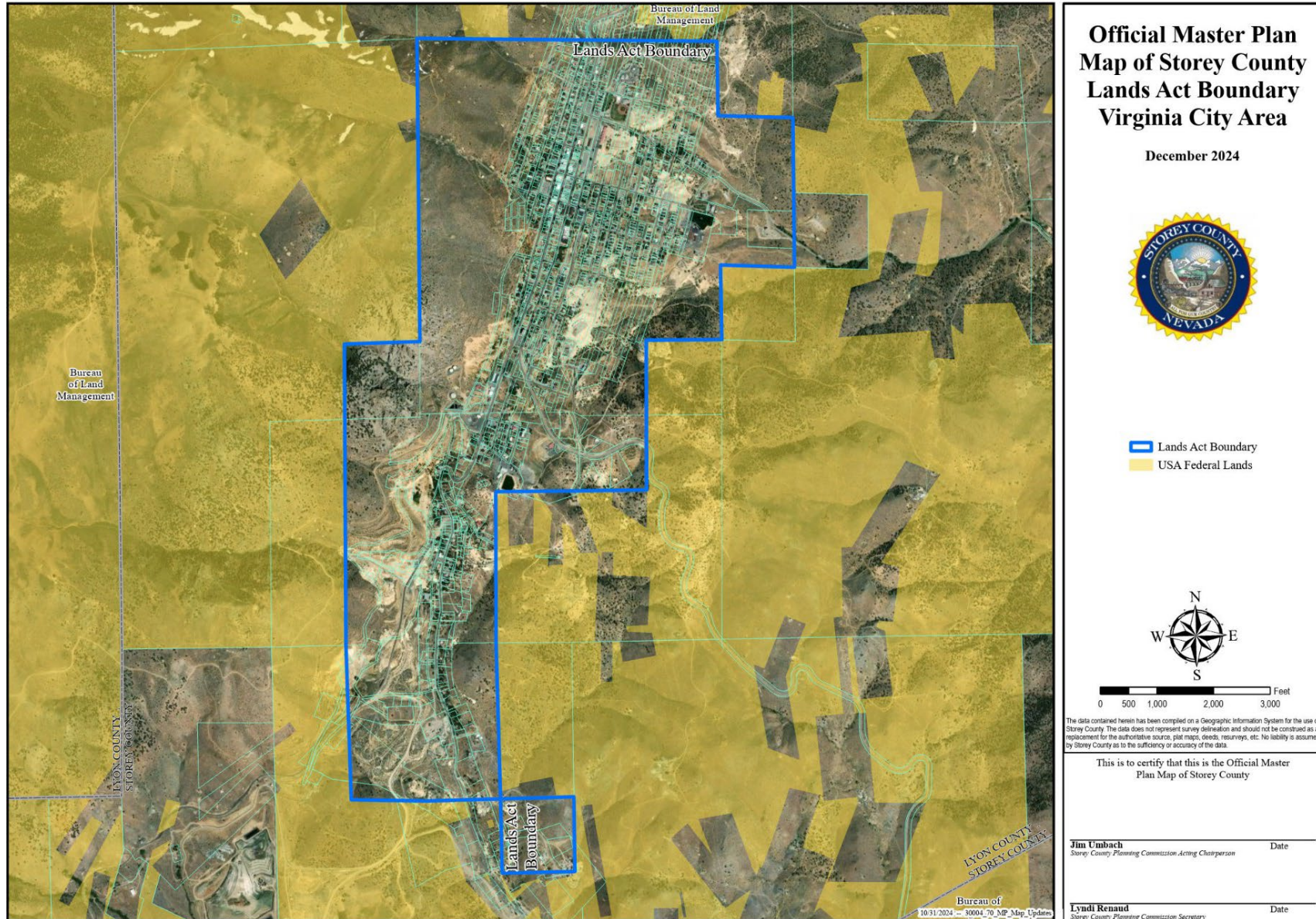


Figure 3.4-22: Lands Act Boundary – Virginia City Area

### 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-served during the Comstock Lode (see Figure 3.4-23). To date, land plats are riddled with inaccuracies and overlapping ownership, and often 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.



Source: Storey County Assessor's Office 2015

**Figure 3.4-23: Gold Hill Plat Map Confirming Topographic, Built Environment, and other Ground Conditions**

### Divide Reservoir – Multiple Uses

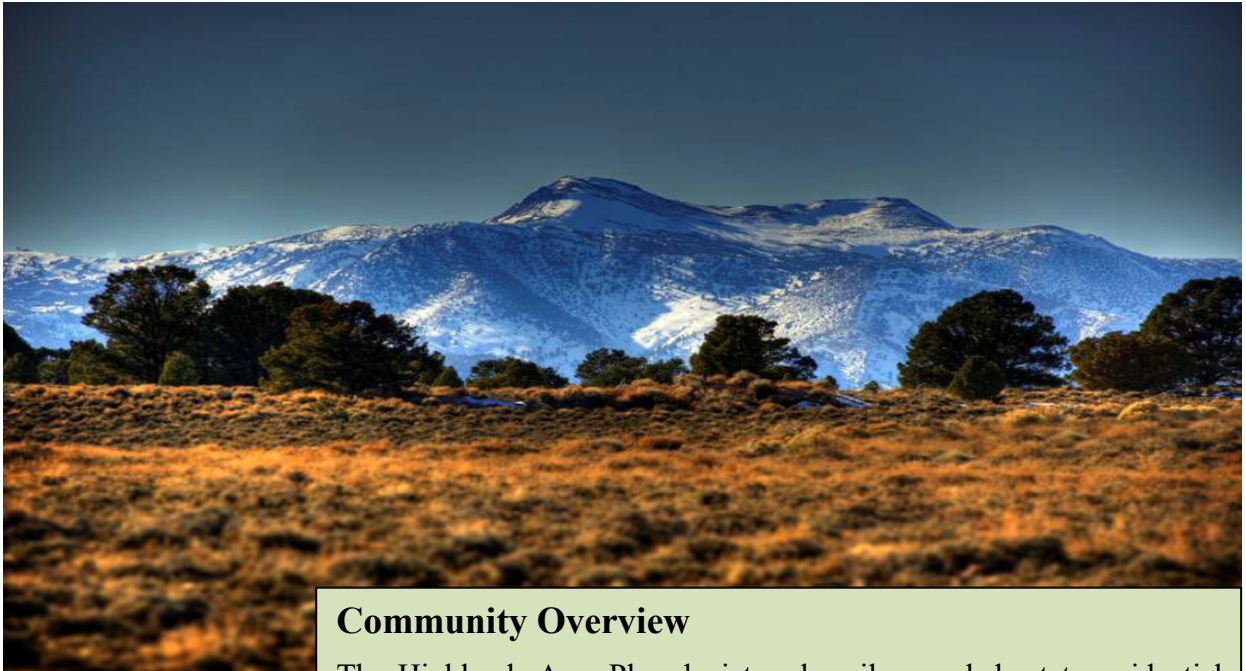
Divide Reservoir, at The Divide approximately two miles south of Virginia City, was rehabilitated in 2014 and its water holding capacity was significantly expanded (Figure 3.4-24). The reservoir's principal use remains a secondary source of water for fire suppression and other non-potable uses. However, 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.



Source: Google 2024 (Aerial Photo) and Storey County Public Works Department 2015

**Figure 3.4-24: The Restored Divide Reservoir, 2015**

### 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. The area is located along the western county boundary approximately three miles north of Virginia City. Its residents appreciate the community's rural lifestyle while being in relatively close proximity to conveniences and employment opportunity provided by Reno and Sparks.

### 3.4.3.1 Introduction

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

### 3.4.3.2 Existing and Future Land Uses

The Highlands is comprised of custom site-built single-family residences 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.

Historically, cellular and land-line telephone, internet, broadband, and other telecommunication services in this area were limited and unreliable in places where they were available. Service providers have recognized the lack of services in this area and are working to make improvements. Today, 5G or 4G LTE cellular service is available to most of the Highlands from major providers. Nevada Energy upgraded electric service to the area in 2019 to a three-phase distribution line, providing 67 percent more capacity (NV Energy 2024).

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 their opposition to the use. With exception of a minority of local residents, this position appeared to be shared by both long-time area residents and newcomers. In addition, water availability may further limit residential development on vacant parcels in the Highlands (see discussion in this section under “Key Issues”). The topic of commercial land uses was again raised at community meetings during the summers of 2023 and 2024, however the opinion of the residents has not changed since the 2016 Master Plan. Commercial land uses within the Highlands area are opposed by the residents. 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 3.4-25 depicts the Highlands Area Planning Area.

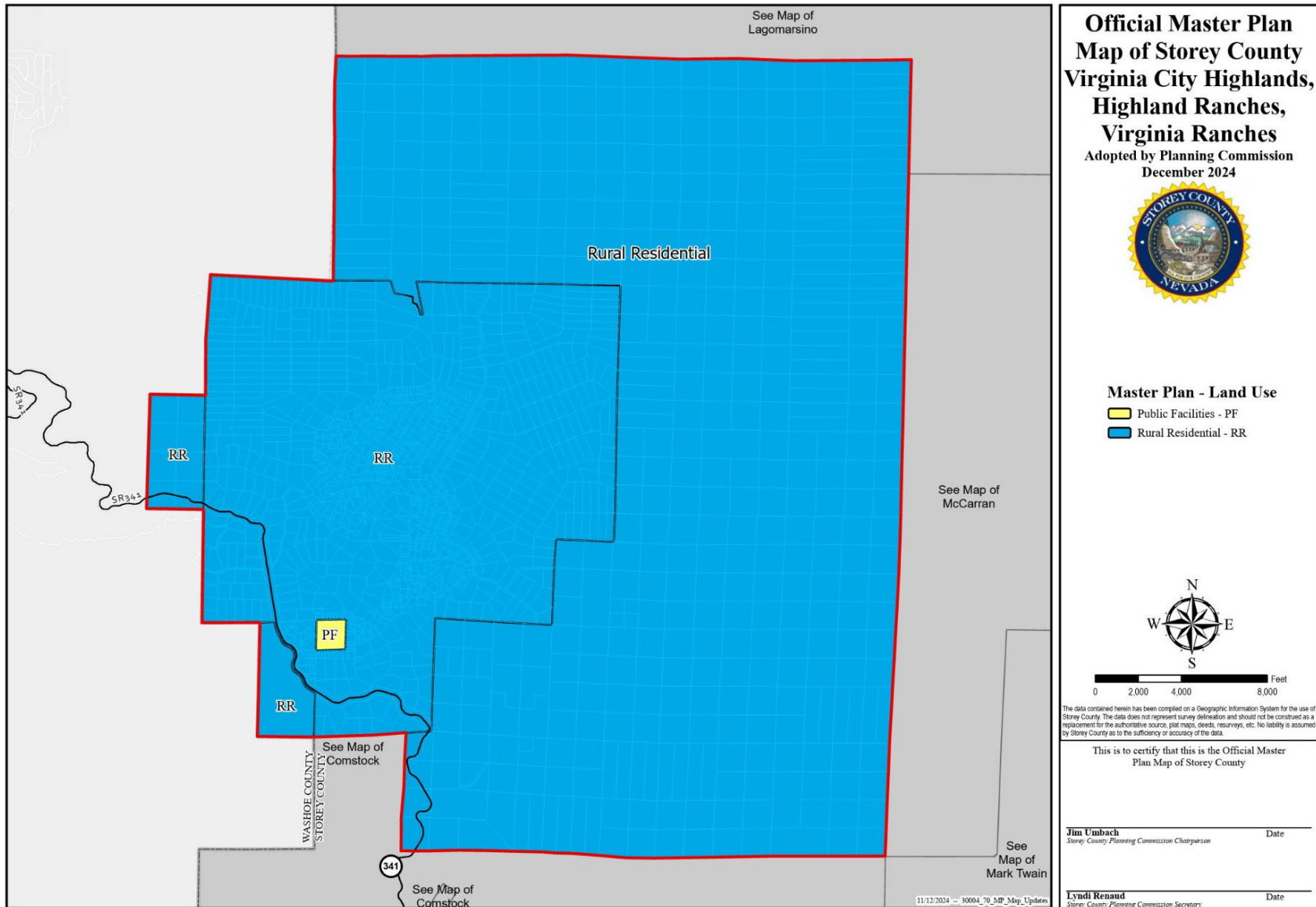


Figure 3.4-25: Master Plan Highlands Planning Area Map

### 3.4.3.3 Key Issues

#### Preservation of Rural Character

The rural character of the Highlands is highly sensitive to potential impacts caused by 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 be presented 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-Flowery Range Area Plan. Other options were also discussed but were found to be cost-prohibitive or strongly opposed by county residents. These other options for 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. These transportation routes were discussed during the summer of 2023 and 2024 meetings in the Highlands, and the residents maintained their opposition to these roadways, including opposition to exploring secondary emergency access opportunities.

While certain regional interconnection may become necessary in the future, 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**

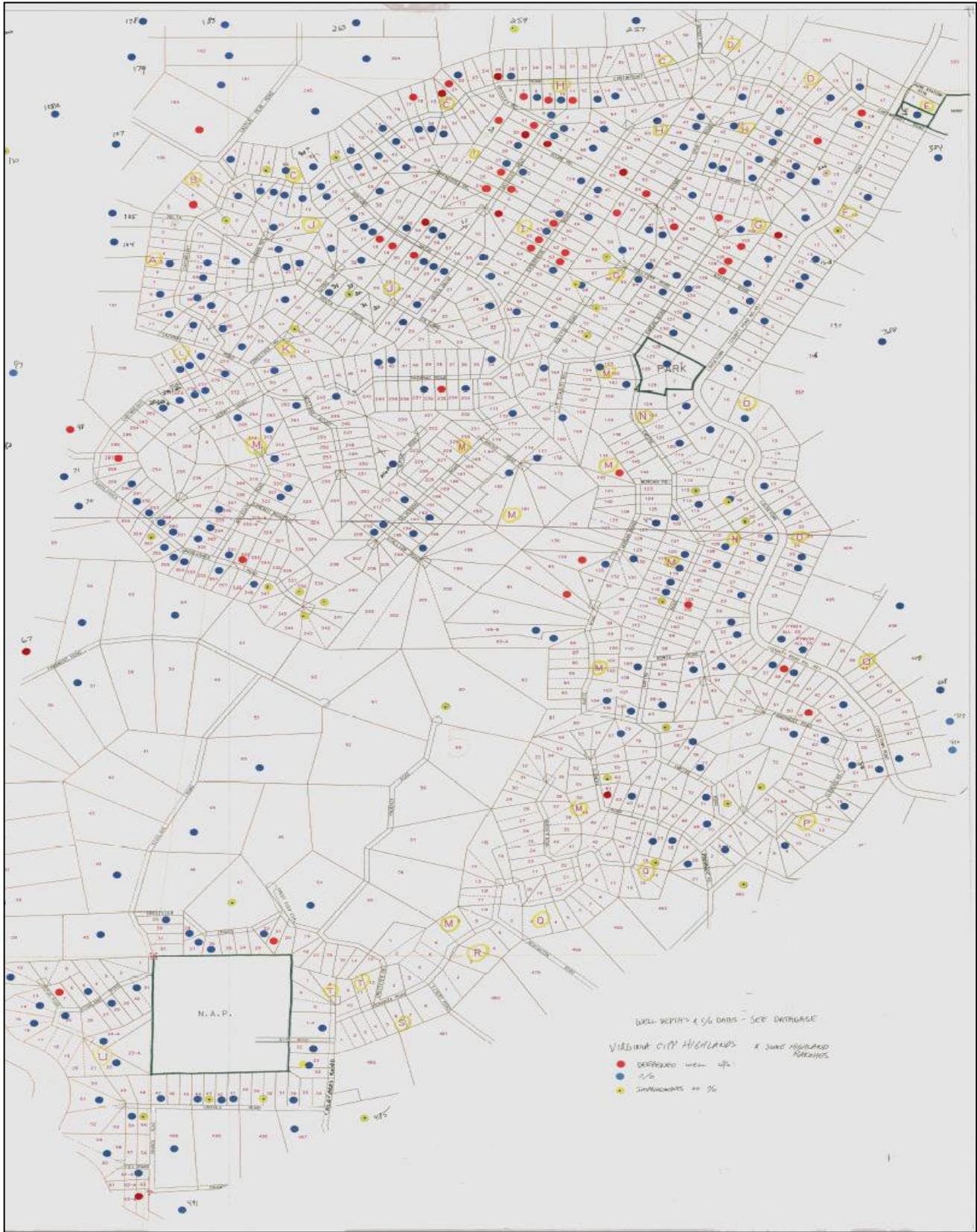
Significant discussion occurred during the master plan workshops on whether an east-west connecting roadway north of the Highlands would benefit the region. However, concerns were brought forth that such a roadway may encourage residential sprawl from Washoe County that may threaten the rural lifestyle 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.

As stated in the Comstock section of this chapter, the Nevada Department of Transportation is currently conducting a study to determine if an east/west connector road, connecting the South Meadows area in Reno with USA Parkway, would be feasible. At this time, Storey County is not a proponent for this roadway but is engaged in regional planning discussions to ensure that the needs of the County and the Highlands neighborhood are included in the alignment and design standards discussions as they occur. The Nevada Department of Transportation is working with private property owners to evaluate a potential route along with construction costs and traffic volumes to determine if such a roadway would meet Nevada Department of Transportation needs for traffic circulation in the Northern Nevada area.

### **Water Availability**

Water availability is the foremost concern in the Highlands. Residents obtain water via private domestic wells. Many of these wells often produce unreliable or inadequate flows, or iron-rich water requiring costly filtration treatment. In 2018, the United States Geological Survey (USGS) began an investigation in the area due to declining groundwater levels. The study, which included observation of 63 wells, concluded in 2024. Of the 728 domestic wells in the Highlands, approximately 114 (16 percent) have either been deepened or replaced. From 2019 through 2023 during a period of drought, average groundwater levels dropped significantly. However, water levels rebounded during the winters of 2023 and 2024 when there was above average precipitation. Large changes in water levels generally indicate limited aquifer storage. Final results of the groundwater investigation are due to be released in 2025. Regardless of what the results indicate, the Highlands will likely continue to struggle with the issue of water supply and quality to serve future development given the region's propensity for longer periods of drought. Storey County is working with the United States Geological Survey to continue monitoring strategic well locations within the Highlands to have information to make informed decisions for future development.

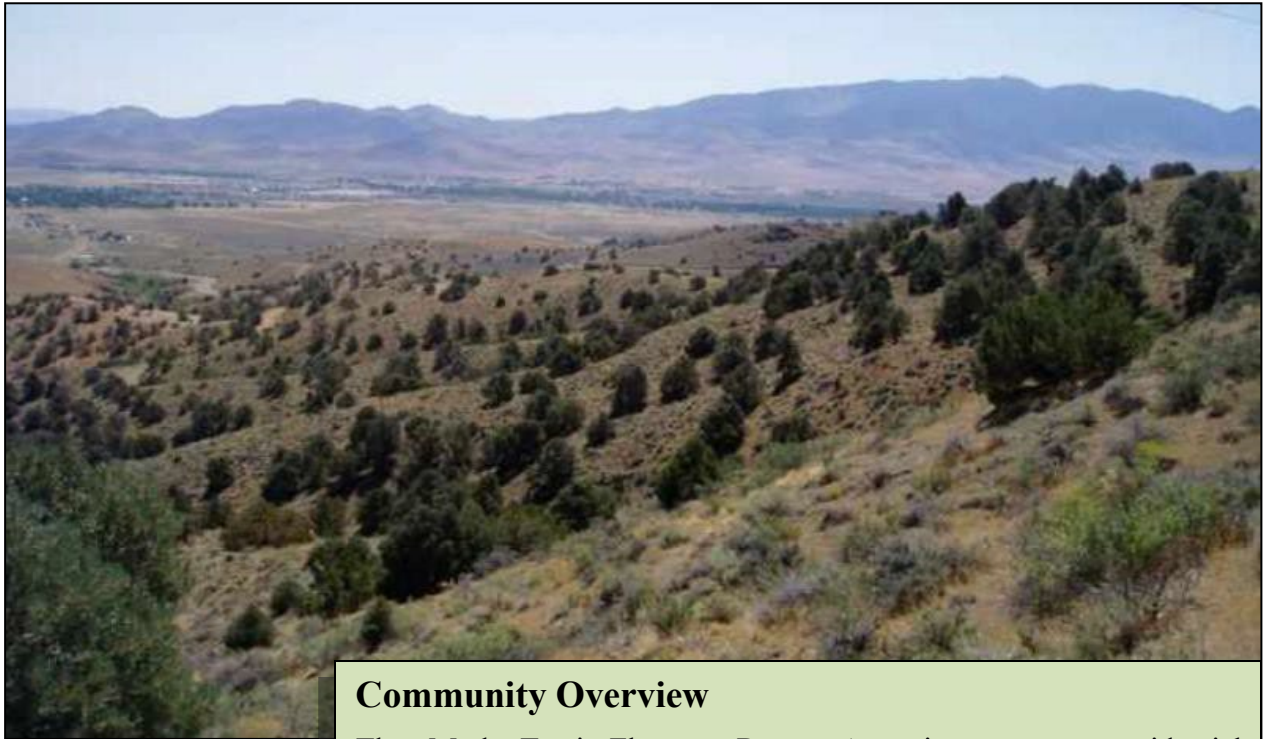
Future water planning should consider the benefits and limitations of forming a general improvement district to acquire water and develop local infrastructure to manage its distribution. The 2023 Storey County Water Resource Plan estimates that providing public water to existing residents, as well as future build-out of the Highlands, would cost over \$100 million (see Appendix B). 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. Groundwater well information from the Highlands area is presented in Figure 3.4-26.



Source: Lydia Hammack, Virginia City Highlands Property Owners Association 2011

**Figure 3.4-26: Highlands Well Information**

### 3.4.4 Mark Twain-Flowery Range Area Plan



#### Community Overview

The Mark Twain-Flowery Range Area is an estate residential community surrounded by remote undeveloped lands 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.

### 3.4.4.1 Introduction

Located approximately six miles due east of Virginia City, Mark Twain-Flowery Range Area Plan 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-Flowery Range include a community center and public park at the Mark Twain Estates subdivision and the Basalite basalt quarry located approximately two miles northeast of the estate subdivision. The remaining land in Mark Twain-Flowery Range is mostly undeveloped.

The 2016 Master Plan identifies the Mark Twain neighborhood and areas to the north and east of the neighborhood as “Mark Twain.” This updated master plan has added the identification as the Mark Twain-Flowery Range so as to distinguish between different locations within the same overall area. In general, the Flowery Range area is the foothills of the Flowery Range, located east of the Mark Twain Estates subdivision and southeast of the Basalite mining location. The future ideas and goals for this area differ from the established Mark Twain neighborhood and the distinction between the two is the reason for the name change.

### 3.4.4.2 Existing and Future Land Uses

Mark Twain Estates is composed of a mixture of mobile, manufactured, and site-built residences on large parcels generally ranging from one to five acres. There are a few large lot parcels developed with a single-family residence located to the north and west of the subdivision, however, most of the development in this Plan Area is concentrated within the confines of the approximately 360-lot subdivision. The Basalite Mine is located to the northeast of the subdivision. This mine is active, with access across Bureau of Land Management Land and Lyon County land to Highway 50. Land surrounding the mine is mostly vacant.

Public services are limited in Mark Twain-Flowery Range, and all residences require private domestic wells and septic systems. Groundwater resources in this area are 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 to determine a causal relationship or lack thereof.

There are no commercial uses in Mark Twain-Flowery Range except for the quarry 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 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. The substation was never developed. NV Energy is maintaining the site for potential future use to accommodate future growth. This area of the proposed substation is also within a designated utility corridor (see Chapter 9 – Public Services & Facilities), in which special use permitting is not required for power transmission infrastructure.

Residential development in abutting Lyon County will likely expand toward Storey County’s Mark Twain-Flowery Range community. Pressure may occur to permit suburban sprawl to expand into the Mark Twain-Flowery Range Area as the region grows in population. It should be noted that the Board, with recommendation by the Planning Commission, allowed Basalite Mine to rezone the land immediately surrounding its quarry 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-Flowery Range in order to lessen the likelihood for residential encroachment into areas adjacent to the mine. The County approved an updated special use permit for the Basalite Mine in 2021 to increase the annual quantity of material mined from the site and to allow new processing equipment and storage silos for the Basalite Mine. The new special use permit is valid for 20 years. The County continues to oppose residential land uses near the mine while it is in active operation. Once mining activities are complete and the site has been reclaimed, residential activities may be appropriate near the area of the mine in the long-term. While the mine is active, there should be a transition area of other land uses to limit residential land uses in close proximity to the mine (Figure 3-4-27).



Source: Storey County Planning Department, 2015

**Figure 3.4-27: Basalite Mine in the distance, and the Mark Twain Estates in the foreground**

In the past, the residents of the Mark Twain Estates 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 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. The Dayton Valley Area Drainage Master Plan recommends improvements to mitigate flooding in the Mark Twain-Flowery Range drainage system with the highest priority being Gold Pan Basin and storm drain.

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 zoning and be utilized as a buffer between residential land uses and mining activities. 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.
- 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.

As industrial activity grows in Northern Nevada, the need for housing is also growing. Housing availability in Storey County has been limited in the past due to a variety of reasons. Access to water resources and land that is easily suitable for construction are obstacles that are challenging to overcome. Storey County has had no major housing developer take interest in developing land within the county beyond the initial attempts at the Painted Rock portion of the county.

With development in Lyon County approaching the Storey County/Lyon County boundary, opportunity for residential development may present itself at the Flowery Range foothills. This was discussed at the Mark Twain meeting in the summer of 2024 with the residents of the Mark Twain Estates. The residents acknowledged the pressures for future residential development but also strongly opposed any development that would impact their quality of life within the existing subdivision.

The Master Plan land use designation map has been revised to identify transition areas from Resources to Residential Planned Unit Developments. As part of the transition designation, buffering of land uses to preserve the Mark Twain Estates quality of life and Basalite mining activities is included in the goals and policies of this master plan chapter. The goals are to allow for additional residential development to occur while preserving the existing characteristics of the Mark Twain Estates. This may mean limiting access to the neighborhood from the surrounding area to reduce pass through traffic so that the privacy of the Mark Twain Estates residents is preserved.

Land subdivision applications should also include these elements in the tentative map approval process,

and review for tentative maps should be by 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 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.

The Mark Twain-Flowery Range Area Plan master plan map is provided in Figure 3.4-28.

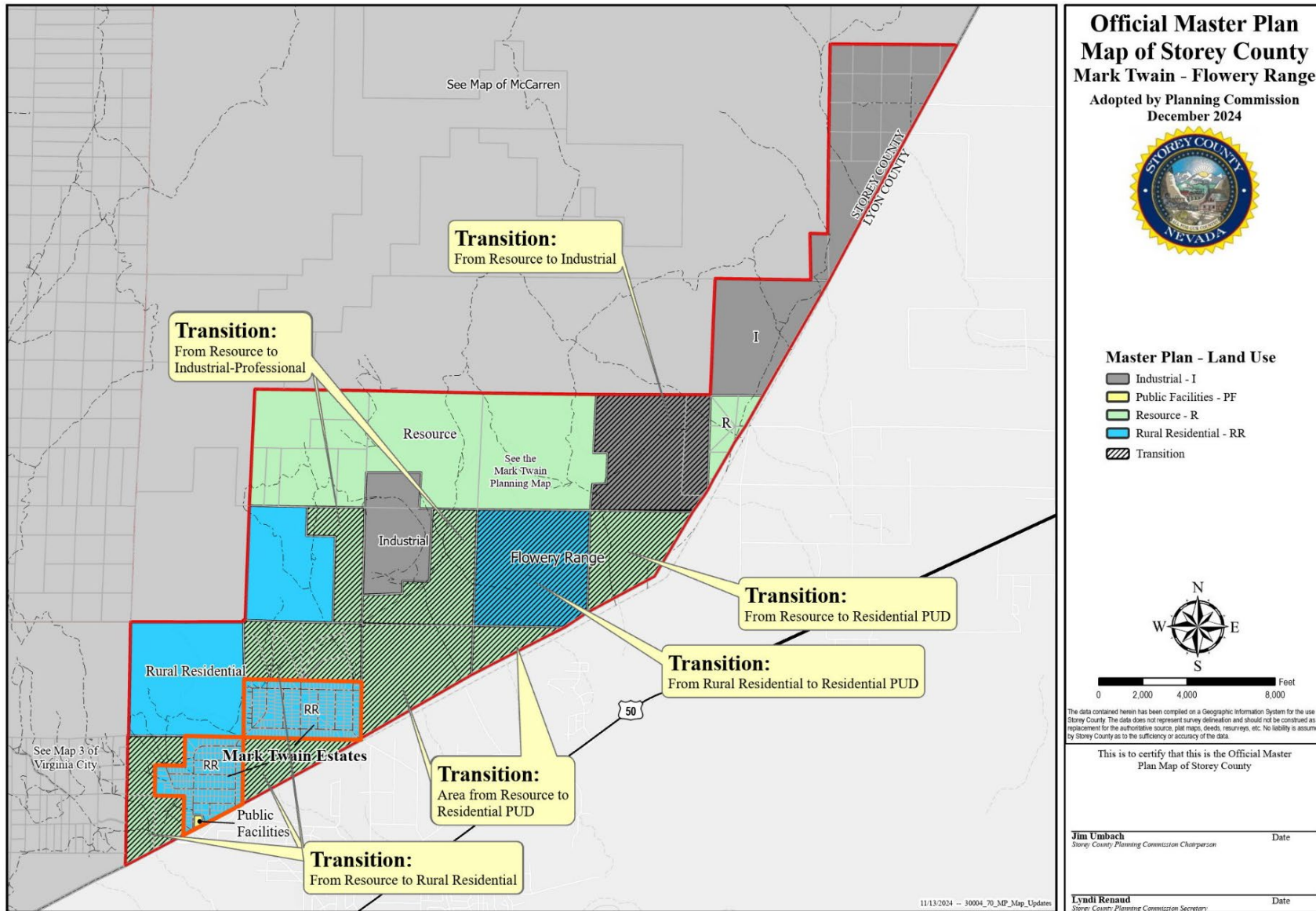


Figure 3.4-28: Master Plan Mark Twain-Flowery Range Area Plan Map

### 3.4.4.3 Key Issues

#### Preservation of Rural Character

Maintaining the rural character of the Mark Twain Estates should be of foremost importance when considering the design and placement of new development in the greater area. Further subdividing parcels or increasing density in the Mark Twain Estates should be prohibited, and lot consolidations should be encouraged.

The rural character of the Mark Twain Estates is also highly sensitive to surrounding uses. When reviewing future applications for development in the Mark Twain-Flowery Range area and adjacent to the Mark Twain Estates, the County should closely evaluate the potential adverse impacts to this community and require mitigation through sufficient buffering, density transitioning, development design, and other site-specific means by which to maintain the rural character of the Mark Twain Estates.

Residents in the Mark Twain Estates expressed the importance of buffering to incorporate general open space, regional drainage improvements, wildlife corridors, parks and passive recreation, cemeteries, and other uses that will substantially separate existing residences from new development. In addition to buffering, residents expressed the importance of density transitioning, where uses closest to the Mark Twain Estates would exhibit similar or less density than the existing neighborhood, followed by successive reduction in density (e.g., five-acre parcels, followed by 2.5-acre parcels, followed by 1.25-acre parcels, etc.).

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.

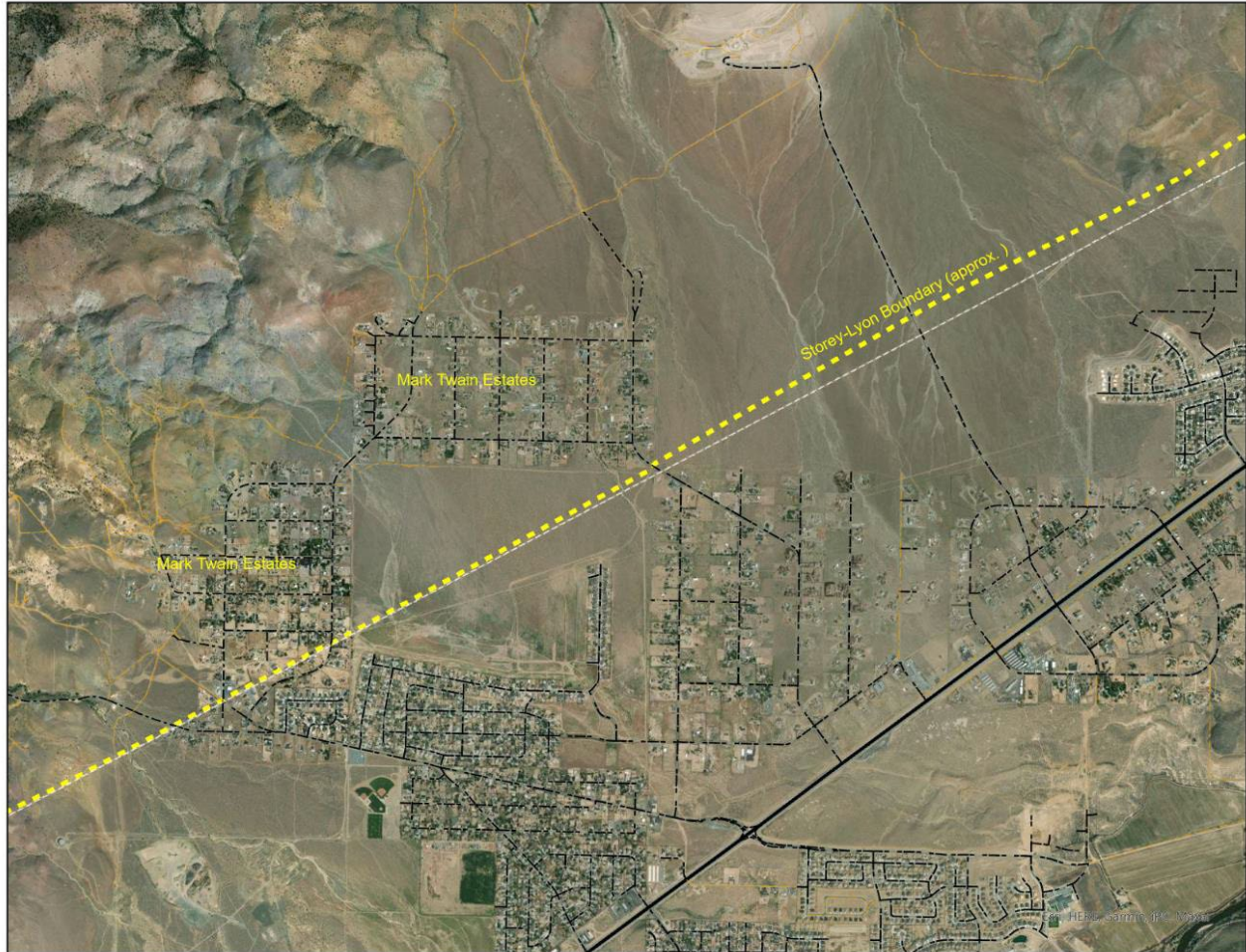
The application for master plan amendment was denied by the Board following recommendation for denial by the Planning Commission. Findings supporting the denial included lack of conformance with the purpose and intent of the master plan (1994), inadequate availability of water for the proposed development, 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).

The County is advised to reference this case and its findings of fact when evaluating the compatibility of future large-scale developments in the Mark Twain-Flowery Range planning area.

This master plan recognizes residents in Mark Twain Estates 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 Basalite Mine. Figure 3.4-29 shows the relatively rural character in the Mark Twain-Flowery Range Area Plan as compared to the area southeast, in adjacent Lyon County.



Source: Google Earth

**Figure 3.4-29: Suburban Sprawl in Adjacent Lyon County (south of the illustrated county line) in Contrast to the Rural Character of the Mark Twain-Flowery Range Area Plan in Storey County**

### Water Availability

Water availability is a foremost concern in Mark Twain-Flowery Range, where residents obtain water via private domestic wells. Many of these wells produce unreliable or inadequate flows. In 2023, there were 333 wells in Mark Twain Estates pumping 333 acre-feet ranging from about 80 to 700 feet below the surface with 45 remaining vacant parcels, each of which under existing conditions will be served by a private domestic well when developed. There are an additional 53 non-residential vacant parcels in Mark Twain-Flowery Range. Wells have gone dry when the well depth is 170 feet or less, and groundwater availability is very restricted, which has become increasingly apparent during the last 20 years. According to the Water Resources Plan, approximately \$28 million of improvements to the

County Water System would be necessary to serve Mark Twain-Flowery Range existing residents. The groundwater in Mark Twain-Flowery Range is influenced by the Carson River (Dayton Valley outside of Storey County), which is greatly influenced by drought conditions. Options to provide water for existing and growing demand in Mark Twain-Flowery Range are limited but might include a community water system or changing the master plan assumed land uses to restrict future development. The County is working with the Carson Water Subconservancy District and Lyon County to implement the projects in the Dayton Valley Drainage Area Master Plan.

### **Localized Flash Flooding**

The Mark Twain Estates is 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 topography or floodways. Local flooding conditions are exacerbated by limited capacity of existing infrastructure and limited vegetation. The basin including the Mark Twain Estates has numerous paved residential roads which provide access to approximately 333 homes. Area residents experience reoccurring issues of flooding at roadway crossings as well as property damage from flooded ditches during storm events. Development of areas surrounding the Mark Twain Estates may provide opportunities for properly designed upstream stormwater detention and diversion. The County should require adequate flood mitigation with approval of land subdivisions and developments north and west of the Mark Twain Estates.

The County should also educate and work closely with property owners of the Mark Twain Estates seeking building permits for dwellings and accessory structures in known flood areas. Continued work with federal representatives on the potential transfer of roughly 40 acres of federal land at the approximate northwest corner of the Mark Twain Estates should also continue for the facilitation of stormwater detention. Planning and potential mitigation for localized flooding is discussed further in Chapter 9 – Public Services & Facilities.

### 3.4.5 Lockwood-Mustang Area Plan



#### Community Overview

The Lockwood-Mustang Area is a mixed-use community built partially along the south banks of the Truckee River on 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 complements the adjacent Lockwood community.

### 3.4.5.1 Introduction

Lockwood is six miles east of Sparks at the base of Lagomarsino Canyon along the south bank of the Truckee River. This approximately two-square-mile area is the most populated community in the northern part of Storey County and 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 west of adjacent Mustang, an emerging industrial area that serves the northern Nevada region, and over time may become more significant to serving the Lockwood community.

### 3.4.5.2 Existing and Future Land Uses

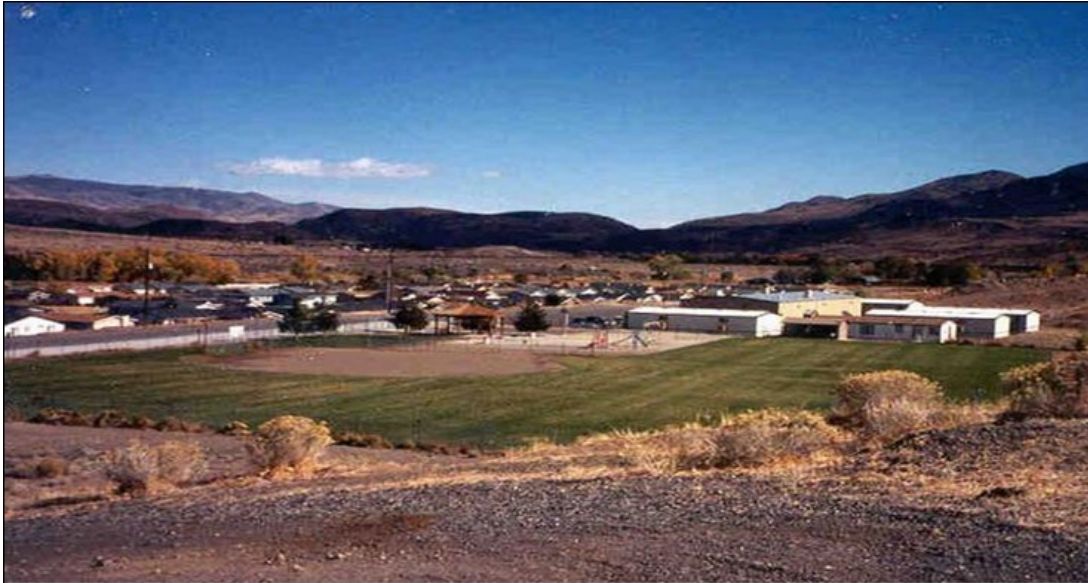
#### **Lockwood**

##### Existing Uses

Lockwood is the principal population center in the northern end of the county with approximately 1,333 residents (according to the Assessor's Office estimate for 2020), nearly one-third of the county's total population. The community includes Rainbow Bend, the county's only existing residential planned-unit-development, the Lockwood Community Corporation (formerly 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 is one 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, with tennis/basketball courts and exercise and indoor swimming facilities. However, these facilities 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 through twelfth graders attend public school in Virginia City or receive a variance to attend school in the nearby Washoe County School District. Figure 3.4-30 shows Lockwood's Louise Peri Park which also serves as playground, recreation, and sports facilities for elementary school students.



Source: Storey County School District 2015

**Figure 3.4-30: Louise Peri Park, Shared by Storey County School District**

### 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 completion of the Rainbow Bend planned unit development in 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 Menzes Way including a convenience market, small-scale manufacturing and/or assembly businesses, office spaces, self-storage, 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 0.5 square miles 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. However, challenges to commercial expansion in this general area 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 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 may provide opportunity for skilled employment to local residents.

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 and zoning facilitating the more intense uses is discouraged.

Despite its accessibility to Lockwood via Peri Ranch Road, the County should implement policies, design standards, or other measures to ensure this area is principally accessed from Mustang Road and the associated Interstate 80 interchange, thereby 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, such as additional residential uses, that effectively buffer the Rainbow Bend community from new industrial and commercial 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, proposals for new home construction in Lockwood may increase with 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.

Approximately 10 acres of vacant land in Washoe County (see Figure 3.4-31), abutting the Truckee River immediately north of Lockwood and Rainbow Bend, may be ideally suited for residential development if the land were to be transferred to Storey County. Lockwood residents expressed desire to planning staff for the County to consider ways the land may be transferred from Washoe County to Storey County, and the community generally supported residential uses of the land over industrial or commercial use. Storey County officials are currently working with Washoe County and the subject landowners to potentially submit a bill in the 2025 Nevada Legislature enabling the transfer of the land to Storey County to be used for this purpose. This topic is further discussed under the Key Issues, Flooding section for the Lockwood-Mustang Area Plan.



Source: Storey County Planning Department 2015

**Figure 3.4-31: Lockwood Northern Boundary at the Truckee River**

### Growth Constraints

The potential for future commercial and residential growth in Lockwood is constrained by steep topography of the Virginia Range to the south and the Truckee River to the 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 lack the capacity to serve significant area growth. Figure 3.4-31 shows Lockwood's northern boundary at the Truckee River. 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. In the past, residential areas within Lockwood have been subject to heavy flooding including during the 1996 flood. To mitigate this hazard, Washoe County and Storey County worked together with the Federal Emergency Management Agency and the Truckee River Flood Management Authority to buy properties along the river and increase area available for flood storage.

### **Mustang**

Mustang is approximately eight miles east of Sparks and immediately east of Lockwood along the southern bank 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, 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 use types.

Zoning and uses compatibility between Lockwood and Mustang should be at the 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, in the foothills of the Virginia Range, approximately 1.5 miles south of the Truckee River, is the most prominent industrial use in Mustang. The landfill receives solid waste from Reno, Washoe County, Lyon County, and ten counties in California, as well as other jurisdictions. Under a special use permit with Storey County, the Class I Municipal Solid Waste Facility has operated since 1969, and under its current owner, Waste Management, Inc., since 1990. Under the company's 2006 special use permit, the landfill is permitted to occupy up to 2,673 acres of the 3,756-acre property where it is located. Potential build-out of the facility exceeds the 20-year duration of this master plan; more recent coordination and planning between the County and the landfill operator are discussed further in Chapter 9 – Public Services & Facilities.

#### River Restoration

Most agricultural land in Mustang has changed ownership, and water rights on the lands were stripped by developers and transferred out of the County, primarily to serve residential developments in Washoe County, thus rendering the land useless for agriculture and many other purposes. Except for the Mustang Ranch, 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 area, when planned appropriately, may provide sustainable employment opportunities and other direct benefit for Lockwood and area residents.

Figure 3.4-32 shows recent improvements by the Nature Conservancy to the former Mustang Ranch. 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. Figure 3.4-33 and Figure 3.4-34 comprise the Lockwood-Mustang master planning area and sub-area planning map.



Source: Storey County Planning Department 2014

**Figure 3.4-32: Nature Conservancy Improvements to the former Mustang Ranch**

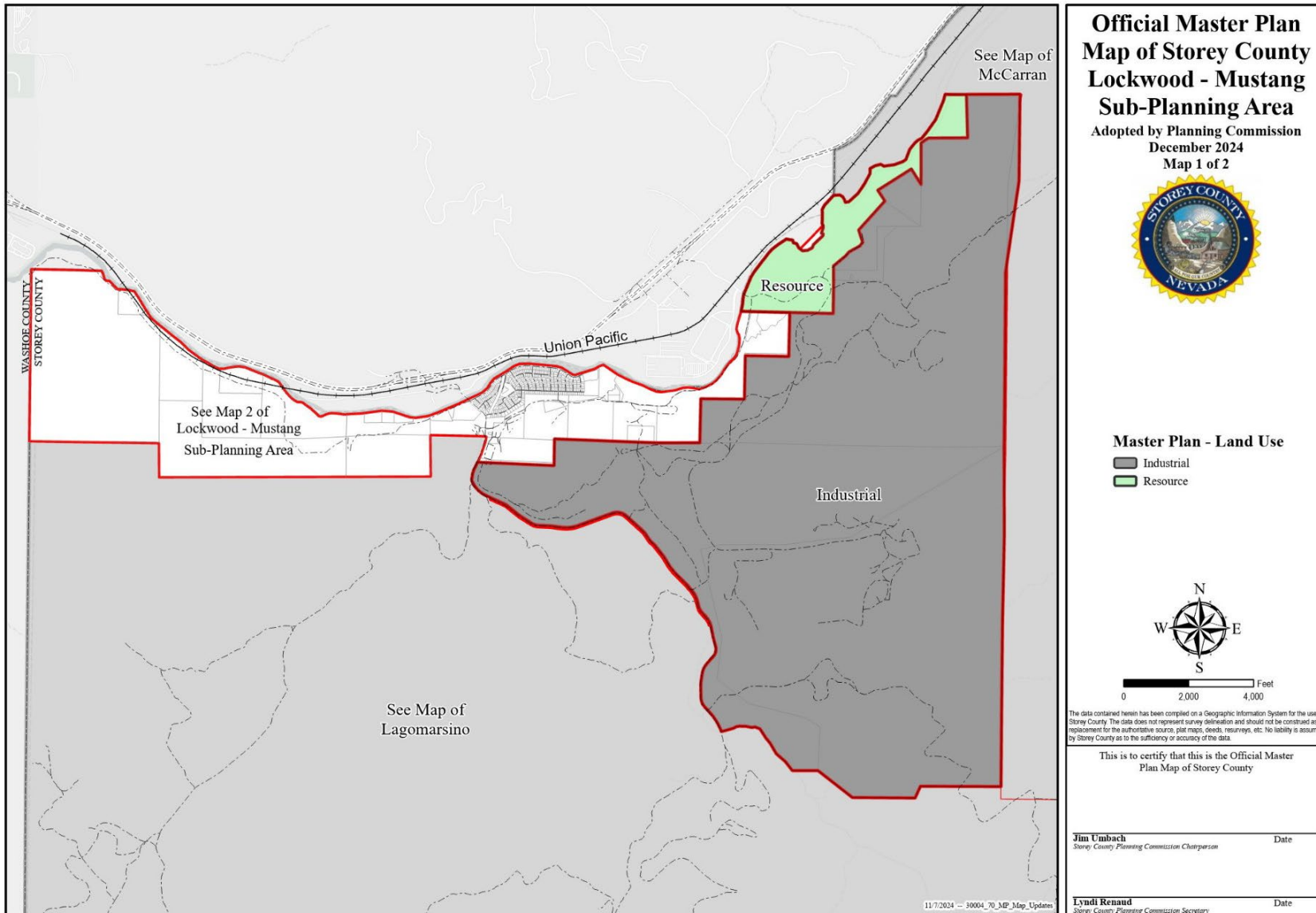


Figure 3.4-33: Master Plan Lockwood-Mustang Planning Area Map

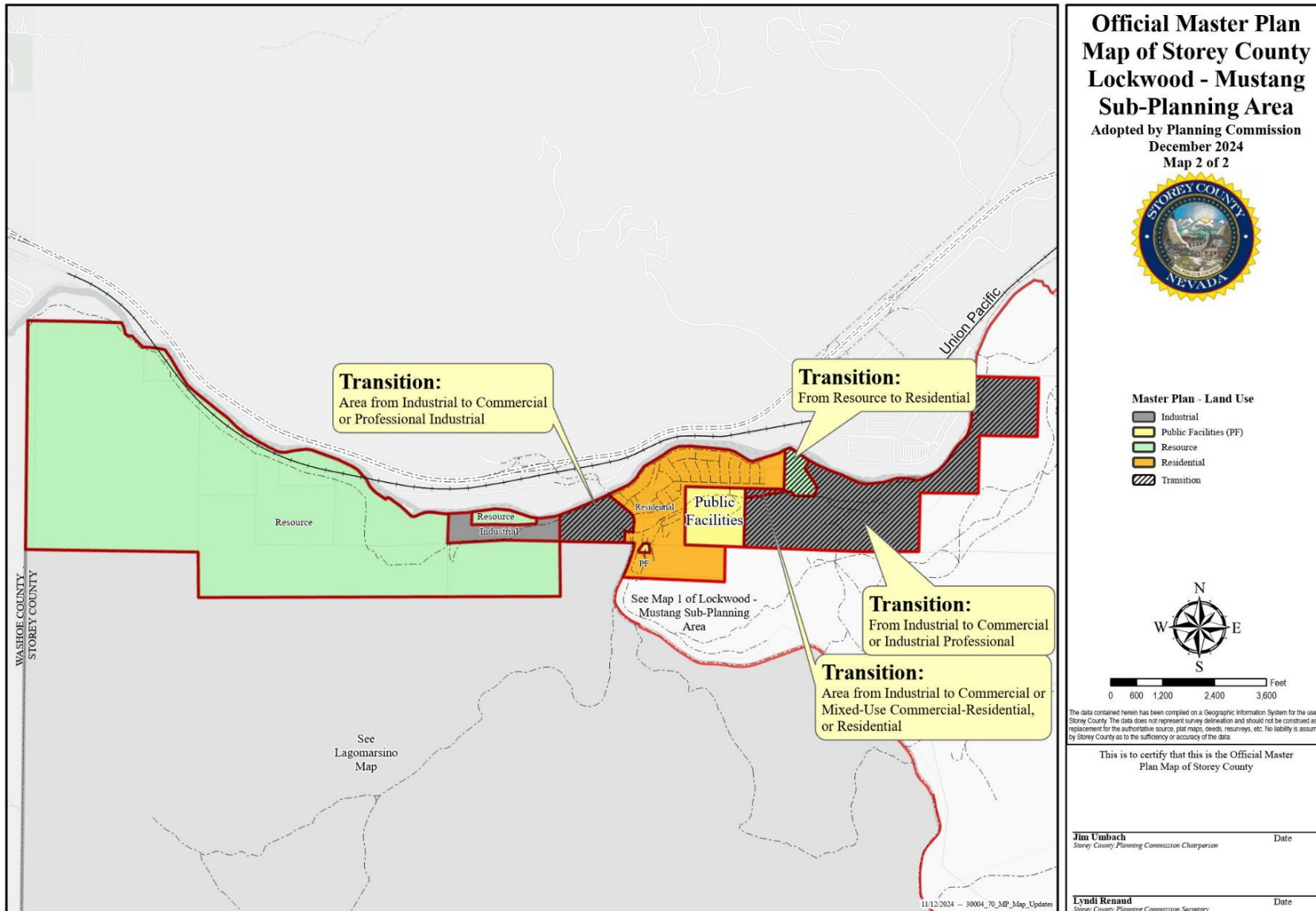


Figure 3.4-34: Master Plan Lockwood-Mustang Planning Area Map (continued)

### 3.4.5.3 Key Issues

#### Lockwood-Interstate 80 Interchange

The Lockwood to Interstate 80 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 Lockwood area residents (approximately 1,333 residents, according to the Assessor's Office 2020 estimate) and 15 local commercial and light-industrial uses. The connection also provides primary access to a large quarry mine and the former 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 existing commercial and residential development in Lockwood. 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 3.4-35 shows where tractor-trailers often 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. Potential plans are being discussed to connect the quarry directly to Mustang Road and away from Canyon Way.

This master plan supports industrial and other economic activity in the Lagomarsino area. However, it is recognized that under existing circumstances, 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.

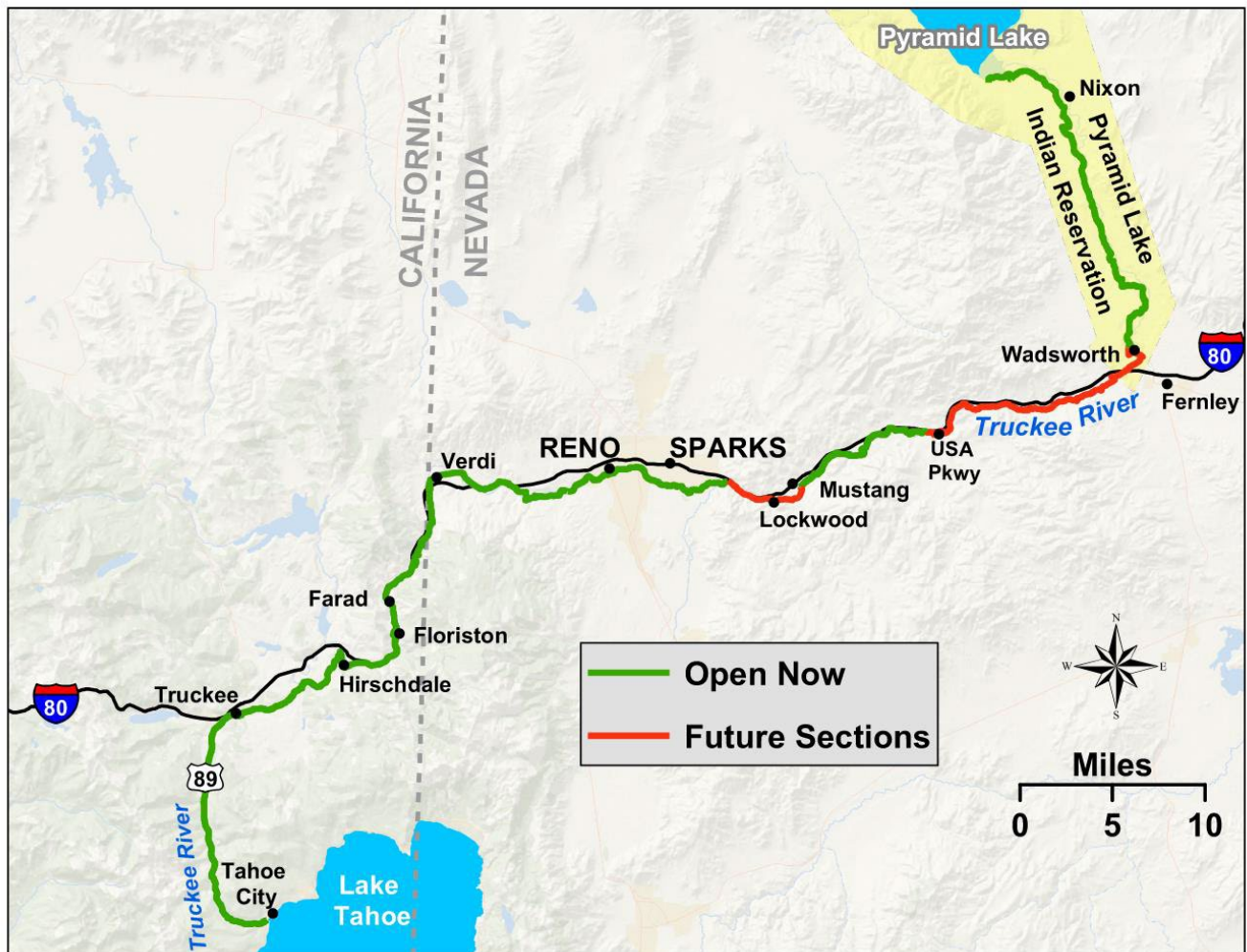
It is recognized that the Lockwood interchange portions of Canyon Way are in Washoe County and under the jurisdiction of the Nevada Department of Transportation. Recognizing the traffic safety issues on the segment of Interstate 80 between Vista Boulevard in Sparks and USA Parkway, Nevada Department of Transportation is currently conducting environmental review to widen Interstate 80 to three lanes in each direction and reconfigure interchanges to accommodate growing traffic loads. Average annual daily traffic (AADT) between Vista and Lockwood is projected to grow from 30,000 vehicles to more than 68,000 vehicles in 2050 (Nevada Department of Transportation 2024).



Figure 3.4-35: Existing Infrastructure Connecting Lockwood to Interstate 80. “A” and “B” denote areas with substandard traffic flow for entering and exiting Interstate 80.

**Tahoe-Pyramid Trail**

In 2003, under the auspices of the Nevada Land Conservancy, the non-profit Tahoe-Pyramid Trail organization began purchasing property along the Truckee River and developing a non-motorized path for hikers, runners, and cyclists connecting Lake Tahoe to Pyramid Lake. Portions of the trail, 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. The trail includes a combination of dirt paths and roads, vehicular road shoulder, paved bike paths, on-road bike lanes, and segments where the path is shared with a vehicular lane. The organization plans improvements to the trail including bridges over the Truckee River and agreements from private property owners to cross their land (Tahoe Pyramid Trail 2024). Figure 3.4-36 depicts the route and features of the Tahoe-Pyramid Trail.



**Figure 3.4-36: Tahoe-Pyramid Trail Proposed Alignment and Features**

While the trail appears to be beneficial to the region, residents of Lockwood, particularly of Rainbow Bend, expressed concern to the County Board, Planning Commission, and other County officials that the trail would cause adverse impacts to the safety and wellbeing of the community (Figure 3.4-37). An influx of transient persons, homeless camps, and associated property crime in Lockwood, and the potential for eminent domain over common property of the Rainbow Bend Homeowner’s Association

by the trail organization, were cited by Lockwood residents as primary concerns of this project in its current proposed alignment.

Storey County officials have, for over 15 years, expressed support for the regional trail project through most of the county; however, they have also stood firmly beside Lockwood and Rainbow Bend residents defending their position on the trail alignment near the Lockwood community. County officials should continue to liaise between residents, trail staff, and other stakeholders in an attempt to mediate a mutually agreed alignment through 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.



**Figure 3.4-37: Tahoe-Pyramid Bikeway proposed Lockwood Alignment – strongly opposed by Storey County and Lockwood residents.**

### **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 Long Valley Creek and the Truckee River during winter months and late spring when high temperatures and heavy rain in the watershed's mountainous areas cause accelerated snowmelt. 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.

In an effort to understand and address flooding concerns for the Lockwood community, Storey County has recently completed the 2024 Long Valley Creek Flood Hazard Mitigation Plan. This plan, along with a comprehensive county-wide flood control study conducted in 2011 and a countywide hazard mitigation plan in 2020, have identified potential projects and mitigation measures to make the community safer from flooding events. This topic is discussed further in Chapter 9 – Public Services & Facilities.

### Adjacent Vacant Land North of Truckee River

Approximately 10 acres of vacant land in Washoe County abuts the Truckee River immediately north of Lockwood and Rainbow Bend (Figure 3.4-38). 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 isolated, making it difficult to use, and it has been plagued by illegal dumping, vehicle abandonment, homeless encampments and 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. Potential benefits of transferring the land to Storey County included better policing capability, increased control over potential land uses, and added tax revenue for the County. In 2024, Storey County held a town hall in Lockwood in which the subject landowner and Washoe County Commission representative were in attendance. Discussion focused on the above, as well as the land being potentially ideal for residential development for the benefit of the Lockwood community and for the region. The majority of residents attending the meeting favored residential development of the land over industrial-type uses. Storey County is currently working with Washoe County, the subject landowner, and State legislative leaders to address the issue including possibly transferring the land from Washoe to Storey County. County staff will continue to communicate with the Lockwood community regarding the progress of this issue.



Source: Storey County Planning Department 2015

**Figure 3.4-38: Adjacent Vacant Land North of the Truckee River in Lockwood**

**Interconnection**

Connecting the Lockwood, Mustang, McCarran, and other northern 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 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-caused 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 unsafe conditions that once existed to the center of the Lockwood community. 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-Flowery Range Area Plan. Other options were also discussed but were found to be cost-prohibitive or strongly opposed by Highlands and/or Lockwood residents. These other options 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.

Road connections were discussed at master plan workshop meetings in Lockwood in 2023 and 2024. The residents remained concerned that connecting roadways will cause traffic issues within their community. Currently there are problems when Interstate 80 is backed up or closed temporarily and drivers exit the highway looking for an alternative route. Besides just the added traffic, there are concerns with bridge crossings over Long Valley Creek and roadways not designed for large vehicles. Connecting a roadway to other parts of the County may cause an increase in traffic through the community. Having a secondary access out of the community during an emergency situation would be desirable for residents. Further study and research are needed to identify where such a route may be feasible and how to limit this route to emergency use only.

While in the future, certain regional interconnection may 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 northern end of the county.

### **Access to Public Schools**

Hillside Elementary School provides kindergarten through fifth-grade education for the Lockwood, Painted Rock, and remaining northern county communities. The only secondary public schools in Storey County are in Virginia City, approximately one-hour's drive from Lockwood. The population of Lockwood and other northern county communities is insufficient to support secondary schools. However, residential growth in Painted Rock 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 northern end of the county. The Storey County School District expressed support for maintaining a Pre-K-5 primary school in Lockwood.

### **Blight**

Mustang's remote and isolated location make it highly attractive for illegal dumping, vehicle abandonment, squatting, and illicit activities. 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 succumbed to blight and proliferation of invasive weeds. In recent years, the County has more closely monitored blight and dumping in this area, and the situation has improved. The County should continue encouraging the property owner to follow through on demolishing or removing the vacant buildings from the property and encourage improvement to the property.

### **Consistent Land Use Pattern**

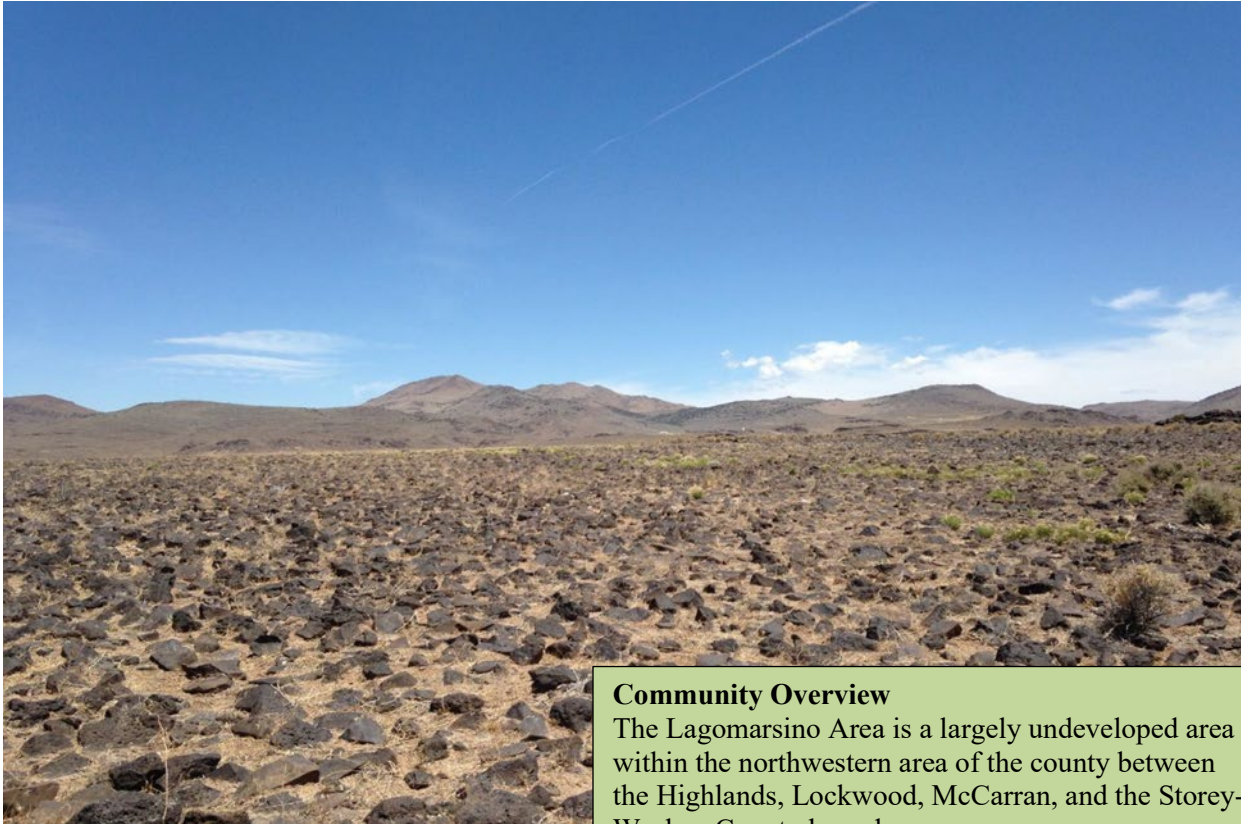
Existing growth patterns in Lockwood and Mustang were unplanned, resulting in areas of mismatch and compatibility challenges between agriculture, light- and heavy-industrial uses, brothels, and residences. The decommissioning of area brothels, transfer of blighted post-agricultural lands into natural 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. However, the County should continue to encourage and facilitate compatibility between uses affecting this area. Special consideration should be paid to the abutting properties shown in Figure 3.4-39. Any application by the land owner to convert the industrial zone to a zone more compatible with the abutting residential community should be supported. 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.



Source: Story County Planning Department 2015

**Figure 3.4-39: Existing industrial zone abutting Rainbow Bend residential community at the southeastern corner**

### 3.4.6 Lagomarsino Area Plan



**Community Overview**

The Lagomarsino Area is a largely undeveloped area within the northwestern 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.

### 3.4.6.1 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. The Lagomarsino area plan map is in Figure 3.4-40.

### 3.4.6.2 Existing and Future Land Uses

The Lagomarsino 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 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 Forestry (F) which provides for limited land uses and minimum 40-acre forestry parcels.

Area residents, mostly from Reno and Sparks, are attracted to the northern 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 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 northern communities in the county (Figure 3.4-41). The land is the former home of TRW, Aerojet, and Hi-Shear manufacturing and testing facilities. The property is currently zoned IS Special Industrial and I3 Heavy Industrial, both providing industrial uses as allowed by the master plan and zoning ordinance at the time. A smaller portion of the property is zoned F Forestry. The property has recently changed ownership, and new plans for non-residential development are underway.

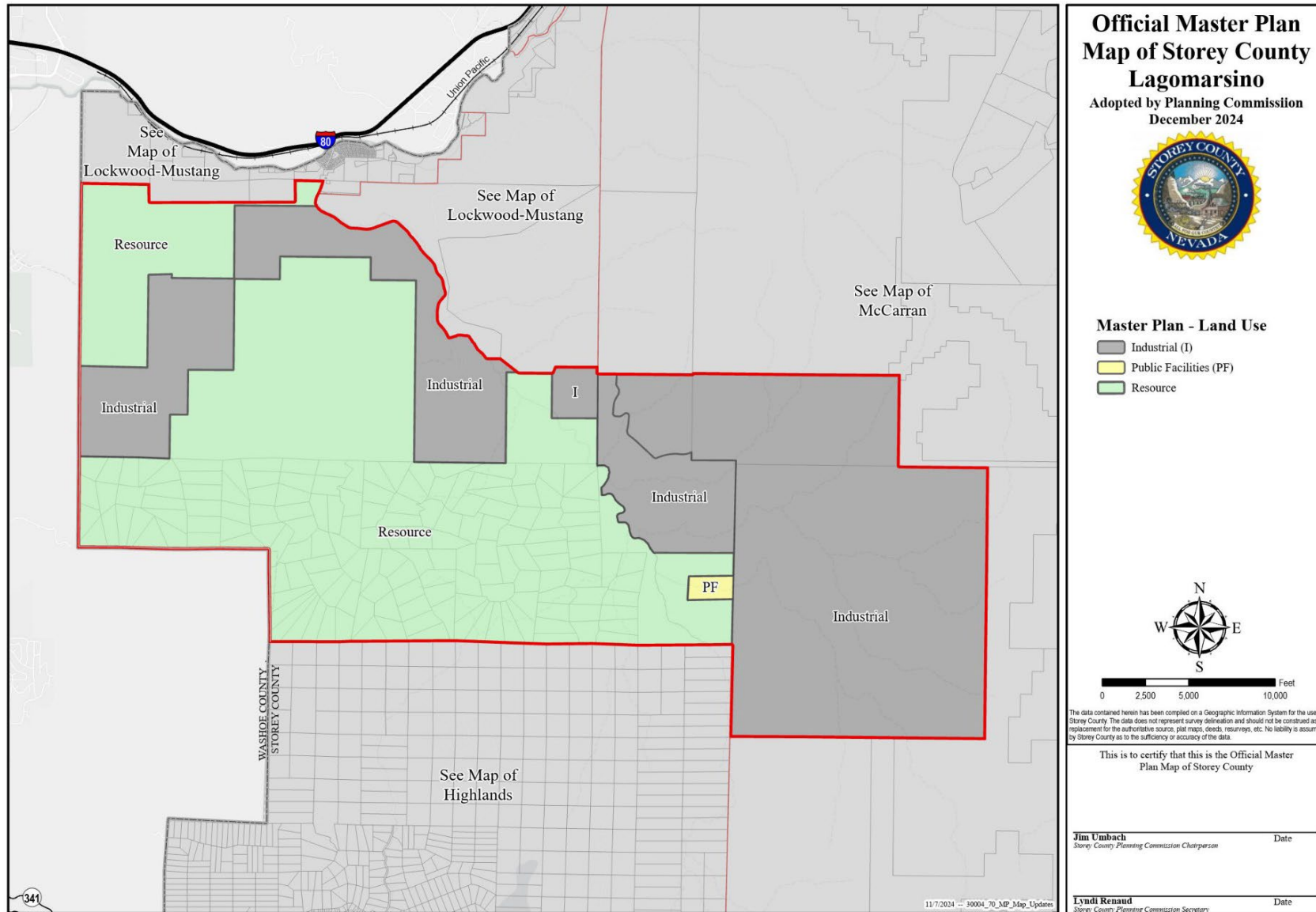
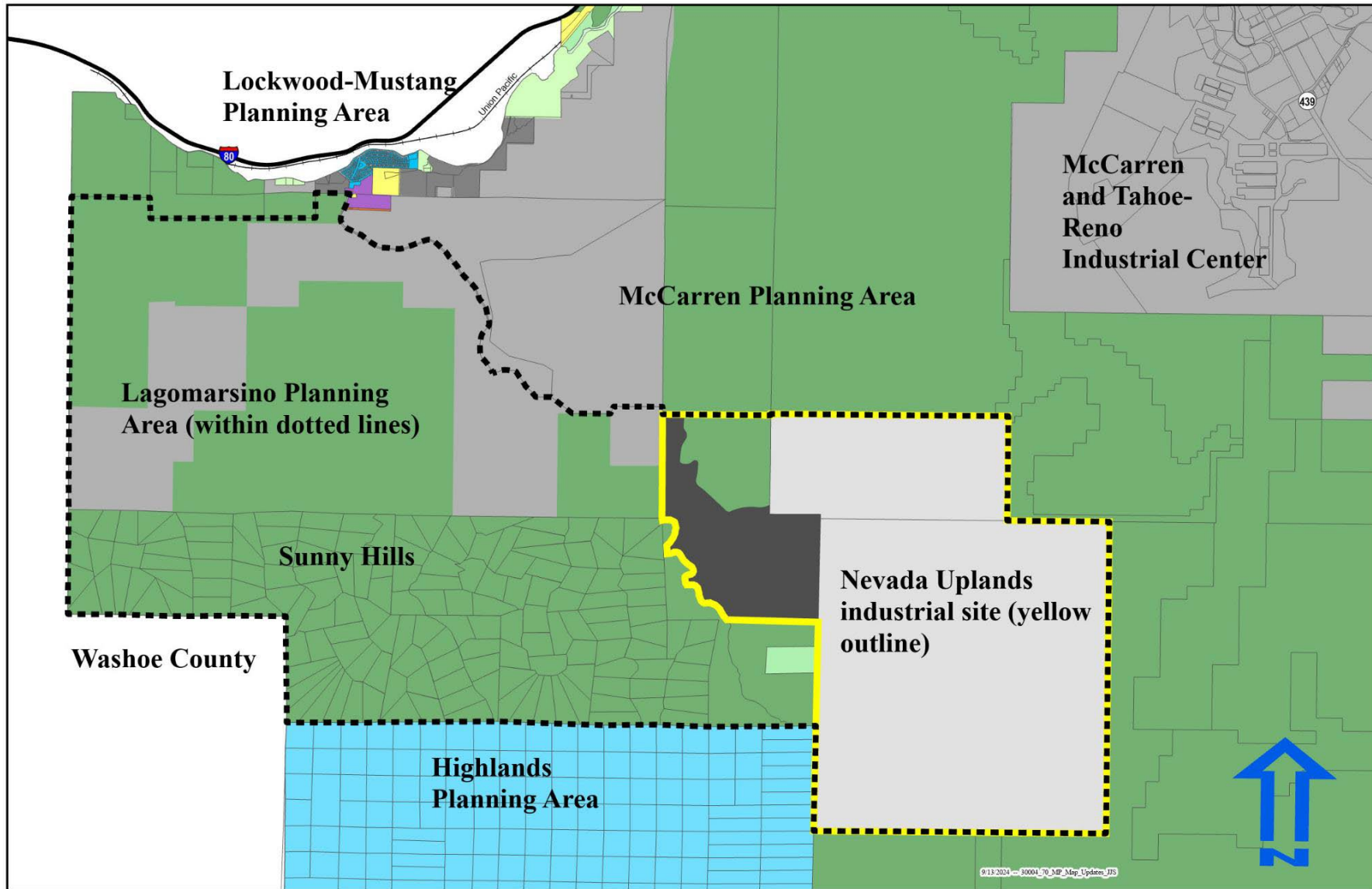


Figure 3.4-40: Master Plan Lagomarsino Planning Area Map



Source: Storey County Zoning Map 2012. Information delineated as approximate.

Figure 3.4-41: Land historically zoned and used for industrial uses, and position relative to neighboring communities

### 3.4.6.3 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 entitled industrial uses, uses now occurring in the surrounding planning areas, and the potential economic sustainability 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.

#### 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. The Nevada Department of Transportation is studying the feasibility of connecting USA Parkway with south Reno; the study was incomplete at the time of this master plan update.

Highlands and Lockwood residents expressed concerns about traffic and other adverse 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 unsafe conditions that once existed to the center of the Lockwood community. 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 Lockwood to Interstate 80 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 1,333 residents (according to the Assessor's Office estimate for 2020) and 15 local commercial and light-industrial uses. The connection also provides primary access to a large quarry mine and the former 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 existing commercial and residential

development in Lockwood. Figure 3.4-40 (Lockwood Area Plan) illustrates where tractor-trailers previously encroached significantly into the oncoming westbound traffic lane when attempting to negotiate the sharp turn on the eastbound lane. In 2024, per the request of Storey County and petitions from Lockwood residents, the Nevada Department of Transportation extended the westbound Interstate 80 onramp roughly 500 feet, thus resolving prior safety concerns for westbound motorists merging onto the interstate.

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, 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 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 the Lagomarsino Petroglyphs Site**

There is an 80-acre site near the center of the county where an estimated 2,000 prehistoric petroglyphs exist (see Chapter 11 – Cultural & Historic Resources). The site is protected by federal law, which prohibits the release of specific site location information in a public document. However, the internet has increased awareness of the existence and location of the petroglyphs, and vandalism and theft have become an increasing problem.

Over the past two decades, Storey County, various volunteer organizations including the Nevada Rock Art Foundation, local residents, and other stakeholders 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. However, local and state resources available to appropriately manage the site are currently limited. County officials will continue to work with local residents and volunteer groups to monitor the site while the County and various agencies research permanent solutions to protecting this resource.

Proposed land use projects in the vicinity could pose significant negative consequences to this cultural resource, including, for example, a highway between Reno and the Tahoe-Reno Industrial Center and Greenlink West regional electrical grid connections, and the elements they bring to the area; planning for mitigation is critical. 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 is a homogenous planned industrial center toward the northeastern 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.

### 3.4.7.1 Introduction

McCarran is home to the Tahoe-Reno Industrial Center and adjacent heavy industrial uses outside annexed portions of the industrial park. Part of the former McCarran Ranch, the McCarran area encompasses approximately 107,000 acres from the north-central part of the county to the banks of the Truckee River. McCarran is currently the location of over 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 within the Interstate 80 corridor. USA Parkway and Waltham Way are the principal arterial vehicular routes connecting the industrial center to the interstate.

### 3.4.7.2 Existing and Future Lands Uses

#### Industrial and Commercial Uses

The 1994 and 2016 Master Plans 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 area is highly suitable for high-intensity and experimental industrial uses with 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.

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, 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 3.4-42) and 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. The McCarran area now has over 23,000,000 square feet of warehousing, distribution, manufacturing, energy production, data server, and other industries, including over a dozen Fortune 500 companies, and most recently in 2014, the Tesla “Gigafactory.” An estimated 18,000 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 and 2016 Master Plans, 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 on Agriculture zoned land at the far west end of McCarran should be considered as a pre-existing exception in this plan.

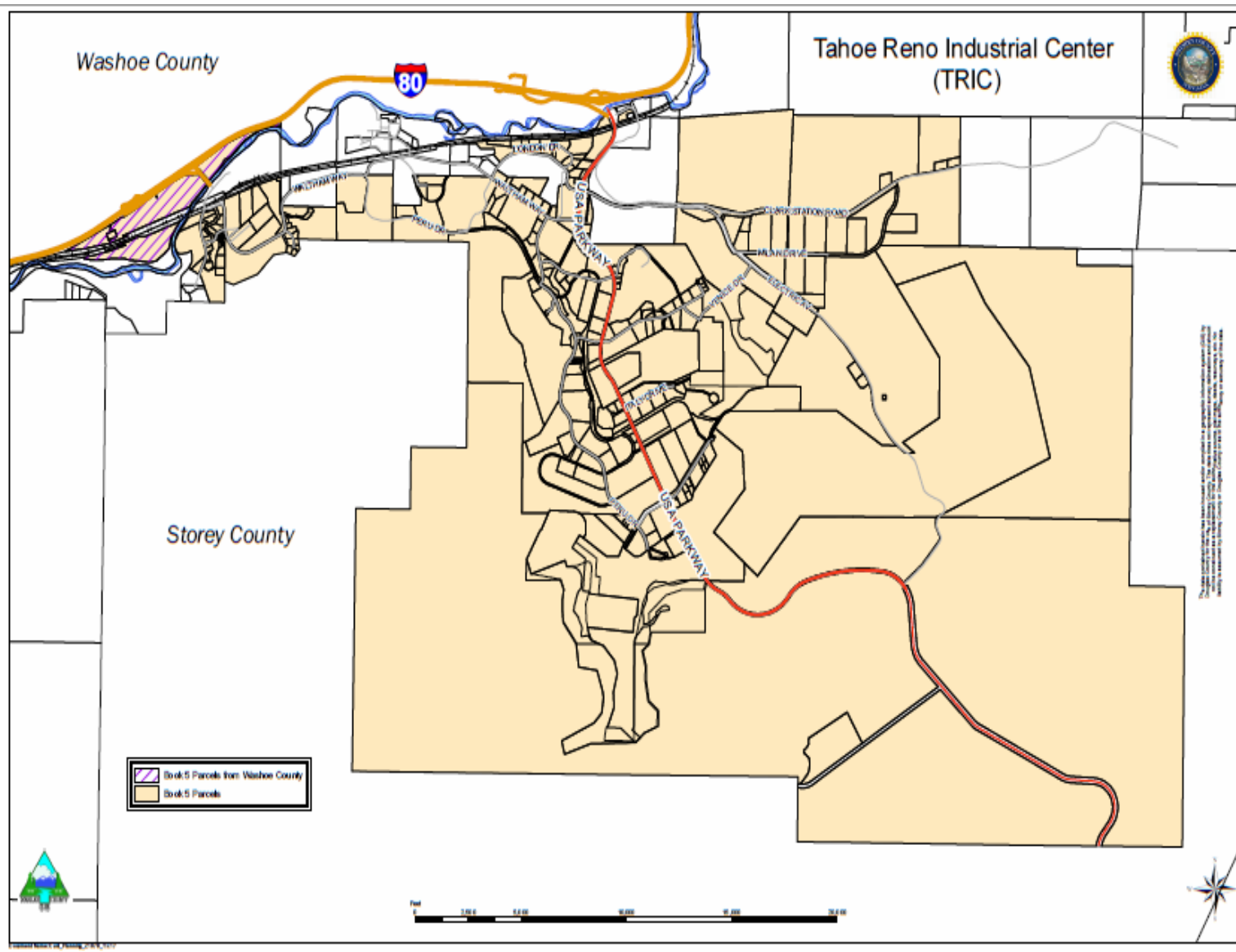
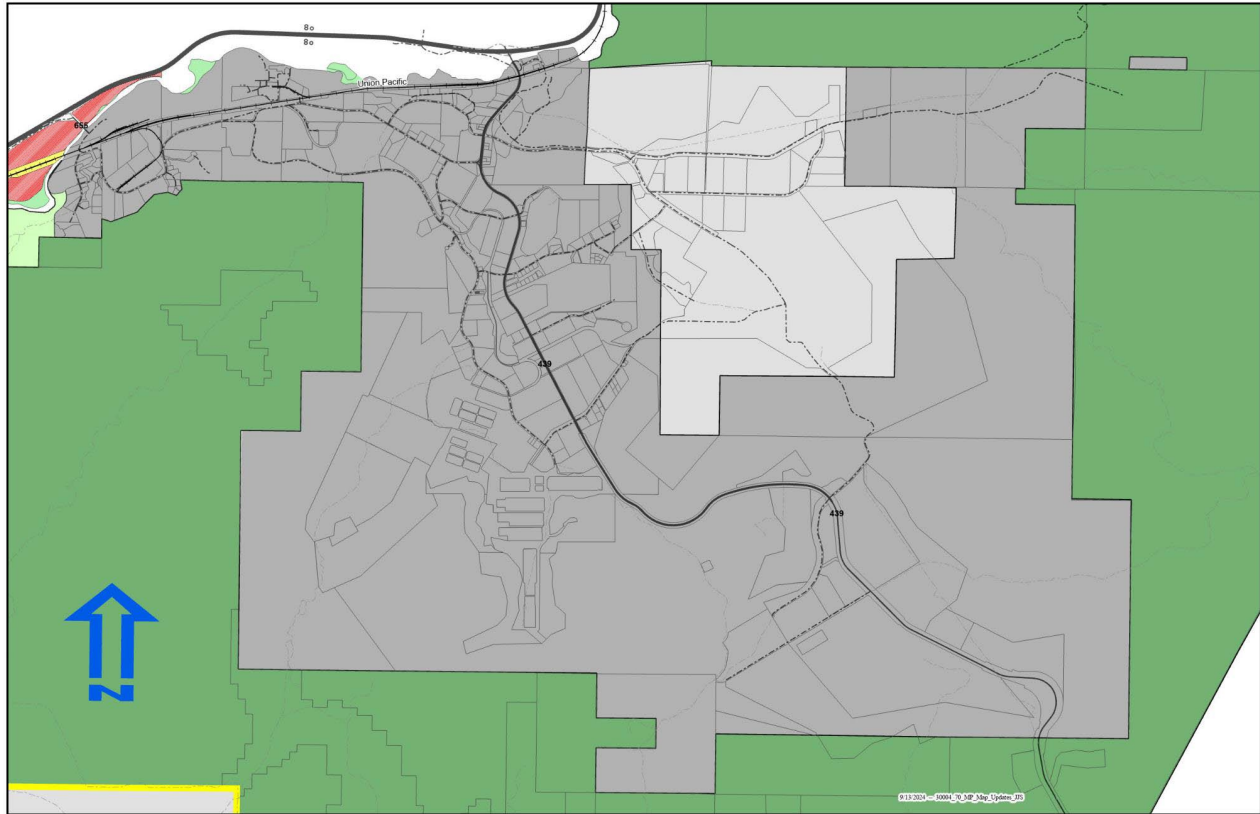


Figure 3.4-42: McCarran parcels annexed into the Tahoe-Reno Industrial Center and subject to the provisions of the development agreement

Figure 3.4-43 shows over 70,000 acres zoned for industrial uses (areas shown in 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 3.4-44 shows typical industrial use in McCarran.



Source: Official Storey County Zoning Ordinance 2012

**Figure 3.4-43: Zoning Entitlements at McCarran**



Source: Storey County Building Department 2014

**Figure 3.4-43. Dynamic Isolation Systems facility in the McCarran Area**

### **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 (with 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 and was designated as State Route 439. The State Route connects from Interstate 80 and runs south all the way to U.S. Highway 50 near Silver Spring. This route south from the industrial center is an important component to potential growth that may happen in the Mark Twain-Flowery Range Planning Area. As both federal and state roadway systems develop in the future, Storey County will work with Nevada Department of Transportation and federal partners to ensure that road connections are in the best interest of the County, its residents, and its businesses.

The McCarran Area planning maps are shown in Figures 3.4-45 to 3.4-47.

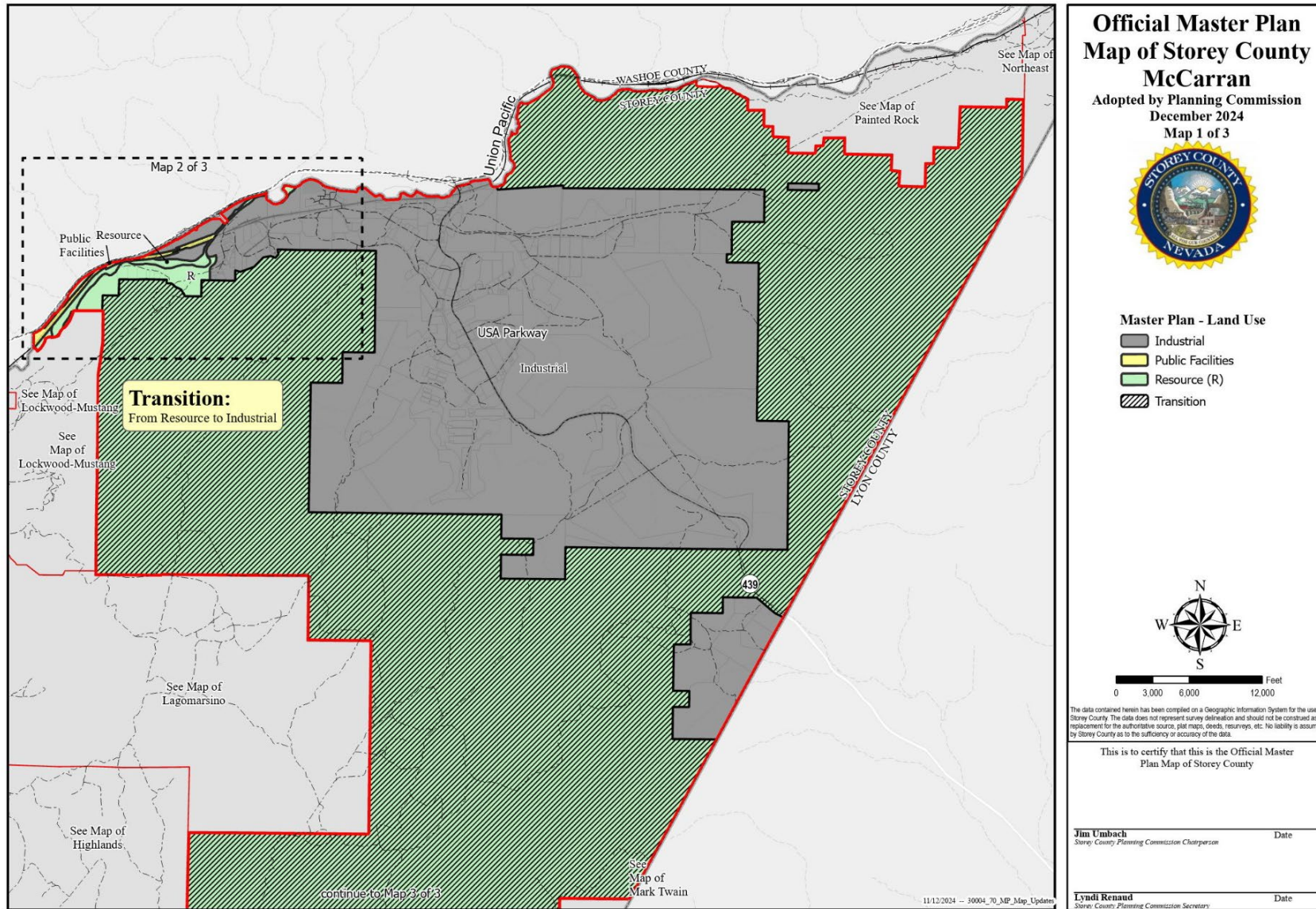


Figure 3.4-45: Master Plan McCarran Planning Area Map (Sheet 1 of 3)

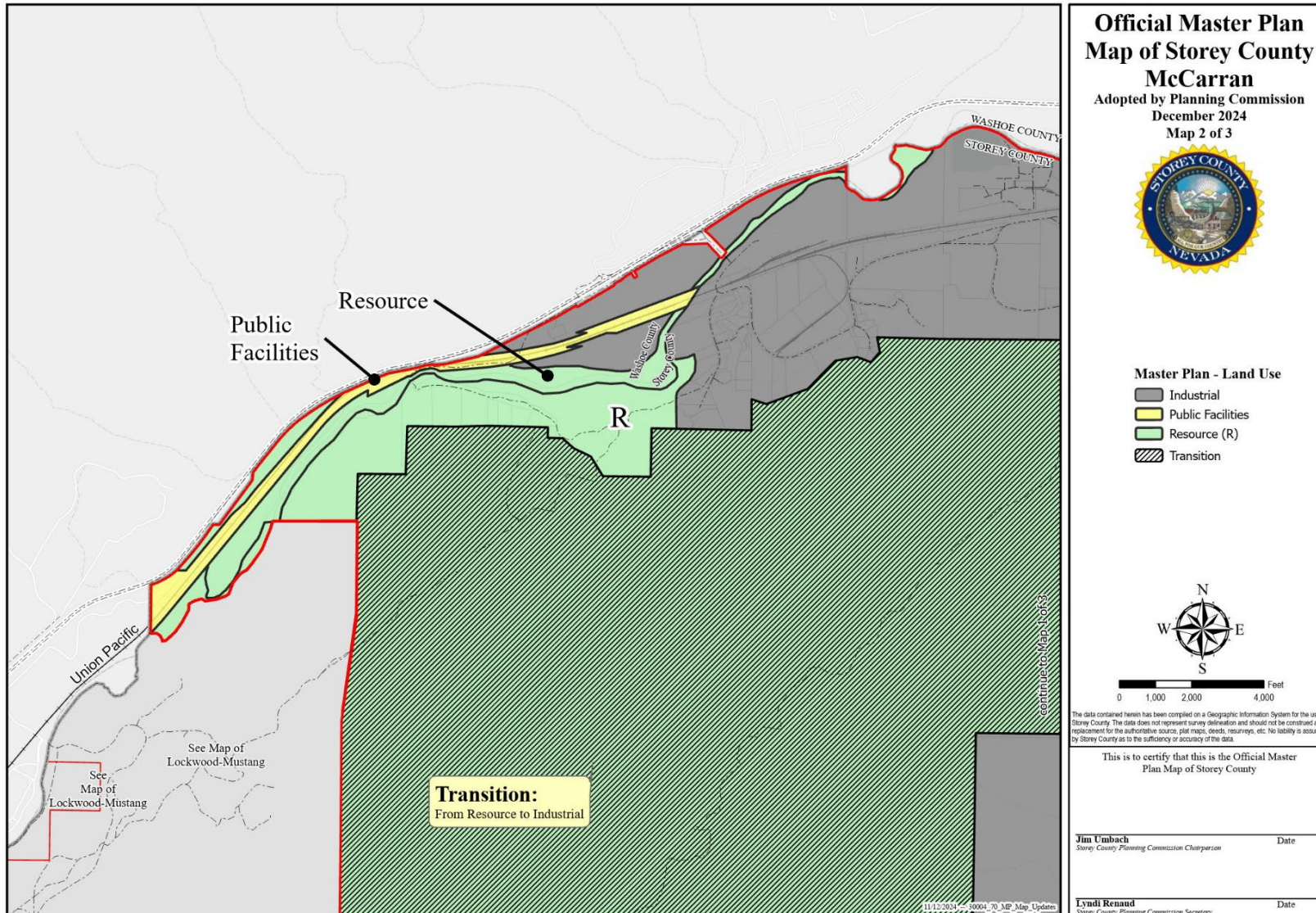


Figure 3.4-46: Master Plan McCarran Planning Area Map (Sheet 2 of 3)

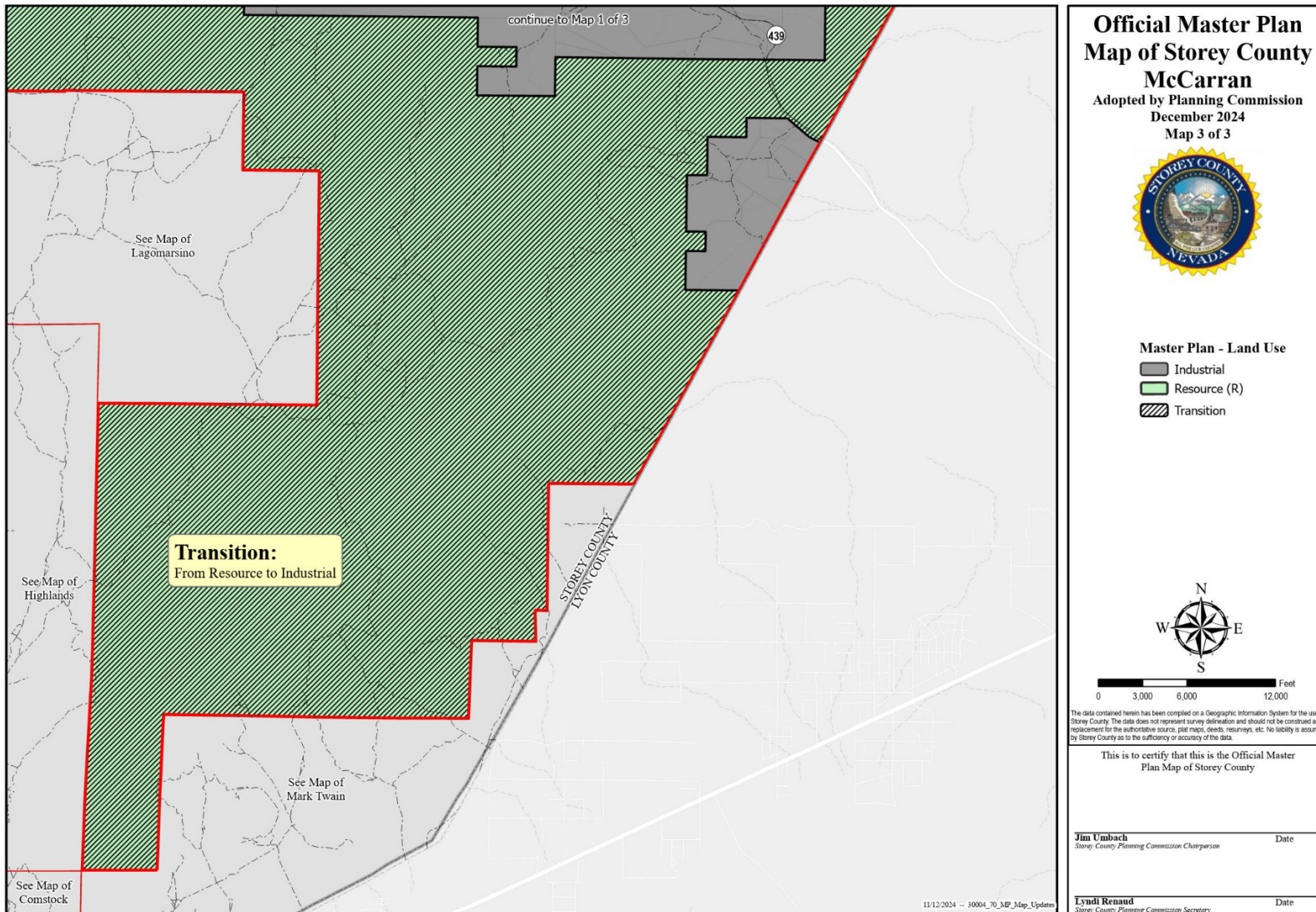


Figure 3.4-47: Master Plan McCarran Planning Area Map (Sheet 3 of 3)

### 3.4.7.3 Key Issues

The success of the Tahoe-Reno Industrial Center and other commercial activity at McCarran is partly attributed 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 proximity to existing regional 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 to develop a consolidated industrial center, and the 2016 Master Plan continued to support development of McCarran exclusively for industrial and commercial purposes. Residential development at the Tahoe-Reno Industrial Center is prohibited by the development agreement, and such development in the McCarran Planning Area should not be allowed, with exception of several already existing agriculture-zoned residential parcels in the far west area of McCarran.

Directing residential growth elsewhere, as allowed by this master plan, 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 and in the Mark Twain-Flowery Range Area Plan, Painted Rock and land east of the Mark Twain-Flowery Range Area may be considered for potential mixed-use residential communities.

#### **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, near the center of the county, was also discussed. Highlands and Lockwood residents expressed concerns about traffic and adverse human-caused 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-Flowery Range Area Plan. Other options were also discussed but were found to be cost-prohibitive or strongly opposed by Highlands and/or Lockwood residents. These options 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 northern end of the county.

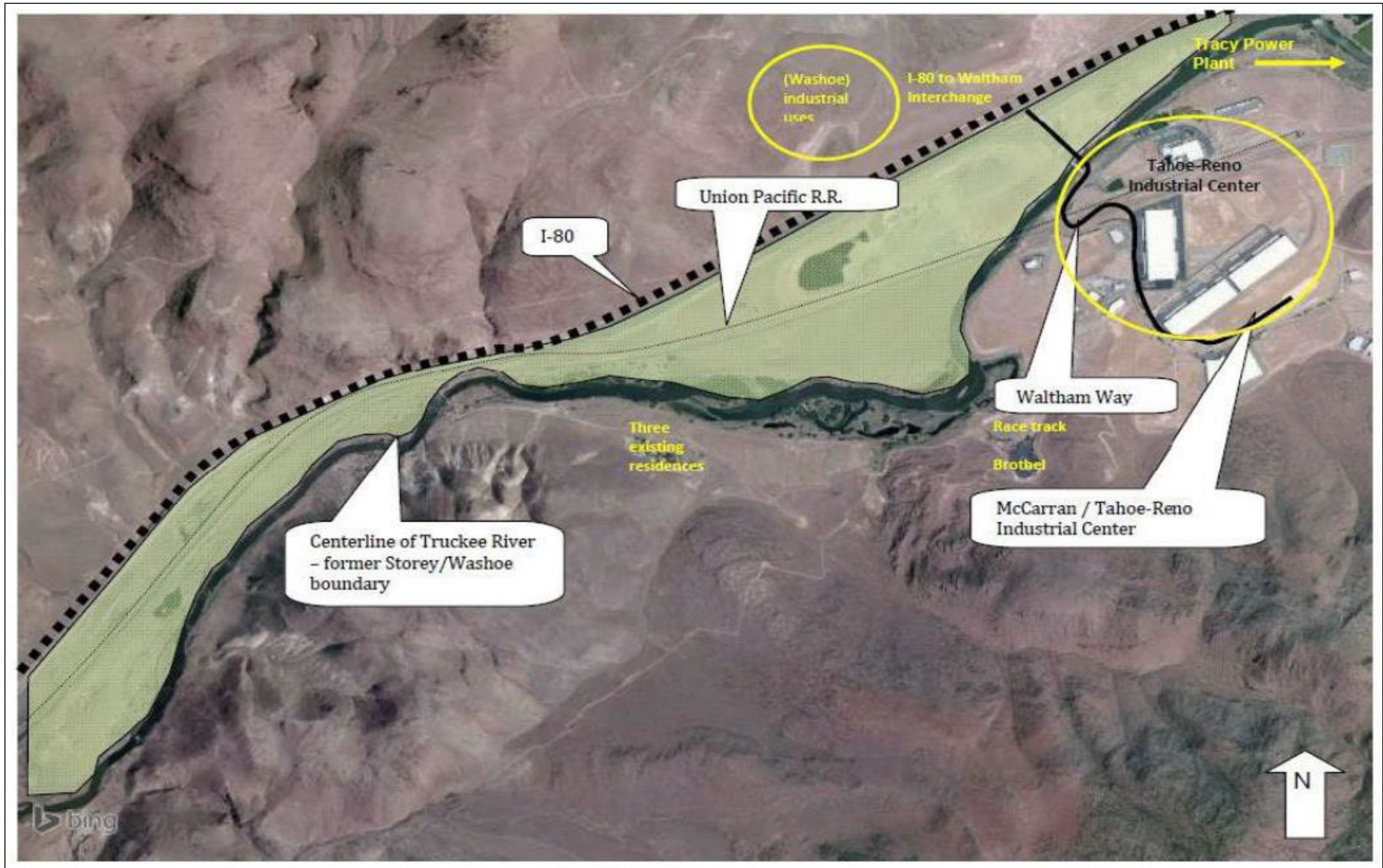
### **Patrick and USA Parkway Interchanges**

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. However, the Nevada Department of Transportation 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 well 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 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.

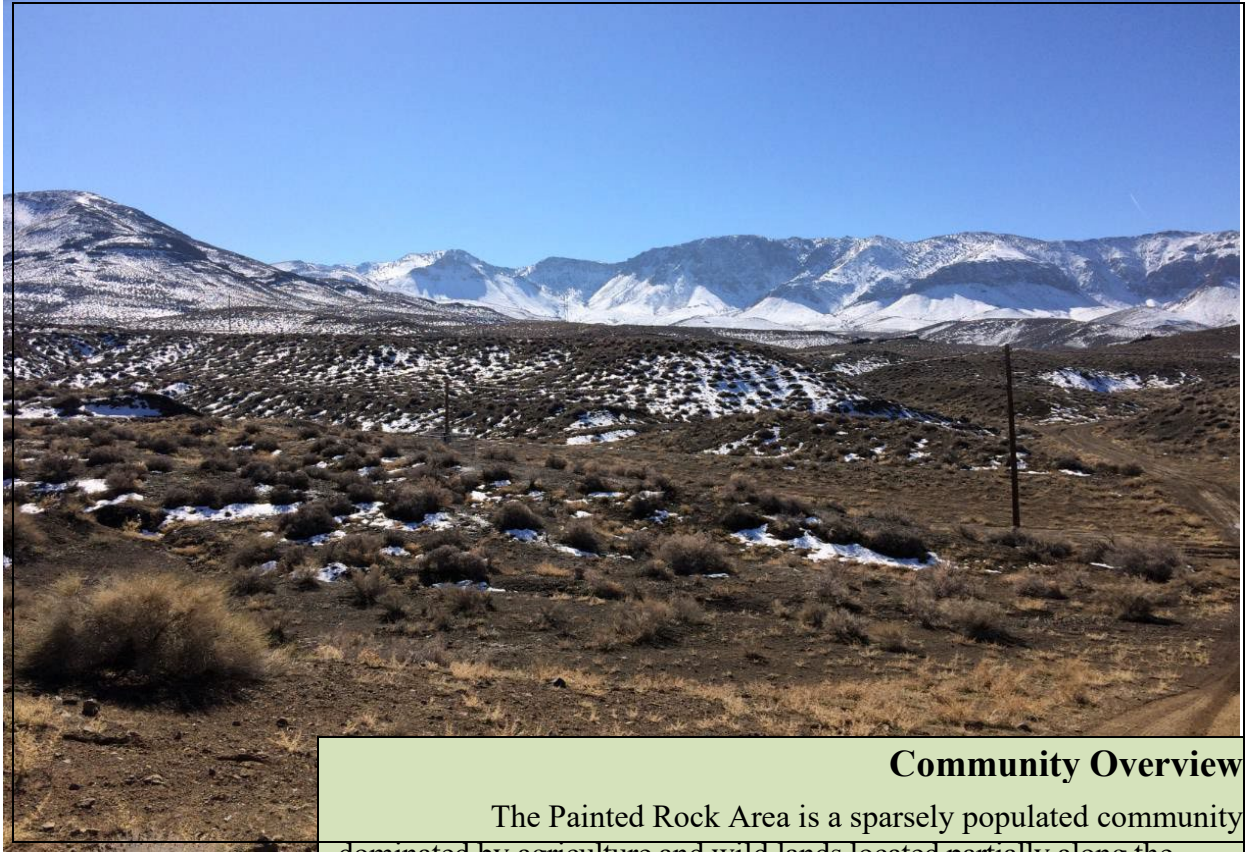
In 2015, approximately 580 acres of land were transferred from Washoe County to Storey County. The land was zoned IC Industrial-Commercial to facilitate large-scale commercial uses such as truck stops, major retail, and hotels. Significant improvements to the Patrick Interchange may need to be completed before such development occurs (Figure 3.4-48).



Source: Storey County Planning Department 2014

**Figure 3.4-48: Land Transferred from Washoe County to Storey County**

**3.4.8 Painted Rock Area Plan**



**Community Overview**

The Painted Rock Area is a sparsely populated community dominated by agriculture and wild lands located partially along the south bank of the Truckee River at the far northeastern portion of Storey County. 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.

### 3.4.8.1 Introduction

Painted Rock is approximately 18 miles east of Sparks and five miles west of Fernley along the southern edge of the Truckee River. The area includes the Truckee River riparian lands and 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 (Figure 3.4-49). Painted Rock currently includes about a dozen residential dwellings 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 Interstate 80. The close proximity of this area to industrial and commercial activity at McCarran makes it a prime candidate for a planned mixed-use residential community serving the employment needs of the nearby industrial center.

### 3.4.8.2 Existing and Future Uses

#### Riparian Environment

The riparian area along the Truckee River is mostly occupied by estate residences and hobby farms. Similar to what has occurred in Mustang, Lockwood, and other nearby areas of the county, most of the water rights in Painted Rock have been purchased by developers and transferred to land in Washoe County for municipal purposes.

Future use of this land for agriculture is largely dependent on the economic viability of farming to landowners and the availability of water. 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. Landowners may also receive assistance from these entities to adapt to more lucrative farming practices such as organic and experimental crop production.

The County should work collaboratively with appropriate non-profits and other organizations to restore the lands to their natural riparian state, to mitigate noxious weeds and nuisance conditions, and to enhance natural riparian habitat for wildlife and passive recreation for area residents. The County should also explore the potential of rezoning land from A Agriculture to E Estate, or other zoning that complements and encourages improvement to riparian areas of the Truckee River even if not exclusively for agriculture.

The Painted Rock planning area map is in Figure 3.4-50.



Source: Storey County Planning Department, Development Application No. 2006-062, Painted Rock Partners, LLC 2006

**Figure 3.4-49: Typical Landscape of the Painted Rock Area and the Truckee River**

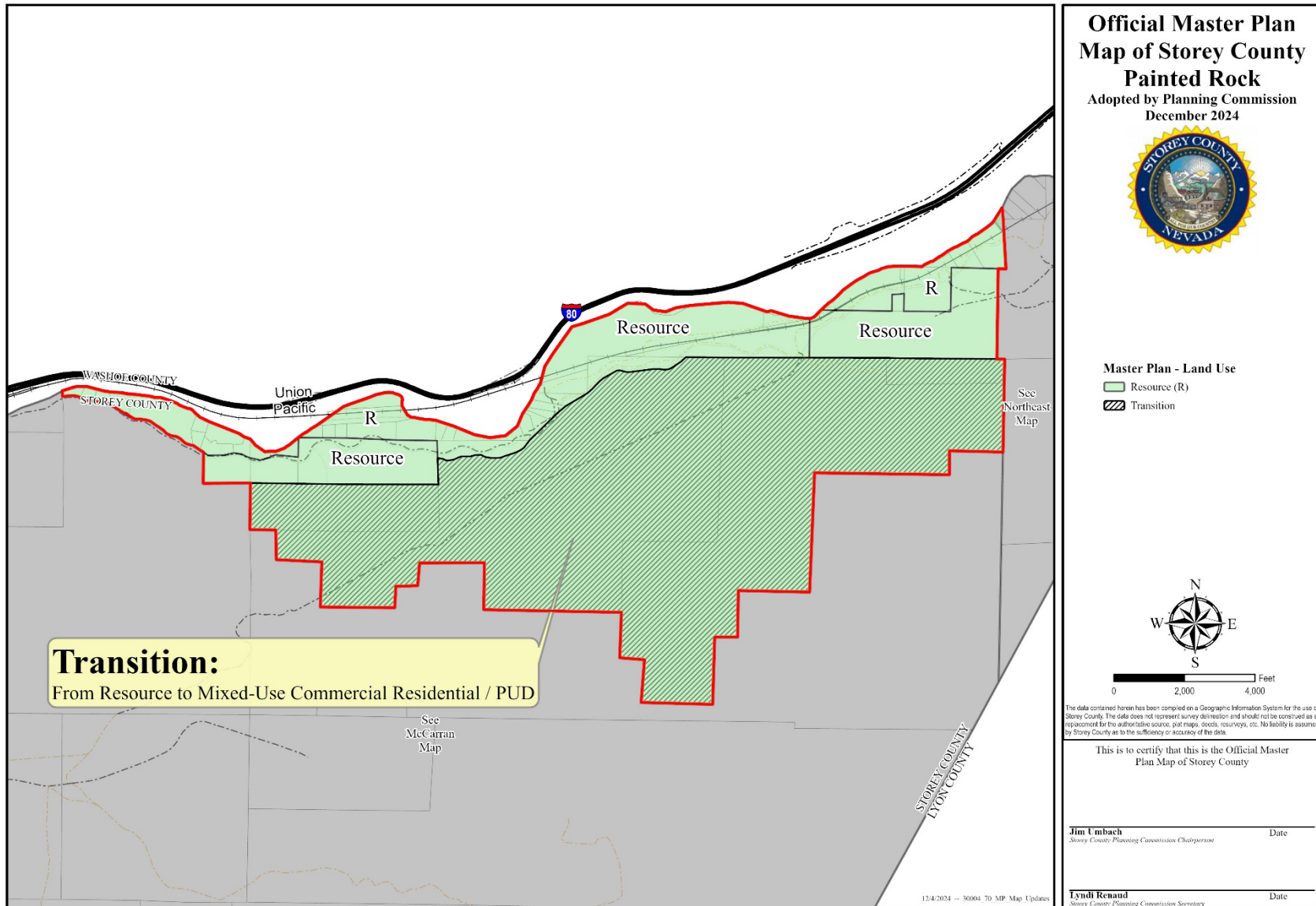


Figure 3.4-50: Master Plan Painted Rock Planning Area Map

### 3.4.8.3 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 infrastructure is problematic for this community.

The bridge crossing the Truckee River (Figure 3.4.-51) from Washoe County is the only practical access to this area. The bridge is one-lane, antiquated, and below the Federal Emergency Management Agency 100-year base-flood elevation; it often becomes inundated. Canal Road, serving approximately 20 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. The bridge was constructed in 1918 and continues to serve as primary vehicular access to the residents of Painted Rock. A safer, higher capacity bridge, elevated above the floodplain, will be necessary for future development to occur in this area.

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 rights-of-way and 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 once development is proposed in 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. There will need to be improvements to existing interchanges and adequate vehicle crossing over the Truckee River, Truckee-Carson Irrigation District Canal (Figure 3.4-52), and the railroad to sufficiently access this site for major residential, commercial, and industrial development. Canal Road is the only access to 20 residences located along the Truckee-Carson Irrigation District Canal. The road is narrow and has no shoulders between it and moving water. These access issues are complicated and expensive to remedy and should be thought about well in advance of development occurring so that when development is proposed, it will pay a proportionate share in combination with state, federal, and County funds.



Source: Storey County Planning Department 2016

**Figure 3.4-51: Painted Rock Bridge**



Source: Storey County Planning Department 2016

**Figure 3.4-52: Truckee-Carson Irrigation District Canal adjacent to local access road**

**Interconnectivity**

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.

**County Boundary Line**

Storey County's northern boundary is primarily 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 northern boundary separating Washoe County and Storey County 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 or change the line to be the Interstate 80 right-of-way instead of the river, which will continue to evolve.

Water rights no longer exist in this area as they have been sold off to developers elsewhere, making the viability of ongoing agricultural development in this area questionable or impossible.

**3.4.9 Northeast Area Plan**



**Community Overview**

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

### **3.4.9.1 Introduction**

The Northeast Planning Area includes the northeastern slope of the Flowery and Virginia ranges from McCarran, Mark Twain, and Painted Rock to the boundary of Storey County and Lyon County. It also abuts a portion of the Truckee River at its northern boundary. Much of this area is remote, accessed only by unimproved roads and trails, and it contains no utility distribution infrastructure. Fernley is immediately east of the eastern boundary of this area. Truckee Lane, a dirt road, connects from Fernley to this area. 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 in the extreme northeast part of the county.

### **3.4.9.2 Future Lands Uses**

This area is relatively close to Fernley in Lyon County. Residential development exists in Fernley approximately two miles east of the boundary of Storey County and Lyon County. 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. With nearby industrial development in Fernley along the Truckee River and the Union Pacific Railroad, and the potential development of the Tahoe-Reno Industrial Center II industrial park in Fernley, this area may be appropriate for future industrial development, especially if a new interchange at Interstate 80 were to be developed. Further away from Fernley, an area of land use transition could be designated to separate rural, undeveloped areas from areas that could be developed along the Northeast area's eastern boundary. Future land uses in the Northeast area are shown in Figure 3.4-53.

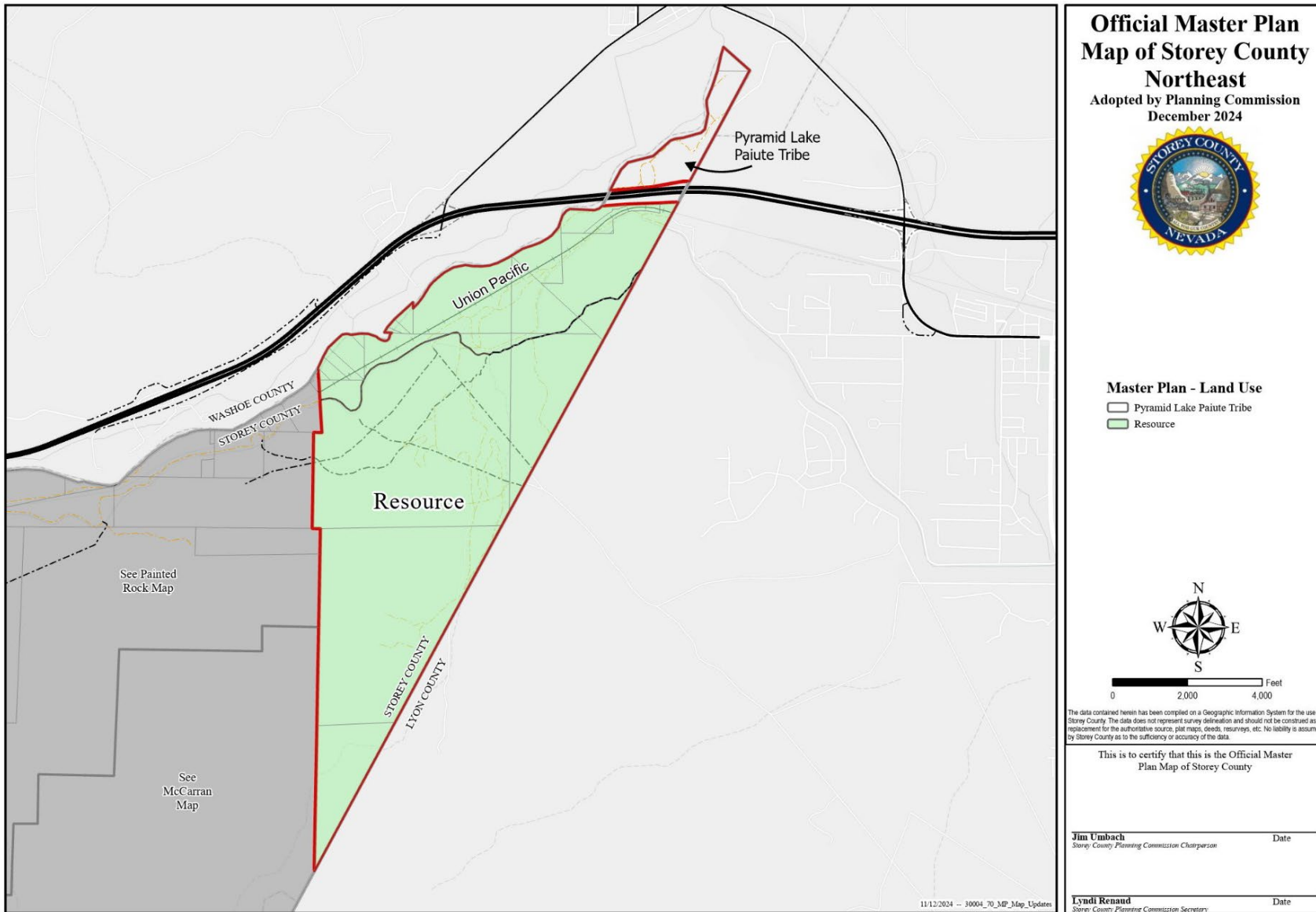


Figure 3.4-53: Master Plan Northeast Planning Area Map

### 3.4.9.3 Key Issues

#### **Access**

Access exists over a few miles of unimproved roads between Painted Rock and Fernley. Many of these roads encroach into private property, including into Union Pacific Railroad rights-of-way. 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**

Section 3.4.8 of this master plan (Painted Rock Area) discusses the inexact location of the boundary line between Washoe County and Storey County, which also applies to this area.

#### **Water Rights and Agriculture Land**

Water rights no longer exist in this area, as they have been sold off to developers elsewhere, making the viability of ongoing agricultural development in this area unlikely.

#### **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, Policies, and Objectives



#### **Purpose of Goals, Policies, and Objectives**

The purpose of this section is to set forth goals, policies, and objectives 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, policies, and objectives apply across the county. Each planning area and subarea contains goals, policies, and objectives which are specific to those areas.

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

Policy	
<b>Policy 1.1</b>	Use this master plan to graphically depict desired land use patterns.
Objectives	
<b>Objective 1.1-1</b>	Define the master plan land use maps as the official maps depicting potential future land uses in the county.

Policy	
<b>Policy 1.2</b>	Maintain an up-to-date master plan.
Objectives	
<b>Objective 1.2-1</b>	Periodically update this master plan and masterplan maps.
<b>Objective 1.2-2</b>	Maintain zoning maps in conformance with this masterplan.
<b>Objective 1.2-3</b>	Regularly communicate with residents, land owners, and businesses to identify needs and respond appropriately and expediently.
<b>Objective 1.2-4</b>	Continually communicate with the Nevada State Demographer Office to determine accurate growth trends and forecasts in the county and region, and use the findings as the basis for updating this master plan

Policy	
<b>Policy 1.3</b>	Involve community stakeholders in the administration and updating of this master plan.
Objectives	
<b>Objective 1.3-1</b>	Make master plan information and maps easily accessible to the public.
<b>Objective 1.3-2</b>	Reach 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
<b>Objective 1.3-3</b>	Hold 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**

<b>Policy</b>	
<b>Policy 2.1</b>	Maintain compact communities.
<b>Objectives</b>	
<b>Objective 2.1-1</b>	Concentrate commercial development in defined and planned mixed-use centers.
<b>Objective 2.1-2</b>	Encourage new commercial development as integrated centers, or compatible infill within existing developed communities, rather than as individual or periphery development centers.
<b>Objective 2.1-3</b>	Encourage infill residential development within existing population centers in the county.
<b>Objective 2.1-4</b>	Consider allowing for compact nodal, commercial development by revising development regulations to allow greater building coverage and building heights, where appropriate.
<b>Objective 2.1-5</b>	Revise development codes to have performance-based standards that focus on outcomes and flexibility, rather than contain rigid requirements that necessitate variances.
<b>Objective 2.1-6</b>	Research and evaluate the impact accessory dwelling units have on existing and proposed residential neighborhoods and, if appropriate, determine criteria for inclusion in neighborhoods as accessory versus standalone housing units.
<b>Objective 2.1-7</b>	Research and evaluate the impact of short-term rentals on existing and proposed residential neighborhoods, including the impact of housing availability and price, and the community impacts of housing utilized as a tourism enterprise.
<b>Objective 2.1-8</b>	Continue to explore opportunities for Storey County communities to have a postal zip code that reflects their identity and location within Storey County rather than a neighboring jurisdiction.

<b>Policy</b>	
<b>Policy 2.2</b>	Create and maintain complete communities.
<b>Objectives</b>	
<b>Objective 2.2-1</b>	Facilitate enterprise areas in each community except the Highlands.
<b>Objective 2.2-2</b>	Require 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 patterns.
<b>Objective 2.2-3</b>	Incorporate open space wildlife migration corridors throughout planned unit developments and align 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.

<b>Policy</b>	
<b>Policy 2.3</b>	Facilitate pedestrian-friendly communities.
<b>Objectives</b>	
<b>Objective 2.3-1</b>	Situate new residential developments so that enterprise areas, schools, and public gathering places are situated together and easily accessible to the surrounding community.
<b>Objective 2.3-2</b>	Implement walkable systems that connect residential areas with enterprise areas, schools, public gathering areas, and other uses outside of the development.
<b>Objective 2.3-3</b>	Align and design walkways, roads, and other transportation ways to encourage local trips by foot and bicycle, and by horseback as appropriate for the development (e.g., developments with equestrian uses).
<b>Objective 2.3-4</b>	Separate walkways, pathways, and access roads from collector, arterial, and other high-speed traffic routes.
<b>Objective 2.3-5</b>	Avoid grid-pattern roadways, except in Virginia City, and instead configure local roads into loops, cul-de-sacs, and circuitous patterns (with pedestrian connections between) to reduce and slow traffic.
<b>Objective 2.3-6</b>	Design streets around parks, schools, and other public gathering places to be pedestrian-oriented, and with activity areas situated mostly away from vehicleways.
<b>Objective 2.3-7</b>	Situate high-speed, collector, and arterial routes toward the edges of the development, or along existing arterial and collector routes.
<b>Objective 2.3-8</b>	Situate 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.

<b>Policy</b>	
<b>Policy 2.4</b>	Facilitate existing and future automobile-alternative transportation.
<b>Objectives</b>	
<b>Objective 2.4-1</b>	Reserve 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.
<b>Objective 2.4-2</b>	Align rights-of-ways and easements for transit systems with existing transit system rights-of-ways, easements, and planned corridors.

<b>Objective 2.4-3</b>	Connect trails in Mustang, McCarran, and Painted Rock to the Tahoe- Pyramid Trail.
<b>Objective 2.4-4</b>	Collaborate with the Union Pacific Railroad, Regional Transportation Commission, 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.

<b>Policy</b>	
<b>Policy 2.5</b>	Ensure safe and sustainable water resources for each community and natural ecosystem in the county.
<b>Objectives</b>	
<b>Objective 2.5-1</b>	Require minimum flow and quality standards for new wells.
<b>Objective 2.5-2</b>	Require 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.
<b>Objective 2.5-3</b>	Seek water sources from other jurisdictions and hydrologic basins for the Highlands and Mark Twain Estates.
<b>Objective 2.5-4</b>	Evaluate current and future water supplies in the Virginia City Highlands and Highland Ranches against future development potential.
<b>Objective 2.5-5</b>	Request the Nevada State Engineer to evaluate the Virginia City Highlands and Highland Ranches for future development viability.
<b>Objective 2.5-6</b>	Continue the United States Geological Study groundwater monitoring in the Highlands and potentially expand the study to the Mark Twain Estates.
<b>Objective 2.5-7</b>	Follow the goals and policies of the 2023 Storey County Water Resources Plan with regard to future water and infrastructure development consideration in the Highlands and Mark Twain Estates.
<b>Objective 2.5-8</b>	Protect Storey County’s decreed rights to water from the Marlette Water System.

<b>Policy</b>	
<b>Policy 2.6</b>	Design communities which attract diverse people and workforce.
<b>Objectives</b>	
<b>Objective 2.6-1</b>	Provide accessible quality K-12 schools to students in northern Storey County.
<b>Objective 2.6-2</b>	Require developers of planned unit developments to dedicate to the county and/or school district land necessary for public schools and public services.
<b>Objective 2.6-3</b>	Require 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.
<b>Objective 2.6-4</b>	Work 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.
<b>Objective 2.6-5</b>	Create a physical environment in planned unit developments that facilitates education facilities and curriculum possibilities as directed by the school board.
<b>Objective 2.6-6</b>	Create 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.
<b>Objective 2.6-7</b>	Create 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.
<b>Objective 2.6-8</b>	Form 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.

<b>Policy</b>	
<b>Policy 2.7</b>	Facilitate phasing of planned unit developments that ensures project completion and sustainability during phasing.
<b>Objectives</b>	
<b>Objective 2.7-1</b>	Meet changing market conditions while ensuring that improvements meet demands for infrastructure and service.
<b>Objective 2.7-2</b>	Encourage the use of development agreements.
<b>Objective 2.7-3</b>	Phase planned development projects so that they function effectively and independently at each phase.
<b>Objective 2.7-4</b>	Ensure that any development agreement is consistent with tentative and final maps and the provisions of this masterplan.
<b>Objective 2.7-5</b>	Require terms and plans for potential abandonment or termination of developments prior to their completion.
<b>Objective 2.7-6</b>	Support infrastructure through Special Assessment Districts and other available funding mechanisms.

**Goal 3: Create and maintain a diversified economy.**

<b>Policy</b>	
<b>Policy 3.1</b>	Support a wide range of industries across the county including agriculture, commercial, tourism, manufacturing, mining, distribution, and technology.
<b>Objectives</b>	
<b>Objective 3.1-1</b>	Work with regional and local economic development agencies and community groups to identify economic assets and development opportunities.
<b>Objective 3.1-2</b>	Communicate with regional partners to improve local and regional industrial databases to improve vertical integration and production efficiencies.
<b>Objective 3.1-3</b>	Encourage and identify opportunities for co-location and close proximity placement of complementary businesses.
<b>Objective 3.1-4</b>	Establish zoning districts, where appropriate, supporting commercial and other economic uses.
<b>Objective 3.1-5</b>	Promote mixed-use developments that support live-work environments and community diversity.
<b>Objective 3.1-6</b>	Preserve water rights for agricultural use and encourage alternative agriculture practices and water use.
<b>Objective 3.1-7</b>	Evaluate agricultural land for potential estate residential or other designations that complement and improve the Truckee River riparian environment.

<b>Policy</b>	
<b>Policy 3.2</b>	Maintain streamlined and efficient application and approval processes.
<b>Objectives</b>	
<b>Objective 3.2-1</b>	Maintain simple and streamlined development applications.
<b>Objective 3.2-2</b>	Maintain and improve “one-stop-shop” permitting and development review as feasible.
<b>Objective 3.2-3</b>	Revise development codes to allow for the creation of livable and sustainable communities.
<b>Objective 3.2-4</b>	Encourage development agreements between the County and certain land developers.

**Goal 4: Create integrated public facilities.**

<b>Policy</b>	
<b>Policy 4.1</b>	Provide efficient and reliable public services by combining emergency response and public services into a unified public facility centrally located in communities.
<b>Objectives</b>	
<b>Objective 4.1-1</b>	Include representatives from emergency response, general public services, school district, and non-profits on 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.
<b>Objective 4.1-2</b>	Coordinate 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.
<b>Objective 4.1-3</b>	Situate a future fire station in the Mark Twain-Flowery Range Area so that it meets five-mile Insurance Service Office (ISO) distance from existing and future communities.

**Goal 5: Maintain distinct communities in the county.**

<b>Policy</b>	
<b>Policy 5.1</b>	Create and maintain distinct land use patterns and characteristics for each community in the county.
<b>Objectives</b>	
<b>Objective 5.1-1</b>	Use this master plan to pattern uses which are consistent with the distinct character of each existing and new community in the county.
<b>Objective 5.1-2</b>	Conform to the goals, policies, and objectives for each planning area and sub- area in this master plan.
<b>Objective 5.1-3</b>	Only approve land uses which are compatible with the community in which they are proposed and their surrounding communities.

**Goal 6: Maintain compatibility between uses.**

<b>Policy</b>	
<b>Policy 6.1</b>	Implement design and performance standards that minimize use conflicts.
<b>Objectives</b>	
<b>Objective 6.1-1</b>	Design specific areas where mixed-use residential-commercial uses are appropriate in relation to the new development and the existing surrounding community in planned unit developments.
<b>Objective 6.1-2</b>	Update the County-established 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; screening and fencing; accessibility to people with disabilities; and other elements.
<b>Objective 6.1-3</b>	Prevent the overconcentration of multi-family residential uses, and instead mix income in any given area and disperse these uses through mixed-use design.
<b>Objective 6.1-4</b>	Review proposed infrastructure improvements including roads and transportation connections, potential unintended impacts to adjacent communities, and weigh them against the potential benefits of the infrastructure improvements.
<b>Objective 6.1-5</b>	Actively engage 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.
<b>Objective 6.1-6</b>	Engage 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**

<b>Policy</b>	
<b>Policy 7.1</b>	Develop and enforce codes preventing and addressing nuisances and blight.
<b>Objectives</b>	
<b>Objective 7.1-1</b>	Enforce nuisance and blight regulations consistently and fairly.
<b>Objective 7.1-2</b>	Educate residents about available assistance and programs aimed at cleaning

	properties and abating nuisances and related hazards.
<b>Objective 7.1-3</b>	Coordinate efforts with area resources, including Waste Management, Inc., to provide annual programs for no-cost refuse disposal and other such assistance.
<b>Objective 7.1-4</b>	Coordinate efforts with federal and state agencies such as the U.S. Department of Housing and Urban Development, United States 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.**

Policy	
<b>Policy 8.1</b>	Support the development of certain renewable energy systems while preserving quality of life in residential areas.
Objectives	
<b>Objective 8.1-1</b>	Allow 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.
<b>Objective 8.1-2</b>	Prohibit commercial-scale renewable energy systems, including solar and wind, in and adjacent to residential areas.
<b>Objective 8.1-3</b>	Require Planning Commission and Board review and action pertaining to all commercial-scale renewable energy systems.

**Goal 9: Balance mining and non-mining uses.**

Policy	
<b>Policy 9.1</b>	Support development of mineral resources while mitigating negative impacts to non-mining uses.
Objectives	
<b>Objective 9.1-1</b>	Maintain standards and policies concerning mineral development in all parts of the county.
<b>Objective 9.1-2</b>	Maintain standards that substantially limit surface mining, but provide for small operations phased surface mining, and encourage underground mining in sensitive areas of the county.
<b>Objective 9.1-3</b>	Require Board approval with action by the Planning Commission for all large scale surface and underground mining applications.
<b>Objective 9.1-4</b>	Refrain from duplicating permit application requirements and fees which have been

established by state and federal agencies.

**Objective 9.1-5** Maintain 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

<b>Policy</b>	
<b>Policy 1.1</b>	Promote commercial business in Gold Hill, Virginia City, and The Divide that serves the specific interests and needs of tourists and local residents.
<b>Objectives</b>	
<b>Objective 1.1-1</b>	Access grants, federal appropriations, and other federal and state fiscal resources.
<b>Objective 1.1-2</b>	Assess needs and interests of residents, businesses, and stakeholders through formal and informal communication, and assist local businesses.
<b>Objective 1.1-3</b>	Coordinate the master plan, zoning ordinances, and county codes with the regulations and programs of the local tourism commission.
<b>Objective 1.1-4</b>	Design the master plan, zoning ordinances, and county codes to reduce barriers toward expansion of needed businesses and services.
<b>Objective 1.1-5</b>	Assess 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.
<b>Objective 1.1-6</b>	Work 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.

<b>Policy</b>	
<b>Policy 1.2</b>	Secure local control from the Nevada Department of Transportation portions of State Route 341 (C Street) within Virginia City’s downtown area.
<b>Objectives</b>	
<b>Objective 1.2-1</b>	Work with the Nevada Department of Transportation to convey to Storey County State Route 341 right-of-way between north and south intersecting B Street.
<b>Objective 1.2-2</b>	Do not accept conveyance of portions of State Route 341 to Storey County until curbs, gutters, drainages, and pavement are improved to Storey County standards.

<b>Policy</b>	
<b>Policy 1.3</b>	Develop a fairgrounds facility in Virginia City that is permanent and sufficient in area and designed to facilitate existing and future events.
<b>Objectives</b>	
<b>Objective 1.3-1</b>	Develop sufficient parking, vehicle and trailer staging, domestic animal stables, and other related uses.
<b>Objective 1.3-2</b>	Improve road and pedestrian ways and other infrastructure around the fairgrounds facility, and between it and downtown Virginia City.
<b>Objective 1.3-3</b>	Continue to explore opportunities for Storey County communities to have a postal zip code that reflects their identity and location within Storey County rather than a surrounding jurisdiction.
<b>Objective 1.3-4</b>	Develop OHV facilities that encourage use of public land and discourages trespassing on private property.

**Goal 2: Maintain historic use patterns in the Comstock area**

<b>Policy</b>	
<b>Policy 2.1</b>	Implement zoning, regulations, and practices to maintain conformance with historic use patterns.
<b>Objectives</b>	
<b>Objective 2.1-1</b>	Implement Form-Based-Codes in the Virginia City downtown area, requiring building location, placement, configuration, height, and scale which is consistent with adjacent conditions.

<b>Objective 2.1-2</b>	Coordinate with the Comstock Historic District Commission in the development of Form-Based-Codes applicable within the Comstock area.
<b>Objective 2.1-3</b>	Encourage commercial, residential-commercial, single-family residential, multi-family residential, and mixed-uses in the core areas of Gold Hill, Virginia City, and The Divide.
<b>Objective 2.1-4</b>	Maintain single-family residential uses in areas of Virginia City, Gold Hill, and The Divide currently and historically used principally with such uses.
<b>Objective 2.1-5</b>	Prevent residential sprawl into outlying areas of the Comstock area, particularly in the surrounding hillsides which are directly visible from the Virginia City downtown area, that were not historically developed with residential uses.
<b>Objective 2.1-6</b>	Allow reduced setback distances for single-family and multi-family residential uses in the Virginia City downtown area that are consistent with commercial uses.
<b>Objective 2.1-7</b>	Preserve the natural and historic scenic corridor along State Route 341 and State Route 342 between the Washoe and Lyon county lines.
<b>Objective 2.1-8</b>	Preserve to the extent feasible historic landforms including mine tailings and mine dumps.
<b>Objective 2.1-9</b>	Replace 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.
<b>Objective 2.1-10</b>	Require 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 or in areas where determined not to be historically appropriate with consultation from the Comstock Historic District Commission. 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**

<b>Policy</b>	
<b>Policy 3.1</b>	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.
<b>Objectives</b>	
<b>Objective 3.1-1</b>	Allow 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.
<b>Objective 3.1-2</b>	Prohibit commercial/utility-scale renewable energy systems, including solar and wind, within the boundaries of the Comstock Historic District.
<b>Objective 3.1-3</b>	Require 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.
<b>Objective 3.1-4</b>	Coordinate 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**

<b>Policy</b>	
<b>Policy 4.1</b>	Support the development of mineral resources while mitigating negative impacts to non-mining land uses and historic resources.
<b>Objectives</b>	
<b>Objective 4.1-1</b>	Maintain 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.
<b>Objective 4.1-2</b>	Maintain standards that substantially limit surface mining, but provide for small operations phased surface mining, and encourage underground mining in Gold Hill, Virginia City, The Divide, and their immediate surrounding areas.
<b>Objective 4.1-3</b>	Consider 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.
<b>Objective 4.1-4</b>	Require Board approval with action by the Planning Commission for all large scale surface and underground mining applications.
<b>Objective 4.1-5</b>	Refrain from duplicating permit application requirements and fees which have been established by state and federal agencies.
<b>Objective 4.1-6</b>	Maintain 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**

<b>Policy</b>	
<b>Policy 5.1</b>	Continue development patterns that provide for a walkable community.
<b>Objectives</b>	
<b>Objective 5.1-1</b>	Encourage historically dense mixed-use commercial and residential development in the core areas of Gold Hill, Virginia City, and The Divide..

<b>Policy</b>	
<b>Policy 5.2</b>	Acquire necessary property, right-of-way, and easements to develop vehicular parking and multi-modal transportation systems.
<b>Objectives</b>	
<b>Objective 5.2-1</b>	Inventory vacant land adjacent to the Virginia City downtown area that may facilitate centralized vehicular parking and transit systems.
<b>Objective 5.2-2</b>	Consider opportunities to purchase appropriate vacant land to facilitate centralized vehicular parking and transit systems.

<b>Policy</b>	
<b>Policy 5.3</b>	Improve identified properties to facilitate vehicular parking and multi-modal transportation systems.
<b>Objectives</b>	
<b>Objective 5.3-1</b>	Repurpose the historic Virginia City Freight Depot.
<b>Objective 5.3-2</b>	Repurpose 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.
<b>Objective 5.3-3</b>	Complete a comprehensive vehicle parking and circulation study for Virginia City.

<b>Policy</b>	
<b>Policy 5.4</b>	Develop alternative transit systems between centralized transit hubs and the downtown area of Virginia City.

<b>Objectives</b>	
<b>Objective 5.4-1</b>	Develop appropriate transit stops to facilitate transit to and from C Street.
<b>Objective 5.4-2</b>	Develop inclinator between C Street and the Virginia City Freight Depot and other centralized transit staging areas.

**Goal 6: Facilitate a safe pedestrian-friendly downtown**

<b>Policy</b>	
<b>Policy 6.1</b>	Improve pedestrian corridors including sidewalks and street crossings.
<b>Objectives</b>	
<b>Objective 6.1-1</b>	Relocate a substantial portion of vehicular parking away from C Street and toward centralized parking areas.
<b>Objective 6.1-2</b>	Enhance vehicle and pedestrian visibility at key road crossings on C Street.
<b>Objective 6.1-3</b>	Develop walkways and stairways, and develop visual and other separation between pedestrian and vehicle ways, on east-west orientated streets near C Street.
<b>Objective 6.1-4</b>	Consider revisions to the intersections of Taylor, Union, and C Streets for safer pedestrian and vehicle crossing.

<b>Policy</b>	
<b>Policy 6.2</b>	Provide rest areas in key places around pedestrian corridors and parking areas.
<b>Objectives</b>	
<b>Objective 6.2-1</b>	Add sitting benches and tables along the C Street boardwalk.
<b>Objective 6.2-2</b>	Add sitting benches between remote vehicle parking areas and C Street, and in parking lots.
<b>Objective 6.2-3</b>	Secure funds to develop “pocket-parks” on vacant parcels along C Street in downtown Virginia City.



Source: Storey County Planning Department 2015

### 3.5.3 Highlands Area

#### Goal 1: Preserve the rural residential character of the Highlands area

Policy	
<b>Policy 1.1</b>	Implement zoning and other regulations in and around the Highlands planning area that conform to historic use patterns.
Objectives	
<b>Objective 1.1-1</b>	Maintain 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.
<b>Objective 1.1-2</b>	Prevent retail and other commercial uses in the Highlands and its immediate surrounding areas with exception of home-based enterprises, as appropriate, to maintain existing area character.
<b>Objective 1.1-3</b>	Explore conservation potential for existing parcels that allows for wildlife enhancement and promotes lower water usage for the Highlands Plan Area.

<b>Policy</b>	
<b>Policy 2.1</b>	Ensure use consistency between the Highlands and its surrounding lands.
<b>Objectives</b>	
<b>Objective 2.1-1</b>	Assess 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.
<b>Objective 2.1-2</b>	Maintain 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.
<b>Objective 2.1-3</b>	Maintain minimum parcel size of 40 acres for parcels surrounding the Highlands including, but not limited to, the Sunny Hills Ranchos.
<b>Objective 2.1-4</b>	Coordinate with entities proposing and planning east-west connector roads north of the Highlands to ensure least impactful alignment to the Highlands and to mitigate potential noise, light, pollution, wildland fire risk, off-highway-vehicle staging and access affecting the Highlands.

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

<b>Policy</b>	
<b>Policy 1</b>	Provide for land uses which are compatible with the Highlands area.
<b>Objectives</b>	
<b>Objective 2.1-1</b>	Adopt development codes that mitigate visual and adverse impacts of developments on moderate to steep slopes (slopes greater than ten percent).
<b>Objective 2.1-2</b>	Coordinate with landowners to implement fire fuels reduction programs.
<b>Objective 2.1-3</b>	Coordinate 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-Flowery Range Area

#### Goal 1: Preserve rural character of the Mark Twain-Estates

Policy	
<b>Policy 1.1</b>	Make land use decisions that maintain the existing character of the community..
Objectives	
<b>Objective 1.1-1</b>	Maintain estate residential uses in the Mark Twain Estates, and rural residential uses surrounding the Mark Twain Estates Subdivision.
<b>Objective 1.1-2</b>	Prevent encroachment of suburban residential sprawl into Mark Twain Estates Subdivision through the application of a buffer between existing neighborhoods and any new land uses, by separating new residential developments from existing developments through density transitioning, open space, passive recreation areas, cemeteries, stormwater drainage and detention, and other open space areas.
<b>Objective 1.1-3</b>	Require transitions in density that match existing density patterns, and gradually change to different densities as distance increases from existing development.

<b>Objective 1.1-4</b>	Adopt 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-Flowery Range Area.
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<b>Policy</b>	
<b>Policy 1.2</b>	Facilitate complementary interface between adjacent residential and non- residential uses allowed by this master plan.
<b>Objectives</b>	
<b>Objective 1.2-1</b>	<p>Adopt zoning and development standards that lessen impacts between residential and non-residential uses including:</p> <ul style="list-style-type: none"> <li>a. Distances and buffering</li> <li>b. Density transitioning</li> <li>c. Landscaping, screening, noise abatement, and outdoor lighting</li> <li>d. Vehicle access, egress, parking, and on-site circulation Property management through owners associations, Covenants, Conditions, and Restrictions, etc.</li> <li>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.</li> </ul>

**Goal 2: Prevent land use conflicts with existing mining**

<b>Policy</b>	
<b>Policy 2.1</b>	Develop and implement land use allowances and regulations that maintain separation between existing mining and future residential and other incompatible uses.
<b>Objectives</b>	
<b>Objective 2.1-1</b>	Maintain significant separation between the Basalite mine and residential and other uses which are incompatible with mining activities.
<b>Objective 2.1-2</b>	Encourage rezoning of land around existing mining activities to Industrial Professional land uses or resource type designations.

**Goal 3: Minimize flooding and flood damage in the Mark Twain-Flowery Range Area**

<b>Policy</b>	
<b>Policy 3.1</b>	Implement improvements including those documented in the Dayton Valley Area Drainage Master Plan to lessen property damage caused by flash flooding.
<b>Objectives</b>	
<b>Objective 3.1-1</b>	Collaborate and negotiate with private property owners for the establishment drainage and stormwater detention basin easements.
<b>Objective 3.1-2</b>	Collaborate and negotiate with private property owners immediately north of the Mark Twain-Flowery Range Area to establish easements or acquire property for regional stormwater detention improvements.
<b>Objective 3.1-3</b>	Design stormwater drainage systems capacities in accordance with upstream stormwater detention systems.
<b>Objective 3.1-4</b>	Require regional flood detention and downstream mitigation for land subdivisions and developments north and west of the Mark Twain-Flowery Range Area, and in other newly developed areas.

<b>Policy</b>	
<b>Policy 3.2</b>	Prevent development in known floodways.
<b>Objectives</b>	
<b>Objective 3.2-1</b>	Develop and implement building codes restricting buildings within known floodways.
<b>Objective 3.2-2</b>	Educate residents about the impacts and dangers of building in floodways and floodplains.
<b>Objective 3.2-3</b>	Consider cooperative establishment of drainage easements.

<b>Policy</b>	
<b>Policy 3.3</b>	Consider the benefit of regional flood planning.
<b>Objectives</b>	
<b>Objective 3.3-1</b>	Continue active participation with the Carson Water Subconservancy District Carson River Watershed regional floodplain management studies and planning processes.

**Goal 4: Enhance local and regional economic opportunity**

Policy	
<b>Policy 4.1</b>	Promote commercial and industrial uses adjacent to the existing Basalite mining activities to act as a buffer between mining activities and residential neighborhoods.
Objectives	
<b>Objective 4.1-1</b>	Develop a subarea plan for the Mark Twain-Flowery Range Area showing potential new residential and non-residential areas, roads alignments, public service facilities, and relationship with abutting Lyon County land uses.
<b>Objective 4.1-2</b>	Consider retail, service, and other commercial uses away from the Mark Twain Estates but serving the greater region.

**Goal 5: Encourage Residential planned unit development(s) in the Flowery Range Area**

Policy	
<b>Policy 5.1</b>	Planned unit developments should provide a buffer/transition from existing adjacent land uses.

Policy	
<b>Policy 5.2</b>	Planned unit developments should offer a variety of housing types and densities.

Policy	
<b>Policy 5.3</b>	New development in planned unit developments should coordinate the proposed street system with existing roads including those in Lyon County.
Objectives	
<b>Objective 5.3-1</b>	Assess needs and interests of residents, businesses, and stakeholders in the area, including in adjacent Lyon County, through formal and informal communication.

Policy	
<b>Policy 5.4</b>	Permit planned unit developments to offer neighborhood commercial services.
Objectives	

**Objective 5.4-1** Design the master plan, zoning ordinances, and county codes so that they support expansion of all needed businesses and services for the region.

**Policy**

**Policy 5.5** Participate in overall drainage planning for the Mark Twain-Flowery Range Plan Area.

**Policy**

**Policy 5.6** Planned unit developments should be designed to avoid negative impacts to the existing Mark Twain Estates rural residential designation.



Source: Rainbow Bend Homeowners Association 2012

### 3.5.5 Lockwood-Mustang Area

#### Goal 1: Maintain a community with diverse uses

Policy	
<b>Policy 1.1</b>	Implement zoning, regulations, and practices that diversify uses.
Objectives	
<b>Objective 1.1-1</b>	Encourage commercial and residential uses which are compatible with existing uses and community character and scale.
<b>Objective 1.1-2</b>	Promote and direct commercial activity along Canyon Way, Menzes Way, and within the eastern portions former Peri Ranch.

**Goal 2: Reduce and prevent use compatibility conflicts**

<b>Policy</b>	
<b>Policy 2.1</b>	Promote uses and performance measures which mitigate known and potential conflicts between existing and new uses.
<b>Objectives</b>	
<b>Objective 2.1-1</b>	Actively engage county leaders and officials with commercial interests, residents, and local stakeholders in order to assure conformance with local regulations and this master plan.
<b>Objective 2.1-2</b>	Support proposals for zone changes that lessen or mitigate known conflicts.
<b>Objective 2.1-3</b>	Maintain buffering between residential and non-residential uses.
<b>Objective 2.1-4</b>	Apply density transitions and compatible uses between existing residential uses and new uses, including new residential and non-residential uses.
<b>Objective 2.1-5</b>	Direct heavy industrial activity away from Lockwood and east toward Mustang Road, south toward the Lockwood Regional Landfill, and west toward Menzes Way and its existing heavy industrial uses and zones.
<b>Objective 2.1-6</b>	Encourage zone changes in transition areas that are consistent with the master plan maps.

<b>Policy</b>	
<b>Policy 2.2</b>	Prevent and mitigate inconsistent uses on vacant land located across the Truckee River immediately north of Lockwood.
<b>Objectives</b>	
<b>Objective 2.2-1</b>	Participate in the public process for master planning, zoning, special uses, variances, or other land use actions involving the subject land.
<b>Objective 2.2-2</b>	Request the State Land Use Planning Advisory Council to review neighboring county master plan inconsistencies involving the subject land.
<b>Objective 2.2-3</b>	Collaborate 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.
<b>Objective 2.2-4</b>	Follow the legislative process for transfer of land from Washoe County to Storey County.
<b>Objective 2.2-5</b>	If annexation occurs, apply zoning that is compatible with Lockwood and the adjacent Rainbow Bend community.

Policy	
<b>Policy 2.3</b>	Prohibit brothels and adult entertainment uses.
Objectives	
<b>Objective 2.3-1</b>	Prohibit brothels, adult entertainment, adult retail, and other adult uses in Mustang and Lockwood.

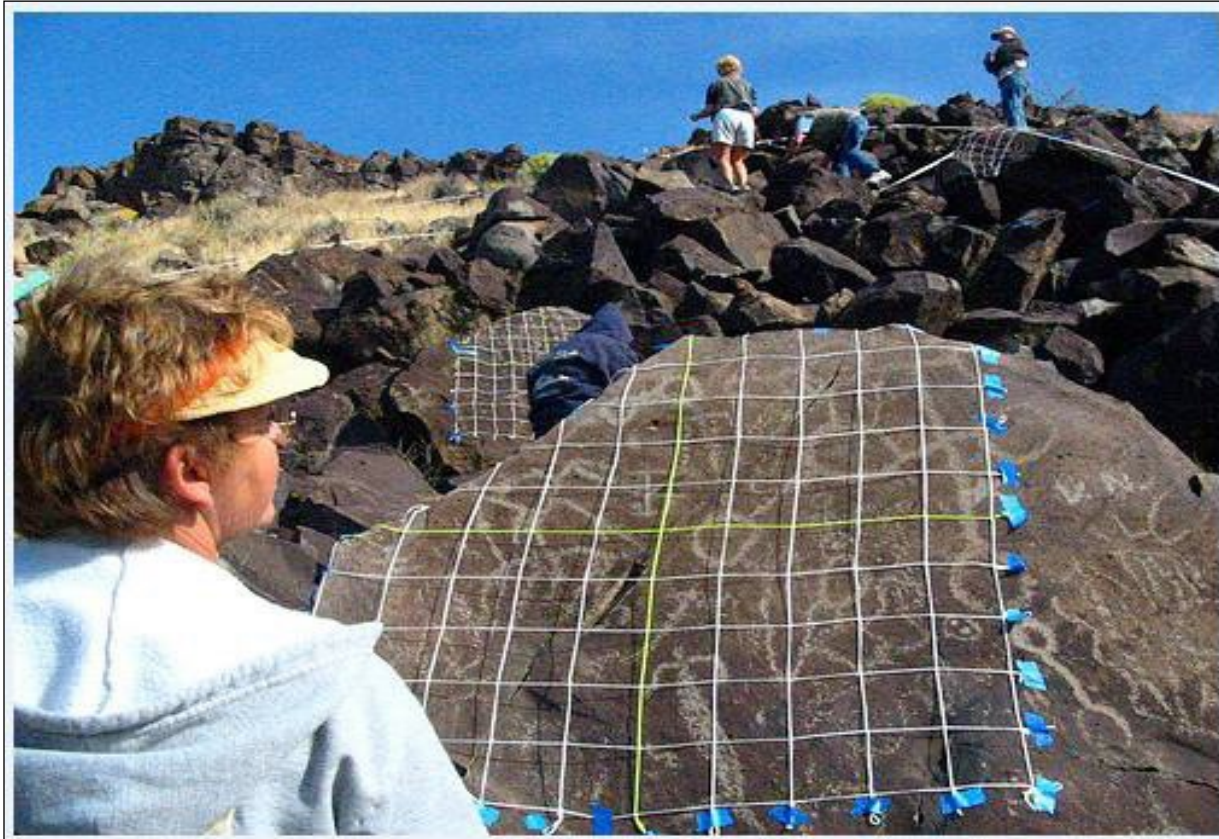
**Goal 3: Better integrate the Truckee River into Lockwood and Mustang**

Policy	
<b>Policy 3.1</b>	Enhance the river environment for local residents.
Objectives	
<b>Objective 3.1-1</b>	Improve access to the Truckee River for local residents.
<b>Objective 3.1-2</b>	Improve recreation opportunity along the Truckee River for local residents.
<b>Objective 3.1-3</b>	Preserve and enhancing natural river alignment and riparian alignment.
<b>Objective 3.1-4</b>	Require 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.

**Goal 4: Explore alternatives for secondary emergency access for the Lockwood Community**

Policy	
<b>Policy 4.1</b>	Research alternative routes for emergency access when Interstate 80 is closed or access to Interstate 80 is cut off (flooding conditions, fire, Interstate 80 accidents).

Policy	
<b>Policy 4.2</b>	Explore emergency access alternatives that may only be available to the Lockwood community and discourage alternative routes for Interstate 80 users.



Source: Nevada Rock Art Foundation 2015

### 3.5.6 Lagomarsino Area

#### Goal 1: Diversify uses and reduce conflicts

Policy	
<b>Policy 1.1</b>	Implement zoning, regulations, and practices that maintain a diversity of uses and reduce conflicts.
Objectives	
<b>Objective 1.1-1</b>	Ensure that uses in the area are compatible with heavy and high-intensity industrial uses.
<b>Objective 1.1-2</b>	Prevent 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.

<b>Objective 1.1-3</b>	Require 40-acre minimum parcel size throughout the Sunny Hills Ranchos.
<b>Objective 1.1-4</b>	Concentrate heavy and high-intensity industrial uses in areas already designated for such uses.
<b>Objective 1.1-5</b>	Maintain extensive buffer areas for uses on lands zoned for high-intensity industrial uses.
<b>Objective 1.1-6</b>	Communicate 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.

<b>Policy</b>	
<b>Policy 1.2</b>	Ensure that regional transportation improvements do not adversely impact the Highlands and Lockwood-Mustang areas.
<b>Objectives</b>	
<b>Objective 1.2-1</b>	Assess 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.
<b>Objective 1.2-2</b>	Coordinate with entities proposing an east-west connector between Washoe County and the Tahoe-Reno Industrial Center to ensure that road alignments do not adversely impact the Highlands, the Petroglyphs site and other cultural resources, and wildlife.

<b>Policy</b>	
<b>Policy 1.3</b>	Encourage regional transportation and utility services routes to develop with the least amount of negative impact to the natural environment.
<b>Objectives</b>	
<b>Objective 1.3-1</b>	Coordinate transportation and utility transmission lines so that they follow or share similar corridors.
<b>Objective 1.3-2</b>	Partner with transportation and utility corridors to avoid and minimize impacts to cultural sites and to protect these resources.
<b>Objective 1.3-3</b>	Require that utility corridors are buffered from existing residential areas.
<b>Objective 1.3-4</b>	Where possible, incorporate wildlife corridors in the design of transportation and utility corridors.



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**

Policy	
<b>Policy 1.1</b>	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.
Objectives	
<b>Objective 1.1-1</b>	Implement the 1999 edition of the Storey County Zoning Ordinance.
<b>Objective 1.1-2</b>	Do not apply 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.
<b>Objective 1.1-3</b>	Implement the special provisions of the Development Agreement regarding development.
<b>Objective 1.1-4</b>	Implement a comprehensive drainage study at the Tahoe-Reno Industrial Center that increases predictability and efficiency for the County and land developers.

**Goal 2: Diversify uses**

<b>Policy</b>	
<b>Policy 2.1</b>	Implement zoning, regulations, and practices which diversify commercial and industrial uses.
<b>Objectives</b>	
<b>Objective 2.1-1</b>	Encourage and attract high-technology and experimental industries, and commercial uses, in addition to distribution and manufacturing.
<b>Objective 2.1-2</b>	Attract commercial uses and services.
<b>Objective 2.1-3</b>	Prevent 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.
<b>Objective 2.1-4</b>	Conform to the Storey County/Tahoe-Reno Industrial Center Development Agreement (2000) on land subject to the agreement.
<b>Objective 2.1-5</b>	Ensure 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**

<b>Policy</b>	
<b>Policy 3.1</b>	Improve Patrick Interchange in order to accommodate existing and anticipated traffic loads.
<b>Objectives</b>	
<b>Objective 3.1-1</b>	Submit comments to the Nevada Department of Transportation encouraging the state agency to prioritize improvements to the interchange.
<b>Objective 3.1-2</b>	Participate with the Nevada Department of Transportation in changes to the Statewide Transportation Improvement Plans and other planning efforts.
<b>Objective 3.1-3</b>	Collaborate 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.
<b>Objective 3.1-4</b>	Coordinate with the Nevada Department of Transportation and neighboring jurisdictions in alignments of future roads situated north of the industrial center and Interstate 80.

<b>Policy</b>	
<b>Policy 3.2</b>	Improve efficiency and safety on local roads.
<b>Objectives</b>	
<b>Objective 3.2-1</b>	Improve the capacity of Waltham Way and Patrick Interchange.
<b>Objective 3.2-2</b>	Promote practical alternative group transportation systems such as commuter vanpools.

<b>Policy</b>	
<b>Policy 3.3</b>	Assess the feasibility of alternative multi-modal transportation systems.
<b>Objectives</b>	
<b>Objective 3.3-1</b>	Evaluate the benefits, limitations, and practicality of bus and other mass transit systems in McCarran.
<b>Objective 3.3-2</b>	Evaluate the benefits, limitations, and practicality of connecting McCarran to area multi-modal transportation systems.
<b>Objective 3.3-3</b>	Collaborate with the Union Pacific Railroad, the Nevada Department of Transportation, Washoe County, 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.

<b>Policy</b>	
<b>Policy 3.4:</b>	Consider alternative access between McCarran and Painted Rock.
<b>Objectives</b>	
<b>Objective 3.4-1</b>	Assess possible vehicular transportation routes between McCarran and Painted Rock.

<b>Policy</b>	
<b>Policy 3.5</b>	Plan for future alternative transportation systems.
<b>Objectives</b>	
<b>Objective 3.5-1</b>	Assess the feasibility of and planning for the potential development of bus, rail, bicycle, and other modes of transportation.
<b>Objective 3.5-2</b>	Assess existing and needed drainage system(s) for Storey County roadways and land within the Tahoe-Reno Industrial Center.

**Goal 4: Protect and enhance the Truckee River natural environment**

<b>Policy</b>	
<b>Policy 4.1</b>	Prevent degradation of the Truckee River and its surrounding riparian environment.
<b>Objectives</b>	
<b>Objective 4.1-1</b>	Prevent development in the riparian and agricultural areas of the Truckee River without appropriate mitigation.
<b>Objective 4.1-2</b>	Maintain and enforce building codes and the County’s floodplain ordinance restricting building in known floodplains and floodways.
<b>Objective 4.1-3</b>	Preserve and enhance natural river alignment and the riparian environment.



This 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

Policy	
<b>Policy 1.1</b>	Implement zoning, regulations, and practices which diversify uses and reduce conflicts.
Objectives	
<b>Objective 1.1-1</b>	Use this master plan to guide planned unit developments which are compatible with the existing rural residential and agricultural uses and character of the area.
<b>Objective 1.1-2</b>	Regulate development in riparian and agricultural lands to preserve these resources unless infrastructure is available or can be made available to serve these areas and environmental impacts are offset.
<b>Objective 1.1-3</b>	Concentrate new development toward the Virginia Range foothills south of the Carson-Truckee Irrigation District canal.

<b>Objective 1.1-4</b>	Require residential land subdivision to go through the planned unit development process.
<b>Objective 1.1-5</b>	Maintain estate and rural residential uses in areas already designated and used as such.
<b>Objective 1.1-6</b>	Maintain layout, design, and density buffering between existing and new uses that minimizes conflicts between them.
<b>Objective 1.1-7</b>	Incorporate a variety of lot sizes and housing styles in planned unit developments.
<b>Objective 1.1-8</b>	Incorporate recreational facilities and corridors throughout planned unit developments, and align these corridors with existing exterior agriculture, equestrian, common open-space, and public lands areas.
<b>Objective 1.1-9</b>	Incorporate open space wildlife migration corridors throughout planned unit developments, and align 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**

Policy	
<b>Policy 2.1</b>	Consider and develop alternative access between Painted Rock and McCarran.
Objectives	
<b>Objective 2.1-1</b>	Analyze the feasibility of a direct vehicular and multi-modal transportation route between Painted Rock and McCarran.
<b>Objective 2.1-2</b>	Act 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

Policy	
<b>Policy 1.1</b>	Implement zoning, regulations, and practices that provide for low-impact rural uses necessitating minimal public services.
Objectives	
<b>Objective 1.1-1</b>	Maintain the rural/remote character of the area.
<b>Objective 1.1-2</b>	Prevent the encroachment of residential sprawl into the county from neighboring jurisdictions.
<b>Objective 1.1-3</b>	Promote grazing, range agriculture, metals and aggregate mining, and other resources uses.
<b>Objective 1.1-4</b>	Consider industrial uses which require extensive buffering and/or require minimal public support infrastructure and services.
<b>Objective 1.1-5</b>	Discourage residential uses which may later conflict with resource uses.

## Goal 2: Consider transportation routes and connections that support Painted Rock

Policy	
<b>Policy 2.1</b>	Coordinate regional transportation planning with neighboring jurisdictions and future development plans for the area.
Objectives	
<b>Objective 2.1-1</b>	Review development patterns and trends in neighboring jurisdictions.
<b>Objective 2.1-2</b>	Communicate Storey County development patterns and plans, including in Painted Rock, to neighboring jurisdictions.
<b>Objective 2.1-3</b>	Facilitate conversations between neighboring jurisdictions, area landowners, and developers to plan coordinated transportation alignments.

## Goal 3: Encourage cooperation between Storey County and the Pyramid Lake Paiute Tribe on land use matters

Policy	
<b>Policy 3.1</b>	Communicate and work with the tribal council on land uses potentially affecting the Northeast planning area.
Objectives	
<b>Objective 3.1-1</b>	Communicate land use proposals and plans to the tribal council.
<b>Objective 3.1-2</b>	Request communication to the county from the tribal council regarding land use proposals within tribal lands potentially affecting the Northeast planning area.
<b>Objective 3.1-3</b>	Consider comments made by the tribal council on land use matters in the Northeast planning area.

## Goal 4: Plan for the Northeast Area to integrate with future development in Fernley through the future extension of roads, public facilities and utilities