

Appendix A: Related Plans & Implementation Documents

Following is a list of related plans and regulatory documents which are intended to be used in conjunction with the Master Plan. Although their broad policy intent is reflected within the citywide Master Plan and they are in most instances considered ‘elements’ of the citywide Master Plan, Related Plans provide more focused background information along with more detailed policies and actions that pertain to a specific area of focus. Regulating Documents serve as implementing mechanisms of the Plan (e.g., Zoning Code, Development Regulations).

RELATED PLANS

The public review process for the adoption of the Electric Master Plan is anticipated to begin shortly after the adoption of the Comprehensive Master Plan. The Electric Master Plan will be incorporated as an element of the Comprehensive Master Plan upon its adoption by the City.

PARKS AND RECREATION MASTER PLAN (2006)

The purpose of the Parks and Recreation Master Plan is to identify the parks and recreation needs of today’s residents, to anticipate those of tomorrow, and to assure they will be met through proper planning. The Parks and Recreation Master Plan provides the following:

- A broad-based vision of where the City is today and where it wishes to go (with regard to parks and recreation);
- A planning tool to coordinate the development of parks and recreation in conjunction with other land use decisions in the City;
- A compilation of policies that guide future decision-making with regard to parks and recreation; and
- An action-oriented list of strategies that become the Parks and Recreation Department’s “to do” list for upcoming years.

UNIFIED PATHWAYS MASTER PLAN (2006)

The Unified Pathways Master Plan was developed concurrent with this Master Plan and the Parks and Recreation Plan and provides an evaluation of pathway needs in Carson City, incorporates additions and improvements to the City's existing pathways system, and also offers solutions to reduce conflicts and safety concerns. The Plan contains a map of existing and planned pathways facilities for the City.

There are currently several plans governing pathways in the Carson City area including the City's Bicycle Systems plan, BLM trails plans, USFS trails plans and State trails plans. There is no one document that guides the design and implementation of the City's sidewalk, bicycle facilities and off-street trail system. By creating a consolidated pathways plan, the City will be able to consistently plan and update its pathways system. This Plan will direct the planning, development and management of Carson City's pathways. It is intended to serve as the guiding document for the expansion of Carson City's pathways system and will be incorporated into the City's overall Master Plan.

The Carson City's Unified Pathways Master Plan will show connections to other agencies' trails. It will also propose new trails and trail heads to be implemented in partnership with other agencies. While the Unified Pathways Master Plan will serve as the 'umbrella' document for guiding the development of Carson City's pathways system.

WASTEWATER COLLECTION SYSTEM MASTER PLAN (2006)

The Wastewater Collection System Master Plan outlines capital improvements related to continued growth within the City as well as to provide a plan for rehabilitation and replacement of the existing City sewer collection system.

The final report is expected to be completed in the summer of 2006 and will provide the following:

- A computerized sewer system model based on land uses for existing developed areas, and build out based on the new land use plan. Average and peak flow rates for use in planning and forecasting will be determined.
- Flow monitoring is being conducted at 25 locations for 1 week to check zoning and land use flow rate calculations and to also produce diurnal curves for use in the computer model.
- Review and inventory of the existing collection system attribute data.
- Integration of attribute data with the Carson City GIS System.

- Review of existing force mains and lift stations capability and future requirements.
- Review of current system ordinances, standards, and guidelines and recommendations for updating.
- Recommendations for maintaining compliance with State and Federal Regulatory Agencies.
- Planning and forecasting sewer system improvements through build-out of the City.
- 5-year and 20-year capital improvement plans.
- Prioritized rehabilitation and replacement plan for the collection system.

WATER MASTER PLAN (2005)

The Water System Master Plan is an integrated planning document that describes existing regulatory and legal commitments, water rights, supply sources, storage and distribution infrastructure and characterization of water use. In addition, minor capital improvements required through 2025 to meet projected demand and the addition of new service areas for a target population of 75,000 to 80,000 persons are presented in the Water System Master Plan.

The Water System Master Plan assumes that up to 80,000 persons will need to be served by the year 2025, although the actual year when this population occurs may extend well past 2025. The City currently has adequate water rights to serve the projected population. The anticipated maximum day demand for water is expected to increase by approximately 37 percent from 2005 to the “buildout” population of up to 80,000, from about 27 million gallons per day to about 37 million gallons per day. This increase will require additional supply sources and storage capacity, as well as upgrades to the City’s water distribution system.

Carson City must plan for maximum supply and storage capacity during the seasonal period when surface water flows and groundwater levels are at their lowest given that: 1) surface water and groundwater resources in its service area are subject to variable climatic variations; and 2) water supply and storage capacities must supply peak demands that occur for a relatively short duration during the summer months. Given that consecutive low-precipitation years can dramatically affect Carson City’s water resources, planning for drought conditions is a key factor in the City’s ability to continue to provide a high level of service to its customers.

STORMWATER MASTER PLAN (2005)

The Stormwater Master Plan is integral part of a larger Stormwater Management Program currently being implemented by Carson City. The

Program will guide the City through a number of challenging issues in managing stormwater, including recurring flooding in various areas of the City, increasing demands for infrastructure, and continued competition for funding to upgrade, operate, and maintain the existing drainage system.

The Plan is divided into three phases and will incorporate a majority of the urban area of the City, and will guide development and infrastructure for the next twenty years.

Phase 1 - Completed

- Management and coordination between City staff and consultants on overall GIS data integration.
- Coordination with the City and the City's Storm Drain Advisory Committee (SDAC) to establish Stormwater Utility.

Phase 2 – In progress

- Gather and review existing stormwater data and reports
- Establish a comprehensive inventory of the existing stormwater infrastructure.
- Review and update existing hydrologic model
- Establish working system model
- Provide strategies to enable the City to meet NPDES Phase II requirements.

Phase 3 – Future work

- Develop a series of infrastructure alternatives to mitigate the design storm.
- Assist the City in selecting the most appropriate alternatives.
- Establish accurate construction cost estimates.
- Provide a detailed Stormwater Master Plan document

CARSON AREA 2004 TRANSPORTATION PLAN

Prepared for the Carson Area Metropolitan Planning Organization (CAMPO) and approved July 29, 2004, this plan details the future transportation needs of Carson City based upon population and employment growth estimates and previously established planning goals and visions of Carson City. The plan breaks down the transportation needs into six elements: streets and highways, public transportation, bicycle, pedestrian, airport, and financial.

AIRPORT MASTER PLAN (2001)

The Carson City Airport Master Plan is an adopted element of the citywide Master Plan. The Airport Master Plan was cooperative effort between the

Carson City Airport Authority (CCAA) and the Federal Aviation Administration (FAA). This Airport Master Plan provides a comprehensive analysis of airport facility needs and alternatives with the purpose of providing guidance for the future development of the facility.

The preparation of the Airport Master Plan is evidence that the CCAA recognizes the importance of Carson City Airport to the community and the region, as well as the associated challenges inherent in accommodating future aviation needs. The cost of maintaining an airport is an investment which yields impressive benefits to a community. A sound and flexible Master Plan will ensure that the Carson City Airport continues to be a major economic asset for the region.

The primary objectives of the Airport Master Plan was to develop and maintain a long-term development program that will yield a safe, efficient, economical and environmentally acceptable air transportation facility. The accomplishment of this objective required the evaluation of the existing airport and a determination of what actions should be taken to maintain an adequate, safe and reliable airport facility that meets the needs of the area. The Airport Master Plan provides an outline of the necessary development and gives responsible officials advance notice of future needs to aid in planning, scheduling and budgeting.

OPEN SPACE PLAN (1999)

The Open Space Plan was created largely in response to voter approval of ballot question #18, the Quality of Life Initiative, which authorized a .25% increase in the sales tax to raise funds for open space, parks, and pathways. The plan provided guidance on how these and other public funds were to be used to acquire properties for open space. The Plan also provides a framework that can be used to achieve certain open space objectives such as:

- Ground water recharge,
- Stormwater management,
- Protection of wildlife habitat,
- Preserving views, and
- Air quality improvement, etc.

CARSON RIVER MASTER PLAN (1996)

The Carson River Master Plan is intended to help set the foundation for any future development along the river in order to protect, enhance, and restore the area's natural and cultural resources. The Plan is administered by the Carson River Advisory Committee and contains a number of goals specific to

the Carson River corridor, a number of which have been implemented during the life of the Plan.

CARSON CITY HISTORICAL/ARCHEOLOGICAL PROPERTIES PRESERVATION PLAN (1996)

This preservation plan is meant to guide the implementation of the historical properties master plan element. This document has three goals regarding historical properties:

- Maintain an inventory listing historical, archeological and architectural properties.
- Preserve significant historical, archeological and architectural properties.
- Prevent the destruction or degradation of significant historical properties.

The plan recommends that these goals be pursued through the appropriate review of actions that may impact or destroy historical, archeological and architectural properties and suggests a variety of tools available to the City to aid in the preservation process. These tools include structure preservation, public purchase, easements, zoning, entombing, excavation and documentation, federal tax incentive for historic rehabilitations, and property tax incentives.

TAHOE REGIONAL PLANNING AGENCY

The western-most portion of Carson City is located within the Lake Tahoe basin. Properties in the Lake Tahoe basin that are within Carson City boundaries are predominantly U.S. Forest Service or State of Nevada-owned, with very few parcels in private ownership.

Properties within the Lake Tahoe basin are subject to the regulations of the Tahoe Regional Planning Agency (TRPA), a bi-state (Nevada and California) regional planning agency, in addition to Carson City land use regulations. The boundary is generally defined by the geographic area where water runoff drains into Lake Tahoe. The TRPA was created to protect the Lake Tahoe environment.

TRPA regulations divide the Lake Tahoe basin into Plan Areas. Plan Area Statements provide a description of land use for particular areas in the Basin. For each Plan Area, a “statement” is made as to how that particular area should be regulated to achieve environmental and land use objectives.

The TRPA Regional Plan, Code of Ordinances and Plan Area Statements should be referred to for properties within the Lake Tahoe basin but are used separately from Carson City planning documents. Where Carson City and TRPA regulations are in conflict, the more restrictive regulation generally

applies. More information on TRPA regulations can be obtained at www.trpa.org.

SIERRA PACIFIC POWER COMPANY ELECTRIC MASTER PLAN

The Sierra Pacific Power Company (SPPCo) worked concurrently with the Envision Carson City planning process on an Electric Master Plan as an element of the Carson City Comprehensive Master Plan.

To develop the Electric Master Plan, it is important to know not only how much growth is anticipated to occur in Carson City, but also where that growth will occur. This allows for the proper planning of future electric facilities, including substations and transmission lines, to serve the community in the future. SPPCo planners worked with City staff during the Envision Carson City process to ensure that electric plans will be consistent with the proposed land use development pattern in terms of where new residential, commercial and industrial growth will or may occur, and at what densities.

Based on the draft Land Use Map showing the “compact growth/mixed-use development” scenario, preliminary electric plans indicate the need for an additional “Envision” substation, similar in size to the existing substation on Fairview Drive, in the vicinity of the City corporate yard facilities on Butti Way. Detailed issues related to the future location and timing of the substation and the need for other facilities will be addressed more specifically in the Electric Master Plan.

IMPLEMENTATION DOCUMENTS

CARSON CITY MUNICIPAL CODE—TITLE 18 ZONING

Carson City Zoning Ordinance was created to aid in the implementation of the Carson City Master Plan. The ordinance not only gives descriptions and definitions of Use Districts and terms, it also contains the framework concerning procedures for appeal, amendment and permits, among others.

DEVELOPMENT STANDARDS

The development standards document is a comprehensive resource for the design-oriented standards required by the city for the safeguarding and maintenance of community character, safety, and environment. The design guidelines address specifications for both private and public projects within the city. Key elements of the standards are summarized below:

LAND USE AND SITE DESIGN

This section addresses elements pertaining to site design including architectural design, lighting, storage, screening, and storage.

- **Architectural Design Regulations-** are intended to unify the community character of Carson City to reflect an eclectic mix of harmonious styles. Emphasis is placed on development being human in scale, be compatible in scale, style, and appearance with surrounding buildings, and create visual interest in the built landscape.
- **Site Design Regulations-** address the quality, safety, consistency, and visual impact of the overall site plan from the street view. A primary focus is placed on development being oriented to the street, allowing for convenient and safe access to vehicles, pedestrians, public transit, and bicycles. Development that is clustered and interconnected, offering vegetated buffers and adequate pedestrian spaces is encouraged.
- **Other Regulations Addressed-** satellite dishes and antennae, personal storage, street vendors, outside storage including garbage, fences, walls, and hedges, cornices and uncovered porches and manufactured homes in single-family zoning districts.
- **Performance Standards-** were put forth for the following facilities: group care, child care, youth recreation, wireless telecommunication, and bed and breakfasts.

PARKING AND LOADING

This set of guidelines deals with the facilitation of safe and convenient access and circulation, as well as the design and location of parking and loading facilities.

LANDSCAPING

Landscaping guidelines establish minimum requirements for new or expanded multi-family residences of three or more units, office, commercial, industrial, institutional and public use developments regarding landscaping. The overarching goals of the landscaping regulations are to enhance the aesthetic appearance of the community and of the streets, to compliment the visual appearance of buildings, enhance property values, buffer land uses, to offer protections against intense land use activities, to insulate from the effects of weather (e.g. sun/shade), and to assist with water conservation.

HISTORIC DISTRICTS

This section pertains specifically to the Historic District established in May 1982, and regulated by the Historic Resources Committee. Several different eras of architectural style are described and the standards seek to recognize and protect the character-defining features of a structure

through attention to type and proportions of the roof, windows, siding, ornamentation, and size of structure to ensure that new development and rehabilitations to older structures are compatible with and maintain the historical character of the architecture in the district.

DOWNTOWN BUSINESS DISTRICT

The downtown business districts utilize many of the same regulations specified in the land use and site design section, but devote particular attention to how these relate to the business district. The overall theme is to have a visually consistent, pedestrian-friendly downtown business district.

HILLSIDE DEVELOPMENT

This section applies to hillside development, which is defined as parcels having 15% slope or more (formula and definitions provided). Development on slopes in excess of 33% or more is strongly discouraged and requires a Special Use Permit. Further specifications are provided regarding cut and fill practices, fire and safety, roads, parking and driveways, and landslide/avalanche prevention.

PARK STANDARDS

Park standards are intended to provide quality design and long term maintenance of public areas. They seek to offer the community distinctive site character in context with its surroundings, encourage neighborhood interaction and safety, provide human scale, visual detail, youth recreation equipment, gathering structures and landmarks, and pedestrian and bicycle ways. Particular attention is given to access, circulation, play zones, site drainage, landforms, landscape character, spatial organization, visual elements, energy/water conservation, lighting, materials used, and maintenance.

Other topics also addressed in the Development Standards include: Transportation, Trail Standards, Mobile Home Parks, Health, Storm Drainage, Water, Sewer & Reclaimed Water Standards, Well Requirements and Specifications, Soils Engineering Reports, Easements, Improvement Plans Submittal Requirements, Permit Processing and Financial Security Requirements, Construction of Improvements Inspection and Testing Requirement Reports.

Appendix B: Background & Context

A thorough inventory of existing conditions was prepared early in the planning process to inform and guide the development of the Carson City Master Plan. The inventory provided background and context to the planning team and the community on issues such as: historic growth trends; projections for future population growth; existing land use patterns; planned transportation improvements; economic factors; infrastructure and service capacity; and existing and planned park, trail, open space facilities among others. In addition, several inventory maps were prepared to help convey existing land use patterns, development constraints, and future development opportunities. Project information was made available to the public for review and comment at each stage of the process through a variety of means. The multi-faceted public participation component of the planning process is described below.

Using available background information above, a Capacity Analysis was prepared to evaluate the City's future development potential based upon the current Master Plan. This Analysis served as the basis for the preparation of the future development scenarios that led to the Land Use Map adopted as part of this Master Plan.

An overview of the planning process used and the background and context information prepared is provided below.

PLANNING PROCESS & PUBLIC PARTICIPATION

Ensuring equal and fair representation of a diverse community and providing adequate opportunity for community involvement are important to the success of a plan. Public officials, City staff, stakeholders, consultants, and the public collaborated over a period of 18 months from August 2004 through February 2006 to develop the updated Carson City Master Plan. The process was conducted by the Master Plan Management Team which consisted of key planning staff from the City, and the consultant's project manager. The Master Plan Management Team provided technical expertise to the consultants and managed the public outreach process, which provided numerous opportunities for the public and other stakeholders to participate



Community Forum.

throughout the process of developing the Master Plan. These opportunities are summarized briefly below.



Community Workshop.

COMMUNITY WORKSHOPS AND OPEN HOUSES

A series of community workshops and open houses were held at key points during the planning process. Events were locally advertised and were designed to allow citizens an opportunity to participate in hands-on plan development, review project materials, and convey their questions and concerns to City staff and the consultant team.

PROJECT WEBSITE

The Master Plan Management Team also maintained a project website at www.carsoncitymasterplan.com, which provided an overview of the planning process, contact information, and access to work products for review and comment throughout the project, including all maps and written materials. The project website also provided an on-line community forum and direct link to the City website. The website received over 20,000 visitors through the duration of the planning process.

City staff also maintained an e-mail distribution list of interested citizens and sent frequent updates to keep them informed of upcoming events and to notify them as new work products were made available.

PROJECT NEWSLETTERS

Illustrated project newsletters were developed at several key points in the project. Each of the newsletters provided updated information about progress on the Master Plan, contact information, and served as a medium for advertising the dates and locations of the upcoming meetings or public events. Newsletters were distributed electronically through the project website and made available at various City offices.

NEWSPAPER

Bi-monthly updates on the planning process were published in the Capitol City Focus, a Nevada Appeal insert, along with notice of dates and locations of upcoming meetings and public events.



LOCAL ACCESS TELEVISION

At key milestones through the process the consultants worked with Carson Access Television (CATV) and the Carson City Public Information Team to provide general updates as to the Comprehensive Plan process. This included: inviting CATV staff to public meetings and interviews with PMT members, City staff, etc.

STAKEHOLDER GROUP MEETINGS

Members of the Master Plan Management Team met with various stakeholder groups in the community on an informal basis throughout the planning process. Meetings were primarily conducted by City staff and generally occurred during each of the three primary phases of the development of the Master Plan.

While this is not intended as an exhaustive list, the following stakeholder groups were identified:

- Local/neighborhood organizations
- Chamber of Commerce
- Manufacturers Association
- Builders Association of Western Nevada (BAWN)
- Carson-Tahoe Regional Medical Center
- Western Nevada Community College
- State of Nevada Division of State Lands
- Downtown Redevelopment/Historic
- Washoe Tribe
- Various Recreation User Groups
- Carson City School District
- Bureau of Land Management (BLM)
- United States Forest Service (USFS)
- Airport Authority

BOARD OF SUPERVISORS, PLANNING COMMISSION, AND ADVISORY BOARD UPDATES

The Master Plan Management Team held meetings with members of the Planning Commission, Board of Supervisors, Parks and Recreation Commission, Open Space Advisory Committee, and Carson River Advisory Committee at key points in the planning process to provide progress updates, to present preliminary findings and alternative solutions, to receive public comments, and receive policy direction. Meetings between the Board of Supervisors and Planning Commission were conducted as joint meetings

to encourage an open dialogue between the two groups throughout the planning process.

SNAPSHOT SUMMARIES

Snapshot summaries were prepared for the following topic areas: Land Use; Population; Housing; Economy; Transportation; Infrastructure; Schools; Trails; Parks; and Recreation. A brief overview of topics addressed is provided below, followed by the complete version of each summary:

Land Use

Provides a summary of the City’s existing land use characteristics, including a break down of uses and generalized ownership patterns, as well as trends and key issues that influenced the Master Plan Update.

Population

Provides an overview of historic population trends in the City as well as what is projected for the future.

Housing

Provides a summary of how the City’s housing profile (housing type, costs, rentals, public and senior housing) has changed in recent decades and is projected to change in the future.

Economy

Provides an overview of key issues and trends related to the City’s economy, including its employment characteristics, income levels, as well as upcoming economic opportunities and challenges.

Transportation

Provides a summary of transportation-related facts and issues that will influence how and where the City grows in the future.

Infrastructure

Contains facts and figures about the City’s water supply and storm drainage and wastewater treatment facilities and understand what improvements are being planned for the future.

Schools

Contains facts and figures related to the City’s changing student population over the last decade, including school enrollment and facilities, trends and key issues, and future considerations.

Pathways

Provides a summary of trends and key issues related to the City's existing and future pathways system.

Parks

Provides a summary of the City's current parks level of service and what opportunities the City has to enhance its existing system over time.

Recreation

Provides a summary of the City's existing recreation program, influencing factors and trends, and gain an understanding of what challenges and opportunities the City has for the future.

Open Space

Provides a summary of major areas the City is working to preserve, opportunities an expanded system can provide, options the City has in acquiring additional open space, and challenges it faces in doing so.

FACTS AT A GLANCE

Carson City encompasses a total of 146 square miles. Although less than 10% of the City's total area is currently developed, nearly 75% of it is held by the U.S. Forest Service, the Bureau of Land Management, and the State of Nevada. These publicly-owned lands cover over 97 square miles and surround the urbanized area on three sides.

| LAND USE | ACRES | % OF TOTAL |
|--|---------------|--------------|
| Residential | | |
| Rural Residential | 373 | 0.4% |
| Single-family Residential | 4,754 | 5.3% |
| Mobile Home/MH Park | 524 | 0.6% |
| Multi-family Residential | 793 | 0.9% |
| Total: | 6,444 | 7.2% |
| Commercial/Employment | | |
| Commercial | 913 | 1.0% |
| Office | 141 | 0.2% |
| General Industrial | 73 | 0.1% |
| Light Industrial | 373 | 0.9% |
| Total: | 1,500 | 2.2% |
| Public/Quasi-Public | | |
| US Forest Service | 13,688 | 15.1% |
| Bureau of Land Management | 43,610 | 48.2% |
| State of Nevada | 5,138 | 5.7% |
| Education | 296 | 0.3% |
| Washoe Tribe | 448 | 0.5% |
| Utility | 56 | 0.1% |
| Public/Quasi-Public ¹ | 4,284 | 4.7% |
| Total: | 67,520 | 74.6% |
| Parks, Open Space, and Recreation | | |
| Parks | 1,651 | 1.8% |
| Private Open Space | 106 | 0.1% |
| Public Open Space | 208 | 0.2% |
| Recreation | 337 | 0.4% |
| Total: | 2,302 | 2.5% |
| Other | | |
| Vacant Private Land | 12,360 | 13.6% |
| Agriculture | 424 | 0.5% |
| Rights of Way | 2,804 | 3.0% |
| Total: | 15,588 | 17.1% |
| Citywide Total | 93,354 | 100% |

Source: Existing Land Use Map, Clarion Associates, September, 2004.

¹ Includes city-owned lands, churches, and other public/quasi-public uses not listed in the categories above.



TRENDS AND KEY ISSUES

EXISTING LAND USE PATTERNS

- ✓ Private vacant land and agricultural lands occupy nearly 13,000 acres within the City; however, much of the land is located away from existing urbanized areas of the City and is constrained by the presence of steep slopes, flood plain, or other natural features—limiting the amount of land available for future development.
- ✓ Approximately 7,100 acres of private land is potentially available for future development.
- ✓ Existing land uses within the City (both residential and commercial) have been developed at relatively low densities. As the City's land supply becomes more constrained, increased densities may need to be considered in some areas (such as the Downtown) to promote more efficient land use patterns and to accommodate future growth.

SEE MAPS:

Existing Land Use, 2004
 Current Zoning, 2004
 Proposed Land Use (Current 2003)
 Public/Private Ownership, 2004

SOURCES:

Carson City GIS; Carson City Assessor's Office; Clarion Associates.

FACTS AT A GLANCE

Carson City has experienced a relatively robust rate of population growth over the past 20+ years. However, growth in the past few years has slowed down, a trend that is expected to continue. At the same time, surrounding Counties are expected to grow at a faster rate than Carson City. Storey, Douglas and Lyon Counties, in particular, are undergoing rapid population growth. Since 1980, these counties grew at an annual rate of 3.6 to 5.2 percent. The following statistics and data are relevant to population growth in Carson City.

Population and Households Profile

- **2000 Population:** In 2000, Carson City had a population of 52,550 people in 20,171 households.
- **1990-2000 Growth:** On a yearly basis from 1990 to 2000, the population of Carson City grew at an annual rate of 2.6%.
- **2005 Population:** In 2005, Carson City had an estimated population of 57,104 persons. This represents an annual rate of increase of 1.68% from 2000 to 2005.
- **Projected Population Growth:** Over the next 20+ years, the City's population is projected to increase to 65,628 persons by the year 2024. This represents an average annual increase of 0.8%.
- **Household Size:** The average household size is 2.44 persons.

Age

- The median age of residents in Carson City (year 2000) is 38.7 years, up from 36.8 years in 1990.
- The senior population is projected to continue to grow. Persons over 65 years of age comprise 15% of Carson City's residents, compared to 11% statewide. The percentage of persons over 65 years of age in Carson City is projected to grow to 18% by the year 2024.

Income

The median household income in 2000 was \$41,809, with a per capita income of \$20,943. Income per capita has grown at an annual rate of 4.7 percent in Carson City since 1980.

Regional Population Growth 1980-2005

| | 1980 | 1990 | 2000 | 2005 | ANN. % |
|----------------|---------|-----------|-----------|-----------|--------|
| Carson City | 32,325 | 40,714 | 52,550 | 57,104 | 2.3% |
| Lyon County | 13,743 | 20,267 | 34,892 | 48,860 | 5.2% |
| Douglas County | 19,491 | 28,010 | 41,458 | 50,108 | 3.85% |
| Washoe County | 195,406 | 256,643 | 341,421 | 396,844 | 2.87% |
| Nevada | 810,224 | 1,220,695 | 2,018,828 | 2,518,869 | 4.64% |

Source: U.S. Census; Woods and Poole 2004 County Projections; Clarion Associates; Nevada State Demographer.



TRENDS AND KEY ISSUES

POPULATION

- ✓ Carson City's population growth has begun to taper off. Whereas there was a 2.6% annual growth rate from 1990-2000, anticipated growth over the next 20 years is 0.8%.
- ✓ The City's population is projected to increase to 65,628 persons by the year 2024.

AGE

- ✓ Carson City is experiencing a strong growth in senior population but a slower growth in young adult population.
- ✓ The presence of a growing senior population will have implications on the housing options that will experience demand as well as transportation services for those no longer having access to a car.

SOURCES:

2000 U.S. Census, 1990 U.S. Census, Woods and Poole 2004 County Projections; Nevada State Demographer.

FACTS AT A GLANCE

The Carson City area offers a wide range of housing units and types in the city's older core area neighborhoods, newer suburban areas, and the more rural areas to the north and south. Many older neighborhoods contain a mix of sizes, types, prices, and age of homes. In addition to urban housing, many residents live in rural areas of the city within a short distance of the urban areas.

Housing Profile

Carson City has a diverse mix of housing types.

- Carson City has 22,951 housing units, 95% of which are occupied.
- The majority of housing is single-family (56%), followed by multi-family housing (29%), and mobile homes (14) %.
- The 1970s and 1980s were a time of great growth for Carson City. Nearly half (48%) of its housing stock was built at this time.
- The mix of housing types in Carson City has changed slightly over the past decade, with single family dwellings, as a percentage of the total housing stock, growing from 54% to 56%.

Housing Costs

- The median sales price of a home in Carson City has jumped from \$127,000 in 1995 to \$270,000 in 2004.
- The median home value in the last quarter of 2004 rose to \$298,000.
- Entry-level housing costs range from \$210-260,000.

Housing Rentals

- Rental housing costs (monthly) range from \$500-600 for one bedroom apartments, \$650-900 for two bedroom apartments, and \$750-950 for three bedroom apartments.
- Single family rentals (3 bedrooms, 2 baths) range from \$975-\$1,400 per month.
- Rental vacancy rates in Carson City are under 5 percent.

Public Housing

- Carson City contains approximately 328 project-based subsidized housing units in apartment complexes. In addition, a number of additional units with Section 8 subsidy arrangements are located throughout the community.

Senior Housing

- The Seasons Senior Community Housing is to be developed adjacent to the Carson City Senior Center, as a low-income senior housing project funded by low-income housing tax credits.
- There are several for-profit assisted living complexes in Carson City. However, monthly rental rates generally range from \$1,000 to \$2,000 per month.



TRENDS AND KEY ISSUES

Future Housing Needs

- ✓ Projections for population growth indicate that by the year 2024, the city's population could grow by more than 10,000 residents.
- ✓ This could require as many as 4,100 new dwellings to accommodate the additional population.
- ✓ There is a limited supply of land suitable for residential use in the City. The next phase of *Envision Carson City* will consider appropriate locations for housing in urban neighborhoods to meet the needs of future residents.
- ✓ Households facing the greatest cost burdens and housing needs are elderly, large families, and low income households.

SOURCES:

U.S. Census data, Carson City Assessor's office, Claritas data service



ECONOMY

FACTS AT A GLANCE

Employment

Carson City has a diverse economy that serves as an employment center for the region

Services, government, retail and manufacturing provide a strong employment base in the area and these sectors are projected to continue to grow in the future.

Employment by Category (1980-2004)

| | 1980 | % OF TOTAL | 1990 | % OF TOTAL | 2004 | % OF TOTAL |
|---|-------|------------|-------|------------|-------|------------|
| Farm/Ag/Mining | 153 | 0.8% | 221 | 0.8% | 293 | 0.7% |
| Construction | 1,494 | 7.7% | 1,617 | 6.0% | 2,267 | 5.4% |
| Manufacturing | 1,825 | 9.4% | 3,601 | 13.4% | 4,807 | 11.4% |
| Transportation, Communication, Public Utilities | 637 | 3.3% | 575 | 2.1% | 782 | 1.8% |
| Wholesale | 204 | 1.1% | 433 | 1.6% | 753 | 1.8% |
| Retail Trade | 2,773 | 14.3% | 4,310 | 16.1 | 6,914 | 16.3% |
| Finance, Insurance, & Real Estate | 1,267 | 6.5% | 1,570 | 5.8% | 5,051 | 11.9% |
| Services | 4,837 | 24.9% | 7,042 | 26.2% | 10,57 | 25.0% |
| Government | 6,221 | 32.0% | 7,474 | 27.8% | 10,91 | 25.8% |
| Total: | 19,41 | 100.0% | 26,84 | 100.0% | 42,34 | 100.0 |

Source: Woods and Poole 2004 County Projections; Economic & Planning Systems, Inc.

Income

Carson City and the surrounding counties are becoming more affluent

Income per capita has grown at an annual rate of 4.7 percent in Carson City since 1980, and during the same period surrounding counties experienced annual growth of 3.4 to 4.8 percent.

Economic Opportunities

The 395 Freeway will create redevelopment opportunities and new regional retail clusters

- As 395/Carson Street becomes a more local-traffic street, existing retail space may be redeveloped for new retail/residential/office uses.
- Downtown may also be redeveloped into a more pedestrian friendly environment with a mix of office, retail and residential uses.
- The freeway exits will create an opportunity for new regional retail clusters, which rely on freeway visibility and accessibility.

Carson Tahoe Regional Hospital

The new regional Carson Tahoe Hospital will create over 150 new professional jobs and additional 400,000 square feet of medical-related office space near the new hospital.

TRENDS AND KEY ISSUES

EMPLOYMENT

- Carson City is expected to add 30,000 jobs by 2030.
- According to the 2000 census, 5,615 Carson City residents commute to other cities for work, while 10,583 people from other cities commute in to Carson City for work. This means that for every Carson City resident commuting OUT for work, two people come IN for work.
- Employment has grown more rapidly than population in Carson City (1980-2004).

ECONOMIC CHALLENGES

- Retail growth in Douglas County poses a challenge for Carson City to both retain current and attract future retail developments.
- The freeway is likely to pose a challenge to retail activity along 395/Carson Street. Repositioning may be needed as the regional traffic is rerouted to the freeway.
- Current retail formats along 395/Carson Street pose a redevelopment challenge, as do vacancies left by large-scale retail users.

REGIONAL TOURISM

- Carson City has a strong historic tourism industry and growing sports tourism activities that bring out of town visitors to the area.

SOURCES:

Woods and Poole 2004 County Projections; Economic and Planning Systems, Inc.; 2000 U.S. Census.



TRANSPORTATION

FACTS AT A GLANCE

Carson Area Metropolitan Planning Organization (CAMPO)

In 2003, CAMPO was designated as the metropolitan planning organization for the Carson City urbanizing area. This includes all of Carson City, as well as a portion of Douglas County (Indian Hills, Stephanie Way, and Johnson Lane), and a portion of Lyon County in Moundhouse. The MPO adopted a Transportation Plan update in 2004, which extended the plan's horizon year to the year 2025. The Plan reflects new roadway needs based on long-range forecasts of population and employment growth in Carson City.

Growth in Traffic Volumes

Travel to and within Carson City is very auto-dependent. As in most western cities, traffic is expected to increase at a rate that exceeds population growth. While population is expected to increase by 18% over the next twenty years, travel by auto (as measured in vehicle-miles traveled) is expected to grow by 50%.

Planned Roadway Improvements

The recommended set of key roadway improvements through the year 2025 are estimated to cost \$38 million dollars and will include the following:

- Roop Street Widening (Winnie Lane to 5th Street)
- Curry Street & Stewart Street (2-lane collector with left turn lanes)
- Graves Lane/Arrowhead Connection
- US 50 Widening (6 lanes from Saliman Road to the Lyon County line)
- Lompa Ranch North/South Collector Road (to be implemented when development occurs)
- Saliman Road/Hillview Drive extension
- Fairview Drive widening (4-lanes from the Freeway to South Carson St)
- Ormsby Boulevard extension

Estimated Costs of Planned Transportation Improvements

| PROJECT | ESTIMATED COSTS |
|---|----------------------|
| Street and Highway | |
| Carson City Freeway (phase 2 only) | \$155,000,000 |
| Carson City Regional Transportation Commission Projects | \$38,000,000 |
| Development/Safety/Pedestrian/bike Projects | \$13,800,000 |
| Total Street and Highway | \$206,800,000 |
| Public Transportation | |
| Public transportation System Improvements | \$1,120,000 |
| Public Transportation System O&M | \$14,222,000 |
| Total Public Transportation | \$15,342,000 |
| Total Costs | \$222,142,000 |

Source: Carson Area Transportation Plan, 2004



TRENDS AND KEY ISSUES

TRANSPORTATION TRENDS

- ✓ The designation of CAMPO as a regional coordinating body should assist in the long-range transportation planning and implementation to assure a quality transportation system for Carson City in the future.
- ✓ Traffic volumes are expected to grow more than twice as fast as the population given the high levels of auto dependence.
- ✓ The Carson City Freeway represents the most critical element of the City's future transportation system due to its potential to relieve future congestion levels on a number of roadways, including Carson Street, portions of Roop Street, Stewart Street, Silver Sage Drive, and Edmonds Drive.
- ✓ The development of a more balanced, multi-modal transportation system is a high priority.

Carson City Freeway

The Carson City Freeway is a crucial element of the transportation plan and also the most expensive, with total costs estimated at \$300 million. The project will be completed in two phases:

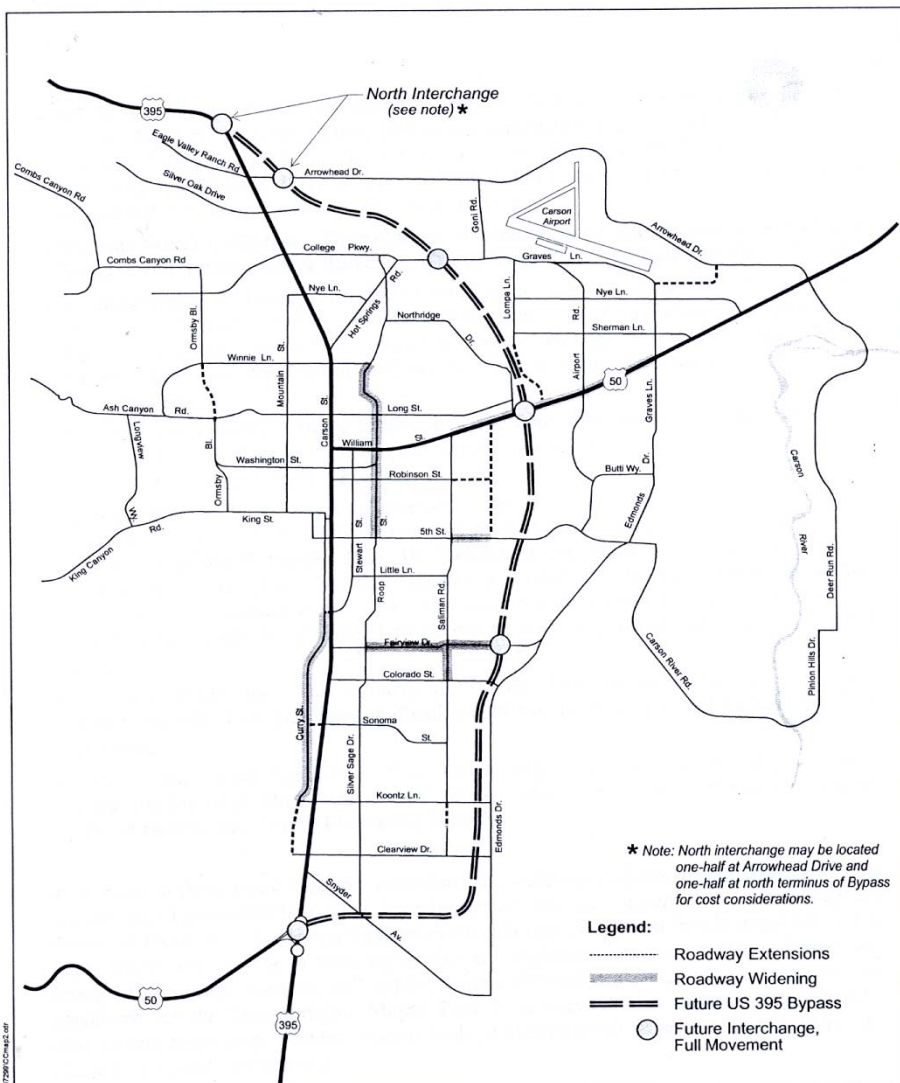
- Phase I: Freeway construction connecting US 395 with US 50, to be completed by 2006.
- Phase II: Continuation of the Freeway south to the US 50/Tahoe Juncture at South Carson Street, scheduled for completion in 2010.

Other Modes of Travel

An overall goal of the Transportation Plan is to create a balanced and coordinated system that provides viable alternatives to the automobile. This includes a comprehensive system of bicycle and pedestrian facilities (on-street facilities as well as sidewalks, multi-use paths, and trails); and a public transportation (transit) element.



2025 Major Roadway Improvements



Transit Service

Existing transit service available in the city includes:

- Carson City Community Transportation: dial-a-ride transit service
- Douglas Area Rural Transit: provides service to rural areas and Stateline
- Reno to Carson City Pride: Minden to Reno CitiCenter service

SOURCE:

Carson Area Transportation Plan, 2004.

Source: DKS Associates



INFRASTRUCTURE

FACTS AT A GLANCE

Wastewater Treatment

The Carson City Wastewater Reclamation Plant provides tertiary treatment of domestic and industrial wastewater.

- Annual inflows to the plant average 5.3 to 5.5 million gallons per day (mgd).
- By the year 2025, this is expected to increase to 9.3 mgd.
- Current capacity of the plant is 6.9 mgd.
- With a series of planned improvements to the plant, capacity will be 10.9 mgd by the year 2025.
- The plant currently supplies reclamation water to a number of users, including golf courses; parklands; the prison farm; and reuse water tankers for construction dust control.

Water Supply

The Water Utility operates a complex system of water supply, storage and distribution facilities throughout the Carson City area.

- Peak day water demand was approximately 24 MGD in 2004.
- The maximum daily production capacity of the treatment plant plus the 26 wells is 24 million gallons per day when all facilities are functioning and when ground water levels are normal.
- The total storage capacity of the 15 water tanks (when full) is 23 million gallons.

The City's permitted water rights (including both surface and groundwater) totals 18,345 acre-feet

- Actual water use in 2003 was 12,587 acre-feet (a typical household of four uses approximately 0.60 acre foot of water annually or 550 gallons/day).
- Based on serving a future projected population of 80,000 residents, the City will require approximately 18,000 acre-feet annually to meet its needs.

Storm Drainage

Phase II Storm Water Management Plan

- Carson City has prepared a Phase II storm water management plan to achieve compliance with Clean Water Act requirements.
- These requirements are designed to ensure that storm water discharges into the Carson River will not cause or contribute to water quality conditions that exceed adopted water quality standards.
- The City currently funds its stormwater management programs through user charges.

SOURCES:

Carson City Utilities; Carson City Stormwater Master Plan

REVISED 1/11/05

TRENDS AND KEY ISSUES

WATER SUPPLY

- ✓ Carson City's peak day water demand grew by 42% between 1990 and 2000, while its population grew by 30%.
- ✓ Future water supply issues facing the City include:
 - Ability of the water system to meet peak summer demands.
 - Ability to extract the remaining usable water rights from the ground.
 - Current and upcoming regulations which will impact the water system.

STORM DRAINAGE

- ✓ The City's Phase II Storm Water Management Plan is addressing the following measures:
 - Public education and outreach
 - Public participation and involvement
 - Detection and elimination of illicit discharges
 - Construction site runoff control
 - Post-construction runoff control

WASTEWATER TREATMENT

- ✓ Increasing the re-use of reclamation water for landscaping of parks, ball fields, and other areas of the city can significantly reduce the peak day water demand.
- ✓ 2003 NDEP issued a directive to line Brunswick Reservoir. Related issues include:
 - plant expansion is on hold pending additional treatment requirements
 - Interim reservoir storage requirements
 - Need for additional effluent disposal sites.

FACTS AT A GLANCE

Carson City has experienced a number of significant changes in its student body over the past decade. Growth in its student population, and changing demographics and transiency rates have dramatically changed how the District educates its students. The School District constantly needs to reinvent itself to adapt to the changing demands on public education. Given growth projections for the future, further changes, improvements, and expansion will be necessary. Two School Bond issues, one for \$18 million in 2000 and another for \$3.75 million in 2002, have enhanced the District's ability to prioritize its efforts, as has the recently adopted operational and service Memorandum of Understanding with the City.

Changing Composition of Student Population (1993/94-2003/04)

- **Student Composition:** Enrollment of Hispanic students has increased 172% over the past 10 years.
- **ESL Students:** The number of non-English speaking students has increased 100% over the past decade
- **Transiency Rate:** From the 1993/94 to 2003/04 school years, the level of transience in the student population has decreased by 0.7%.
- **Curriculum and Resource Impacts:** The changing needs of the student population over the past decade, particularly as regards services such as ESL training (up 100%) and the free/reduced lunch program (up 35%), impact the resources that need to be devoted to these programs.

Enrollment and Facilities

- Carson City student enrollment has increased 24% over the past 10 years.
- Local and State projections indicate that Carson City's youth population (6-18 years) will increase by 10% over the next two decades.

Enrollment by Facility in the Carson City School District, 1993/94-2003/04

| | 1993/94 | 2003/04 | PORTABLE BUIDING ON SITE? |
|----------------|--------------|--------------|---------------------------|
| Bordewich/Bray | 596 | 714 | No |
| Empire | 528 | 606 | Yes |
| Fremont | 597 | 655 | No |
| Fritsch | 667 | 624 | Yes |
| Mark Twain | 526 | 660 | Yes |
| Seeliger | 676 | 678 | Yes |
| Carson Middle | 936 | 1,220 | Yes |
| Eagle Valley | 773 | 960 | Yes |
| CHS | 2,072 | 2,574 | No |
| Pioneer High | N/A | 107 | Yes |
| TOTAL | 7,371 | 8,798 | |



TRENDS AND KEY ISSUES

STUDENT POPULATION

- ✓ Carson City has seen large increases in both Hispanic and non-English speaking students in the past 10 years.
- ✓ Despite a 24% increase between 1993/94 and 2003/04, enrollment has decreased by 111 students in the past two years. However, this trend may be short lived, with a projected 10% increase in the future.

FUTURE CONSIDERATIONS

- ✓ Carson City will most likely need to convert temporary classroom facilities into permanent structures to accommodate future students.
- ✓ Facility enhancements and curriculum changes will need to be made to address technology upgrades, safety, vocational programs and federal education mandates.

SOURCE:

Carson City School District, 2004.

FACTS AT A GLANCE

Carson City has experienced a number of significant changes in its student body over the past decade. Growth in its student population, and changing demographics and transiency rates have dramatically changed how the District educates its students. The School District constantly needs to reinvent itself to adapt to the changing demands on public education. Given growth projections for the future, further changes, improvements, and expansion will be necessary. Two School Bond issues, one for \$18 million in 2000 and another for \$3.75 million in 2002, have enhanced the District's ability to prioritize its efforts, as has the recently adopted operational and service Memorandum of Understanding with the City.

Changing Composition of Student Population (1993/94-2003/04)

- **Student Composition:** Enrollment of Hispanic students has increased 172% over the past 10 years.
- **ESL Students:** The number of non-English speaking students has increased 100% over the past decade
- **Transiency Rate:** From the 1993/94 to 2003/04 school years, the level of transience in the student population has decreased by 0.7%.
- **Curriculum and Resource Impacts:** The changing needs of the student population over the past decade, particularly as regards services such as ESL training (up 100%) and the free/reduced lunch program (up 35%), impact the resources that need to be devoted to these programs.

Enrollment and Facilities

- Carson City student enrollment has increased 24% over the past 10 years.
- Local and State projections indicate that Carson City's youth population (6-18 years) will increase by 10% over the next two decades.

Enrollment by Facility in the Carson City School District, 1993/94-2003/04

| | 1993/94 | 2003/04 | PORTABLE BUIDING ON SITE? |
|----------------|--------------|--------------|---------------------------|
| Bordewich/Bray | 596 | 714 | No |
| Empire | 528 | 606 | Yes |
| Fremont | 597 | 655 | No |
| Fritsch | 667 | 624 | Yes |
| Mark Twain | 526 | 660 | Yes |
| Seeliger | 676 | 678 | Yes |
| Carson Middle | 936 | 1,220 | Yes |
| Eagle Valley | 773 | 960 | Yes |
| CHS | 2,072 | 2,574 | No |
| Pioneer High | N/A | 107 | Yes |
| TOTAL | 7,371 | 8,798 | |



TRENDS AND KEY ISSUES

STUDENT POPULATION

- ✓ Carson City has seen large increases in both Hispanic and non-English speaking students in the past 10 years.
- ✓ Despite a 24% increase between 1993/94 and 2003/04, enrollment has decreased by 111 students in the past two years. However, this trend may be short lived, with a projected 10% increase in the future.

FUTURE CONSIDERATIONS

- ✓ Carson City will most likely need to convert temporary classroom facilities into permanent structures to accommodate future students.
- ✓ Facility enhancements and curriculum changes will need to be made to address technology upgrades, safety, vocational programs and federal education mandates.

SOURCE:

Carson City School District, 2004.

FACTS AT A GLANCE

Carson City has a significant inventory of pathways but these pathways are not yet integrated into a pathways system. Many disconnected trail segments could be greatly improved and expanded. Carson City has the opportunity to create a unique and extensive pathways system.

Existing Conditions

- Sidewalks are inconsistent and are nonexistent in many parts of the City.
- There are no bike pathways or on street bike lanes that connect throughout the City.
- Pathways are not connected to schools or parks, and often do not connect the City to its surrounding open space/pathways.
- Pathways are inconsistent in their design and signage.

Carson City Residents

- Carson City residents want a variety of pathway types: places to horse back ride, mountain bike, hike, skate, and use OHV vehicles.
- Residents of Carson City are willing to share pathways as long as proper pathway etiquette is followed.
- Residents have expressed a desire for a “ring” pathway system that would connect existing and new pathways as well as provide access to open lands surrounding the community.

Opportunities

- Carson City can work with BLM and Nevada State Lands to tie into a regional trail system.
- Fire access roads can be integrated into the Carson City trail system.
- Existing utility easements could be used to help connect Carson City’s existing pathways.
- Pathways are an inexpensive way for Carson City to provide both passive and active recreation opportunities.
- New developments could incorporate trail dedication requirements.
- Pathways are the most popular and most used recreation facilities in many communities.



TRENDS AND KEY ISSUES

- ✓ As Carson City grows to a population of 75,000, pathways may play a vital role in offering alternative transportation.
- ✓ The national struggle with obesity can be alleviated through exercise. Providing a number of pathways within and surrounding Carson City will provide people with numerous exercise opportunities.

CHALLENGES

- ✓ Right of ways may be difficult to obtain through existing developments.
- ✓ The freeway is likely to pose a challenge for connecting pathways west to east, across the City.

FACTS AT A GLANCE

Carson City has 37 parks, consisting of over 1144 acres of park land. Carson City is well above the national average for regional parks and natural parks. However, by some standards, Carson City is lacking in the amount of neighborhood parks. Furthermore, existing parks are not evenly distributed, as some areas in the city have much less access to parks than others.

Current Level of Service

- Carson City has approximately 696 acres of developed parks.
- The City's overall level-of-service is approximately 13.3 acres of parks per thousand population. This consists of:
 - 6.8 acres/thousand of Community;
 - 5.3 acres/thousand of Sports Complexes; and
 - 1.1 acres/thousand of Neighborhood Parks.
- To maintain existing levels of service will require significant additional parks as the City grows from 55,000 to 75,000+ people at build-out.

Carson City Residents

- Carson's residents appear to be active outdoor enthusiasts, taking advantage of the open lands, forests and scenic areas that surround the City.
- There are very strong, well attended sports programs for all ages that place a big level of pressure on existing facilities.
- Many Carson City residents have dogs, creating an increased demand for park facilities that allow dogs.
- Approximately 15% of Carson City' residents are over the age of 65. If this indicates a trend that the population is slightly shifting away from young families toward retired couples, the City may need to provide different recreational opportunities, activities, and facilities.
- There may be an increased demand for passive recreation opportunities, including a demand for natural parks.

Opportunities

- There is significant vacant land within Carson City that could be used to help fill in the gaps in its park system.
- Greenbelts and trails could connect throughout the City to create an integrated park system.
- An enhanced partnership between the school district and the City could allow for increased access to school grounds that would help mitigate Carson City's lack of neighborhood parks.
- Regional tourism to Carson City could be enhanced if the City were to create a unique park system.



TRENDS AND KEY ISSUES

- ✓ By some standards, Carson City is lacking in the amount of neighborhood parks.
- ✓ Studies have shown that having a park within close proximity to home increases the amount of exercise that one engages in.
- ✓ As the City's central community park, Mills Park is heavily utilized. An additional community park will be necessary to accommodate new growth.
- ✓ Carson City Residents appear to have a greater desire for natural parks and trails than neighborhood parks.

FACTS AT A GLANCE

Carson City provides a broad range of recreation facilities and programs for a city of 55,000. The Community Center theatre, gym, rooms and resources, aquatic facility, sports complexes and various off-site programs routinely draw people from Washoe County including Reno and Sparks, Douglas County, Storey County, Lyon County and California.

Resident participation is high and surveys indicate that the citizens of Carson City enjoy the variety of adult and youth resources and the professionalism of recreation programs and staff. However, Carson City has maximized the efficient use of its recreational facilities. As growth and demand continue, these facilities will no longer be able to accommodate community needs.

Economic Opportunities

Carson City Recreation has attracted out of town visitors to the area by hosting sport tournaments or featuring a variety of community center activities and programs. Studies have shown that these events bring significant revenues to our community.

- Increasing the number of sports tournaments and community center activities hosted in Carson City would be expected to generate increased revenue for local businesses including hotels and restaurants, and additional revenue for the Recreation Division.
- Improvements and additions to Carson City's parks and sports complexes would be necessary to meet the demand that would accommodate additional tournaments.
- Carson City's theatre has the potential to draw increased patronage—both local and out-of-town residents—with a larger performance area that would accommodate more sophisticated and elaborate traveling productions.

Facility Partners

Carson City has created many cost-effective partnerships. A few examples include:

- The School District uses the City's community center, theatre, aquatic facility, golf courses and tennis courts.
- The City utilizes the schools' gymnasiums for basketball and volleyball.
- The City uses several fields located at the schools.
- WNCC uses the City's community center theatre.
- The latchkey program uses both community center and school district buildings and resources.

Demographic Trends

The Carson City Recreation Division is dedicated to meeting the needs of the diverse population of Carson City.

- The Hispanic population of Carson City has been rapidly increasing for several years.
- In Carson City, the percentage of senior citizens in the population and accessing recreation continues to increase.
- Population increases in neighboring areas such as Lyon, Storey and Douglas County impact Carson City services.



TRENDS AND KEY ISSUES

POPULATION

- ✓ With a population of 55,000, Carson City is maximizing the use of its recreation facilities
- ✓ The population of Carson City is projected to reach 75,000; Carson City's current indoor recreation facilities will not be able to accommodate the increased needs

OPPORTUNITIES

- ✓ Studies are showing that in addition to increased usage fees for the City, local businesses financially benefit from tournaments and activity that bring out-of-towners to Carson City.

PROJECTS UNDERWAY

- ✓ Carson City is in the process of planning an additional indoor recreational facility; the master plan will help determine the location of this facility along with the amenities it will contain.
- ✓ The Capital Gun Club is working with the City to plan a new multi-use facility that could also host the Clear Creek Bowmen (archery) and the Carson Rifle and Pistol Club.



Opportunities

Additional key facilities would meet community demands and provide additional usage fees, as well as increased revenues for local businesses from out-of-town visitors to new tournaments and activities.

- A new gym would meet current needs of youth and adult programming.
- Expansion of sports complexes would allow for increased participation.
- Additional cross sharing of resources would create new efficiencies.
- A recreational pool would allow families access without time constraints.

Challenges

- Carson City Recreation Division facilities and resources are not able to accommodate current demand from the community.
- Community partners that share facilities and resources with the City are experiencing constraints.
- There is a shortage of recreational sports activities for teens in the community.

FACTS AT A GLANCE

Carson City has recently initiated an open space program to preserve corridors, hillsides, protect natural areas, and provide passive recreation opportunities.

Open Space Acquisition

Some of the major areas that Carson City is working to preserve include:

- Carson River corridor
- Scenic vistas and visible hillsides
- Working agricultural areas in or near the City
- Linkages for trails, trail heads, and connection of open space parcels

Opportunities

- With a unique and expansive open space system, Carson City has the potential to attract additional out of town visitors
- Open Space corridors can be used to connect trails and parks

Means of Acquiring Open Space

Carson City can acquire additional open space through a variety of measures including:

- Conservation easements
- Cluster development
- Estate planning
- Land preservation development
- Deed restrictions/covenants
- Reserved life estate
- Cash purchase
- Donation or gift
- Land exchange
- Purchase of development rights, transferable development rights
- Intergovernmental agreements



TRENDS AND KEY ISSUES

PLANNING FOR FUTURE OPEN SPACE PURCHASES

- ✓ The City should purchase lands only when necessary, in other words, when land is under threat of being developed
- ✓ With limited funding to purchase open space, the City must prioritize its acquisitions
- ✓ Carson City should work with partners to leverage additional resources for acquiring open space

CHALLENGES

- ✓ As Carson City grows, land will be needed for housing, employment, parks, and other public uses, leaving less land available for open space.
- ✓ Working with landowners to create an integrated system of open space may prove to be a difficult process
- ✓ Management of open space once it is acquired will require funding from the City

INVENTORY MAPS

The following maps were prepared in conjunction with the Snapshot Summaries, above. A brief summary of each is provided below:

EXISTING LAND USE

Provides an overview of generalized existing land use patterns within the City based on 2004 County assessor data. Also identifies significant vacant parcels within the community.

OWNERSHIP

Identifies major public landholdings within the City, including those held by the Bureau of Land Management, United States Forest Service, Carson City, and other entities. Also identifies the boundaries of private lands within the City.

ENVIRONMENTAL VALUES AND CONSTRAINTS

Identifies environmental values and constraints within the City, including earthquake hazards (active faults and potentially active faults), steep slopes, and the 100-year floodplain.



Insert Existing Land Use Map

Insert Ownership Map



Background and Context

Insert Environmental Values and Constraints Map



DEVELOPMENT CAPACITY ANALYSIS

INTRODUCTION

This report is intended to assess the planning area's ability to accommodate development. It is based upon an analysis of physical opportunities and constraints that might have an impact on the ways in which land in the planning area might be used in the future. This includes such factors as preserving areas that are restricted from development due to environmental hazards; and projected demands for land to meet the region's needs for housing, employment, and other types of uses. Each of these factors will need to be carefully considered as the Comprehensive Plan update moves into its next stages of preparing and evaluating alternative scenarios for the future. It should be noted that this capacity analysis is based on land use designations under the City's current Comprehensive Master Plan. Changes to the plan that may result from the *Envision Carson City* planning process may ultimately change the capacity for development on vacant lands.

This analysis is designed to identify opportunities and constraints to development, and answer such questions as:

- How much developable land is there in the City, and how much potential development can be supported on this land under the City's current land use plan designations?
- What would "buildout" of the City look like under the current Comprehensive Plan?

Answers to such questions will assist the community and planning team as they develop alternative land use scenarios for future growth, as well as in recommending policies regarding public infrastructure and services, transportation, zoning, and the environment.

DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

Flood Prone Areas/Steep Slopes

The City contains areas that are not suitable for development due to constraints such as floodplain, steep slopes (typically on hillsides with slopes of 15% or greater) and geologically unstable areas. For purposes of this analysis, these are generally designated as Open Space/Public Regional or Open Space/Rural Residential (see *Current Development Capacity* map). These areas comprise approximately 2,343 acres, and are assumed to be unsuitable for urban uses. Some areas that are presently designated as floodplain will be modified as a result of the Freeway construction, and may be suitable for development in the future. This will be taken into account during the "Alternative Growth Scenarios" phase of the *Envision Carson City* planning process.

Infrastructure and Services Capability

The primary services that define the location and pattern of urban development include wastewater collection and treatment, and potable water treatment and distribution that can be provided with adequate fire protection flows. City staff has indicated that there are no significant constraints to development in the urbanized areas of the City.

Land Availability

The supply of land that could potentially be available for various uses in the planning area is affected by a number of factors. These include physical considerations and constraints, such as flood prone areas; current development patterns, which influence the potential future use of adjacent lands; current Land Use Plan designations, which influence the uses that would be permitted under current City policies; and the location and availability of infrastructure and services needed to support development. Previous sections of this analysis have addressed the physical and infrastructure considerations. The purpose of this section is to analyze the supply of land within the planning area that is potentially available for development.

This analysis compares three critical factors regarding potential development within the planning area. The first is a determination of the areas that are not available for development either because it is already developed, or is constrained from development by physical factors. The second factor is the supply of land within the planning area that is currently designated for various land uses, including residential, commercial/retail uses, and employment uses. The third factor is the supply of land within the planning area that is under federal jurisdiction, portions of which may be available for future urban development. Each of these factors is discussed briefly below.

POTENTIAL DEVELOPMENT CAPACITY

Developed Land

The City contains a total of 93,354 acres within its boundary. Of that total, approximately 7,944 acres are currently developed for a range of land uses, or in active use for a range of public purposes such as parks, schools, or utilities. Table I below summarizes the amount of existing developed land in the City.

| TABLE I EXISTING DEVELOPMENT (2004) | | | |
|--|----------------|--------------|----------------------|
| RESIDENTIAL | | | |
| LAND USE | DENSITY | ACRES | HOUSING UNITS |
| Rural Residential | > 5 ac/du | 373 | 48 |
| Low Density Residential | 3 du/ac | 4,754 | 12,161 |
| Mobile Home | 5 du/ac | 524 | 2,921 |
| High Density Residential | 15 du/ac | 793 | 7,412 |
| Subtotal | | 6,444 | 22,542 |

| NON-RESIDENTIAL | | | |
|------------------------|-----------------------|--------------|----------------|
| | DENSITY (FAR) | ACRES | Sq. Ft. |
| Commercial | 0.25 | 913 | 7,247,575 |
| Office | 0.25 | 141 | 1,763,170 |
| Industrial | 0.20 | 446 | 3,280,159 |
| Subtotal | | 1,500 | 12,290,904 |

Sources: Existing Development is based upon Existing Land Use Map acreages and residential units provided by the Carson City Assessor's Office (2004).

Developable Land Supply

The City contains a total of 7,956 acres of potentially developable land within its boundary. Of that total, approximately 2,343 acres are currently designated as *Open Space/Rural Residential/Recreational* on the City's Comprehensive Plan, largely due to physical constraints such as floodplain designation or steep topography. Table 2 below summarizes the amount of existing potentially developable land in the City, and its potential capacity for development based on its current designation on the City's Comprehensive Plan.

| TABLE 2 POTENTIAL DEVELOPMENT | | | |
|---------------------------------------|----------------|--------------|----------------------|
| RESIDENTIAL | | | |
| LAND USE | DENSITY | ACRES | HOUSING UNITS |
| Agricultural Residential (1 du/40 ac) | 0.03 | 1,088 | 23 |
| Rural Residential (> 5 ac./dwelling) | 0.15 | 1,237 | 158 |
| Low Density Residential | 3 | 356 | 908 |
| LDR/Mobile Home | 3 | 0.3 | 1 |
| Suburban Residential (1 du/1.5 ac) | 0.67 | 1,127 | 642 |
| Medium Density Residential | 5 | 452 | 1,921 |
| MDR/Mobile Home | 5 | 21 | 89 |
| High Density Residential | 15 | 140 | 1,785 |
| HDR/Mobile Home | 15 | 22 | 279 |
| Commercial/HDR | 10 | 6 | 51 |

| | | | |
|---|------|-------|-------|
| Open Space/Rural Residential/Recreational | 0.03 | 2,343 | 50 |
| Subtotal | | 6,792 | 5,907 |

| NON-RESIDENTIAL | | | |
|------------------------|----------------------|--------------|----------------|
| | DENSITY (FAR) | ACRES | Sq. Ft. |
| Commercial | 0.25 | 355 | 3,865,950 |
| Neighborhood Business | 0.25 | 5 | 58,806 |
| Office | 0.25 | 7 | 76,230 |
| Industrial | 0.20 | 797 | 6,943,317 |
| Subtotal | | 1,164 | 10,944,303 |

Sources: Land Capacity Analysis Map (Clarion Associates), Carson City Assessor's data.

Notes:

1. Potential Development is defined as those properties with an existing land use designation of "agricultural" or "vacant" that is designated for future development by the City's (1996 Master Plan).
2. Residential Development potential reduced by 15% to allow for development efficiencies.

Potential Buildout of the City

Based on existing land use patterns and the estimate of potential development of existing vacant lands within the City, Table 3 estimates the potential buildout of the City, if it were to build out in a pattern that is consistent with the current Comprehensive Plan.

| TABLE 3 POTENTIAL BUILDOUT | | | |
|---------------------------------------|----------------|--------------|----------------------|
| RESIDENTIAL | | | |
| LAND USE | DENSITY | ACRES | HOUSING UNITS |
| Agricultural Residential (1 du/40 ac) | 0.03 | 1,088 | 23 |
| Rural Residential (> 5 ac./dwelling) | 0.15 | 1,610 | 206 |
| Low Density Residential | 3 | 5,110 | 908 |
| LDR/Mobile Home | 3 | 0 | 1 |
| Suburban Residential (1 du/1.5 ac) | 0.67 | 1,127 | 642 |
| Medium Density Residential | 5 | 452 | 1,921 |

| | | | |
|---|------|--------|--------|
| MDR/Mobile Home | 5 | 545 | 3,010 |
| High Density Residential | 15 | 933 | 9,197 |
| HDR/Mobile Home | 15 | 22 | 279 |
| Commercial/HDR | 10 | 6 | 51 |
| Open Space/Rural Residential/Recreational | 0.03 | 2,343 | 50 |
| Subtotal | | 13,236 | 28,449 |

NON-RESIDENTIAL

| | DENSITY (FAR) | ACRES | SQ. FT. |
|-----------------------|---------------|-------|------------|
| Commercial | 0.25 | 1,268 | 11,113,525 |
| Neighborhood Business | 0.25 | 5 | 58,806 |
| Office | 0.25 | 148 | 1,839,400 |
| Industrial | 0.20 | 1,243 | 10,223,476 |
| Subtotal | | 2,209 | 23,235,207 |

Sources: Land Capacity Analysis Map (Clarion Associates), Carson City Assessor's data

Public Lands

There are more than 75,000 acres (117 square miles) of public lands within the City's boundary, most of which is under the jurisdiction of the U.S. Bureau of Land Management. Much of this land is in rugged hillside or inaccessible desert areas, or is high-value land for natural resource or recreational uses. However, some of the public lands surrounding the City's urban areas may be suitable for future urban development. The extent and potential uses of these potential "disposal" lands will be evaluated during the "Alternative Growth Scenarios" phase of *Envision Carson City*.

Insert Development Capacity Analysis Map



Background and Context

Appendix C: Interim Mixed-Use Evaluation Criteria

PURPOSE:

The implementation of numerous policies contained within the Master Plan hinges on the creation of three mixed-use zoning districts to align with the Mixed-Use Commercial (MUC), Mixed-Use Employment (MUE), and Mixed-Use Residential (MUR) land use categories. Recognizing that mixed-use development proposals have already been and will continue to be submitted within these areas prior to the completion and adoption of the future mixed-use zoning districts, a set of Interim Mixed-Use Evaluation Criteria have been developed to:

- Facilitate higher intensity, mixed-use development in locations designated on the Land Use Plan for mixed-use development, but where mixed-use zoning is not currently in place;
- Encourage the incremental transition of existing uses in locations designated on the Land Use Plan for mixed-use development, recognizing that in some locations, mixed-use development may be perceived as incompatible with existing adjacent uses in the short term;
- Establish a consistent method for reviewing mixed-use development projects until mixed-use zone districts can be established; and
- Ensure that mixed-use development is consistent with the General Mixed-Use policies contained in the Master Plan, as well as with specific MUC, MUE, and MUR policies, as applicable.

The Interim Mixed-Use Evaluation Criteria will continue to be used as a tool to review mixed-use development proposals until mixed-use zone districts can be established.

MIXED-USE EVALUATION CRITERIA:

APPLICABILITY

The following Interim Mixed-Use Evaluation Criteria shall apply to all development proposed within the Mixed-Use Residential (MUR), Mixed-Use Commercial (MUC), and Mixed-Use Employment (MUE) land use categories. The application of these Criteria shall be triggered in one of the following ways:

- *Existing Zoning/Special Use Permit*—Development is proposed within a mixed-use land use category where the underlying zoning may permit the types and mix of uses proposed using

the Special Use Permit process as outlined in Section 18.02.80 of the City's Municipal Code. The Interim Mixed-Use Evaluation Criteria are applied in addition to the standard list of Findings outlined in the Code.

Example: If a mixed-use project (commercial/residential) were proposed within the Mixed-Use Commercial land use category on a property that is currently zoned for General Commercial, the residential portion of the project would be considered using the Special Use Permit process under the existing Code. Once the Master Plan is adopted, the project would also be subject to the Interim Mixed-Use Evaluation Criteria as part of the Special Use Permit Process.

- **Re-Zoning/Special Use Permit**—Development is proposed within a mixed-use land use category where the underlying zoning does not permit the types and mix of uses proposed. In this instance, the subject property would need to be re-zoned to the most appropriate zoning district and then followed for the project and combined with a Special Use Permit or Planned Unit Development request to allow the mix of uses desired and to trigger the application of the Interim Mixed-Use Evaluation Criteria.

Example: If a mixed-use project (commercial/residential) were proposed within the Mixed-Use Commercial land use category on a property that is currently zoned for Light Industrial, the residential portion of the project would not be eligible for consideration using the Special Use Permit process under the existing Code. Therefore, the subject property would need to be rezoned to General Commercial prior to beginning the Special Use Permit Process that would allow the residential portion of the project to be considered under the Interim Mixed-Use Evaluation Criteria.

- **Planned Unit Development (PUD)**—Development is proposed within a mixed-use land use category where the underlying zoning does not permit the types and mix of uses proposed. As an alternative to the Re-Zoning/Special Use Permit process outlined above, a Planned Unit Development request could be submitted for the subject property, within which it could be re-zoned to the most appropriate zoning district(s) for the project. As part of the PUD process, the Interim Mixed-Use Evaluation Criteria would be applicable all other conditions of approval outlined in the City's Municipal Code.

GENERAL INTENT

The Mixed-Use Evaluation Criteria provide an overview of key mixed-use development features that should be addressed by proposed mixed-use developments occurring to ensure they are consistent with Master Plan policies. They are intended to be used in conjunction with the land use specific review criteria that follow this section based on the applicable mixed-use land use designation.

MIX OF USES

Background and Intent:

Mixed-use developments should incorporate a variety of uses in a compact, pedestrian-friendly environment. Uses are encouraged to be mixed vertically (“stacked”), but may also be integrated horizontally. Recommended types and proportions of uses vary by mixed-use land use category and will also vary according to a project’s location, size, and the surrounding development context. For example, a MUC development located on an individual parcel away from a primary street frontage may reasonably contain a higher percentage of residential development than one that is located with direct access and visibility from the primary street frontage. On some smaller parcels, integrating multiple uses may not be feasible at all, therefore, the consolidation of properties to create larger, mixed-use activity centers is encouraged. These factors should be considered and weighed in conjunction with the evaluation criteria listed below.

Evaluation Criteria:

| CRITERIA | CRITERIA SATISFIED? | COMMENTS |
|--|--|----------|
| 1. Are the types of uses and percentages of different uses consistent with the relevant Master Plan policies listed below? (MUC 1.6, MUR 1.5, MUE 1.5) | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| 2. Are activity generating uses (e.g., retail/commercial) concentrated along primary street frontages and in other locations where they may be easily accessed and may be readily served by transit in the future? | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |
| 3. Are large activity generating uses (e.g., retail/commercial) located so as to minimize impacts of loading areas and other facilities on existing neighborhoods? | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |
| 4. Are residential uses well-integrated with non-residential uses (either horizontally or vertically) and the surrounding development context? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |

| | | |
|--|--|--|
| 5. Do the proposed housing types and densities promote activity and support non-residential uses in the development or in close proximity to the development, as applicable? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
|--|--|--|

Relevant Master Plan Policies:

- Chapter 3: 2.1b, 2.3b, GMU 1.1, GMU 1.2, MUC 1.56, MUR 1.5, MUE 1.5
- Chapter 6: 7.2a, 7.2b

MIX OF HOUSING TYPES

Background and Intent:

Each of the mixed-use land use categories allow for the incorporation of a variety of housing as a part of a broader mix of uses. Although a mix of housing types and densities is encouraged within each category, the scale, size, type, and location of each development should play a significant role in determining what makes sense. For example, a 200 acre MUR development on a vacant parcel should generally contain a broader mix of housing types and densities than a 10 acre MUR development working within an established development context. However, the MUR development will likely have higher average densities due to its proximity to a primary street frontage and it's more urban context. Given the range of scenarios that may emerge, the evaluation criteria listed below are intentionally broad to allow for maximum flexibility.

Evaluation Criteria:

| CRITERIA | CRITERIA SATISFIED? | COMMENTS |
|---|--|----------|
| 6. Does the development contain a mix of housing types that is compatible with the surrounding neighborhood and planned land use in terms of its scale and intensity? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| 7. Does the development contain a mix of housing types that is appropriate to its scale, location, and land use category? | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |

Relevant Master Plan Policies:

- Chapter 3: 2.2a, 2.2b
- Chapter 6: 8.1a

DENSITY RANGE

Background and Intent:

Average densities within mixed-use developments are generally expected to be higher than those typically found within the City today. Recognizing the many factors that influence the ultimate density of a mixed-use development (e.g., location, type), the Master Plan provides a suggested range of floor area ratios (FAR) and dwelling units/acre for each of the mixed-use land use categories. For the purposes of the evaluation criteria listed below, densities that fall below the low end of a density range for a particular land use category will be strongly discouraged in order to promote the Plan’s objective of creating a more compact pattern of development. The Plan also acknowledges that there may be instances where densities that exceed the suggested range are appropriate in some locations, such as within a mixed-use activity center, provided other land use policies are followed. These instances will be evaluated on a project-by-project basis.

Evaluation Criteria:

| CRITERIA | CRITERIA SATISFIED? | COMMENTS |
|--|--|----------|
| 8. Does the development achieve at least the minimum density range for the applicable land use category? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| 9. Does the development exceed the maximum density range for the applicable land use category? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| 10. If yes to #9 above, is the development located within a designated mixed-use activity center? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| 11. If yes to #9 above, is the largest concentration of density concentrated away from primary street frontages and surrounding neighborhoods? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |

Relevant Master Plan Policies:

- Chapter 3: MUC 1.3, MURI.3, MUE 1.3

CIRCULATION AND ACCESS

Background and Intent:

Mixed-use developments should be designed using an interconnected network of streets to provide efficient connections between uses and to accommodate vehicular, bicycle, and pedestrian circulation, as well as existing or future transit service. Direct vehicular and pedestrian connections to adjacent neighborhoods, commercial, and civic uses should be provided, as should linkages to existing and planned trail systems.

Evaluation Criteria:

| CRITERIA | CRITERIA SATISFIED? | COMMENTS |
|--|--|----------|
| 12. Do vehicular and pedestrian ways provide logical and convenient connections between proposed uses and to adjacent existing or proposed uses? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| 13. Does the hierarchy of perimeter and internal streets disperse development generated vehicular traffic to a variety of access points, discourage through traffic in adjacent residential neighborhoods and provide neighborhood access to on site uses? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| 14. If the development is located along a primary street frontage, have existing or proposed transit routes and stops been incorporated? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |

Relevant Master Plan Policies:

Chapter 3: GMU 1.3, MUC 1.8
 Chapter 7: 10.2b, 11.1a, 11.1c

PARKING LOCATION AND DESIGN

Background and Intent:

The visual and physical barriers created by surface parking areas should be minimized within mixed-use developments. To promote a more compact, pedestrian-friendly environment, off-street parking for mixed-use developments should be located behind buildings and away from primary street frontages. The use of on-street parking or shared parking to provide a portion of the required parking for mixed-use developments is strongly encouraged, where feasible, to make the most efficient use of each development site. In addition, structured parking is encouraged where viable, provided it is integrated into the design of the overall development.

Evaluation Criteria:

| CRITERIA | CRITERIA SATISFIED? | COMMENTS |
|--|--|----------|
| 15. Is surface parking distributed between the side and rear of primary buildings and away from primary street frontages? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| 16. Are larger parking lots organized as a series of smaller lots with clear pedestrian connections and landscape buffers as dividers? | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |
| 17. Is surface parking screened from surrounding neighborhoods and pedestrian walkways? | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |
| 18. Is structured parking integrated with adjacent structures in terms of its design and architectural character? | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |
| 19. Are structured parking facilities "wrapped" with retail or residential uses at the street level to provide a more inviting pedestrian environment? | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |

Relevant Master Plan Policies:

- Chapter 3: GMU 1.4, MUC 1.8

RELATIONSHIP TO SURROUNDING DEVELOPMENT

Background and Intent:

Many of the areas designated for mixed-use development are located within established areas of the City. As a result, much of the mixed-use development that occurs will occur through a combination of infill and redevelopment. Therefore, establishing a strong physical and visual relationship to adjacent neighborhoods and the community will be an important consideration.

Evaluation Criteria:

| CRITERIA | CRITERIA SATISFIED? | COMMENTS |
|---|--|----------|
| 20. Are transitions in building massing and height provided to relate to surrounding development patterns? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| 21. Is the new development well-integrated into the surrounding neighborhood, rather than “walled off”, consistent with the mixed-use policies contained in the Master Plan? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| 22. If applicable, are lower intensity uses (e.g., residential) located along the periphery of the site were it adjoins an existing residential neighborhood to provide a more gradual transition in scale and mass and to minimize potential impacts of non-residential uses (e.g., loading areas, surface parking)? | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |

Relevant Master Plan Policies:

- Chapter 3: MUC 1.7, MUR 1.7, MUE 1.6
- Chapter 6: 8.3b

PUBLIC SPACES, PARKS, OPEN SPACE, AND PATHWAYS

Background and Intent:

Mixed-use developments should be organized around a central gathering space or series of spaces, such as small urban plazas, pocket parks, or active open space areas. These types of public spaces

serve as urban recreational amenities for residents that may not have access to larger community parks or recreational amenities without getting in their cars and generally promote increased levels of pedestrian activity. Larger mixed-use developments, particularly within the MUR and MUE categories, may also need to incorporate more traditional recreational features, such as parks and trails, depending upon their size and location.

Evaluation Criteria:

| CRITERIA | CRITERIA SATISFIED? | COMMENTS |
|---|--|----------|
| 23. Does the development provide public spaces to serve residents and the larger community? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| 24. Are public spaces appropriate in terms of their size and active vs. passive features provided given the scale and location of the proposed development? | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| 25. Are public spaces easily accessible to pedestrians and the surrounding community, if applicable? | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |
| 26. Are parks and trails provided consistent with the Parks, Recreation, and Unified Pathways Master Plan? | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |

Relevant Master Plan Policies:

- Chapter 3: MUC 1.6, MUR 1.8, MUE 1.7