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10 IN THE SUPREME COURT OF THE STATE OF NEVADA

11 COMSTOCK RESIDENTS ASSOCIATION,
12 JOE McCARTHY

13 Appellants,
14 00128

No. 68433
District Court Case No. 14-CV-

15
16 v.

17 LYON COUNTY BOARD OF
18 COMMISSIONERS; COMSTOCK
19 MINING INCORPORATED

20 Respondents,
21 _____/

22
23
24 SUPPLEMENTAL JOINT APPENDIX

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**ALPHABETICAL INDEX TO
SUPPLEMENTAL JOINT APPENDIX**

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LYON COUNTY COMPREHENSIVE MASTER PLAN

County-wide Component

ADOPTED - December 23, 2010





Acknowledgements

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Community Advisory Council Members

A special acknowledgement to each **Community Advisory Council** and their **Members** who participated in advisory council meetings, community workshops and open houses, and public hearings.

Lyon County Residents

A special acknowledgement to the **hundreds of interested residents** who participated in community open houses, workshops, advisory council meetings, public hearings, and other input opportunities.



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CHAPTER 1

Plan Overview

ADOPTED – December 23, 2010

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Throughout most of the County's past, growth has been gradual and slow and the County has remained predominantly rural in character. In recent years development within Lyon County increased in response to the development and expansion of the Northern Nevada region. As the County grows and changes over the next 20 or so years, it can benefit from forethought, planning and a guide for making public and private decisions regarding the character of Lyon County's growth and development.

Will Lyon County have a future without planning? Of course it will — the future will come regardless of whether or not the county has a plan. However, planning allows the county, its residents and businesses, to make conscious, deliberate choices about the future. The Lyon County Comprehensive Master Plan provides direction for making such decisions.

This Plan represents a future vision of Lyon County along with recommendations for achieving that vision. The ideas of the Plan are a distillation of the community's many desires, tempered by what seems necessary, feasible, and reasonable. This Plan is not intended to be a static document. It should be reviewed and updated periodically to reflect new development trends, shifts in the economy, or changes in the community's goals and objectives.

About This Comprehensive Master Plan

Plan Use

The Comprehensive Master Plan will be used as a decision-making tool by residents, landowners, developers, the County Planning Department, Planning Commission, and Board of Commissioners. The Plan does not change existing zoning or solve all of the county's problems; instead, it serves as a handbook for implementing the county vision. It specifies policy guidelines that respect the individual, reinforce community values, support healthy functioning communities, and advocate quality of life.

The Plan is a catalyst and guide to the establishment, or revision, of mechanisms to implement the selected goals and policies. These mechanisms include development codes and other planning tools such as zoning and subdivision codes, zoning maps, capital improvements programs, Community Plans for the eight identified communities within the County, and other specific "action items."

Comprehensive Master Plan Components

Lyon County's Comprehensive Master Plan is organized in two tiers: a County-wide Component and several more specific Community Plans.

- ◆ **County-wide Component** – This portion of the Comprehensive Master Plan provides the overall foundation and framework for directing the County's future growth and development. The County-wide Component is the umbrella document that applies to all of the unincorporated area of Lyon County. It presents the overall vision, goals and policy direction, generalized land use patterns for the entire County, and the land use designations for lands outside of defined communities. The County-wide Component provides guidance for the preparation of the more specific Community Plans.
- ◆ **Community Plans** – Community Plans present the specific vision, goals and policy direction, and land use pattern for each identified community as determined through a community planning process. Community Plans are designated for existing, established communities. These maps provide detailed views of the community's desired growth and development for the future taking into consideration each community's unique character, opportunities and constraints. The County will work with the communities to complete Community Plans, including Community Land Use Plans, in each community.

Planning Area

Lyon County covers almost 1.3 million acres (or 2,013 square miles) and has over 30,000 parcels of land. It includes two incorporated cities: the City of Fernley and the City of Yerington. The county is adjacent to Storey and Washoe counties on the north, Mineral and Mono counties on the south, Churchill and Mineral counties on the east, and Douglas County and Carson City on the west.

Approximately 6 percent of the county's total land area is currently developed with a majority of the development within the eight communities identified during preparation of the Comprehensive Master Plan.

Like many Nevada and western counties, three quarters of Lyon County is public land. Almost 73 percent of the county is federal land, with 44 percent managed by Bureau of Land Management, Carson City Ranger district, and 21 percent managed by the US Forest Service — the Humboldt-Toiyabe National Forest. Tribal and Reservation land cover almost 4 percent of the county.

The private land that covers 25 percent of the county generally follows the river valleys or is located in the agricultural Smith and Mason Valleys. The private land in the Fernley area is checkerboarded between public lands (state and federal). These private lands are the areas that are either already developed for homes and businesses and other uses, or that may develop in the future. It is this private land that is the primary focus of the Lyon County Comprehensive Master Plan. The Plan also addresses potential changes to federal land ownership patterns over time and what should or could occur on those lands.

The county has 133,450 acres of agriculture (10.4 percent), 41,270 acres of residential development (3.2 percent), and 21,440 acres of commercial and industrial uses, including mining (1.7 percent). Ten percent of the county is vacant private land (135,100 acres), and 66 percent is "vacant" public land (847,630 acres).

Lyon County saw a steady rate of building permit issuance over the 10 years prior to 2006. During that period the County was one of the 10 fastest growing counties in the United States. Most of this development has been occurring in the Central area of the county.

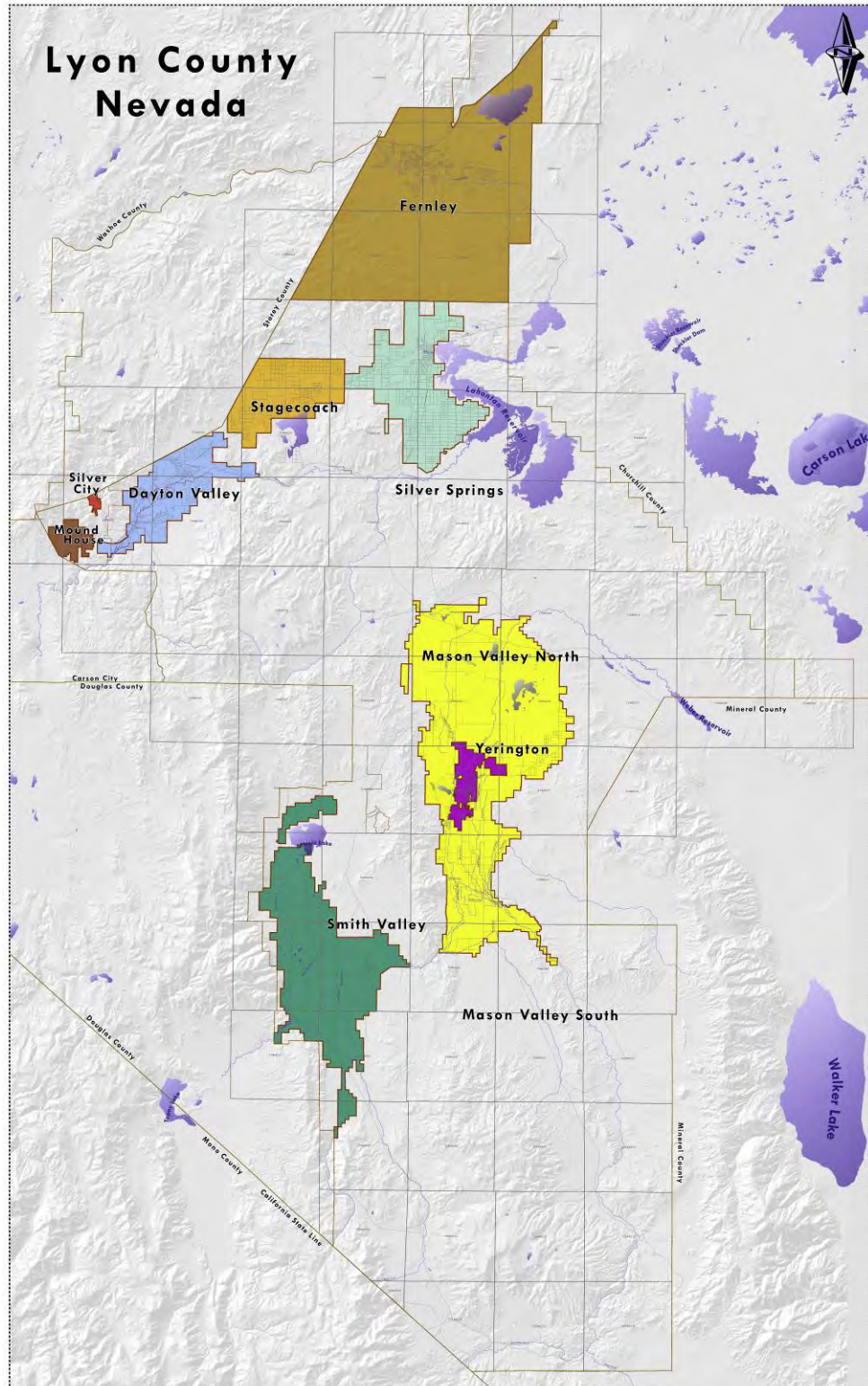
The vacant and partially developed lands in Lyon County could accommodate over 51,000 new residential units, with 23,000 of them in Rural Residential-zoned districts, 10,500 in the Estate-zoned districts, and 9,500 in population centers. This is a rough idea of what the current land use and vacant lands could accommodate should all lands develop according to current zoning. It does not take into account other constraining factors, such as water or topography. In reality, much lower amount of development could occur.

The following map depicts Lyon County and its communities.

KEY FACTS AND TRENDS

- 75 percent of Lyon County is public land; 25 percent of the county is privately-owned.
- 10 percent of the land use is agricultural.
- The county has over 135,000 acres of private vacant land. A lot of the large intact parcels are near Silver Springs and Stagecoach areas.
- Over 90 percent of the county is zoned for Rural Residential (1 unit per 20 acres). Private lands zoned for residential uses could accommodate over 50,000 new residential units.

Lyon County Map



The Need For This Plan

Planning allows us to make conscious, informed choices about our future. The Comprehensive Master Plan offers guidelines for making such choices and policies for helping us determine the future locations, forms, and acceptable impacts of development. The adoption of this plan signifies that all land use decisions must be consistent with the plan's goals and policies.

Express the County's Vision for the Future

Prior to the preparation of this "Comprehensive Master Plan," the county did not have a single, coherent expression of a vision for Lyon County or its communities. Most communities revisit and update their comprehensive plan every five to seven years to ensure that it continues to meet the community's vision and goals for the future. The last countywide Master Plan was adopted in 1990. Since then, substantial growth and change has occurred and the West Central Lyon County Land Use Plan was adopted in 2002.

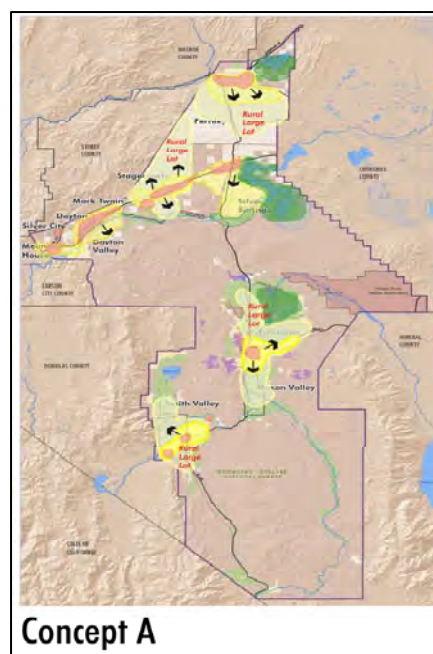
Establish a Consistent County-wide Policy Framework and Unify Existing Master Plan Documents

Prior to the preparation of this "Comprehensive Master Plan," the county did not have a "comprehensive" and consistent Master Plan that was applicable county-wide and incorporated the various Master Plan documents — adopted at different times over the years — into one policy document, making it a challenge to understand and use. This Comprehensive Master Plan provides the community with a single, user-friendly document that serves as a source of information and as a policy guide to direct future growth within the county.

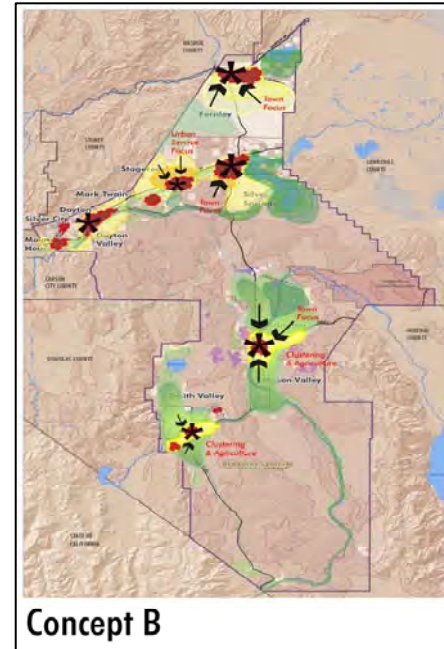
Determine Where and How the County Should Grow

In recent years Lyon County had grown in a classic pattern of sprawl, leaving the County and its taxpayers with higher costs for infrastructure and services, an inefficient road network, an insufficient drainage system and a lack of marketable commercial and industrial properties. As part of the planning process, the community's options for future growth were tested in the form of the three growth concepts outlined below:

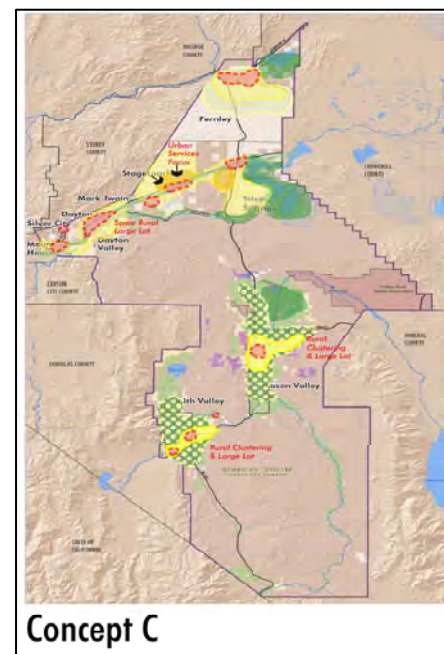
- Concept A: Present Trends – Concept A represents development patterns allowable by current zoning in Lyon County and current market trends. Under this concept, Lyon County by 2026 may have a larger share of its development occurring in the unincorporated county outside of community core areas as part of subdivisions and rural lot splits. Residents are likely to see commercial development that extends along highways in the North and Central part of the county. Very limited environmental quality and design quality standards would continue to determine how site plans occur.

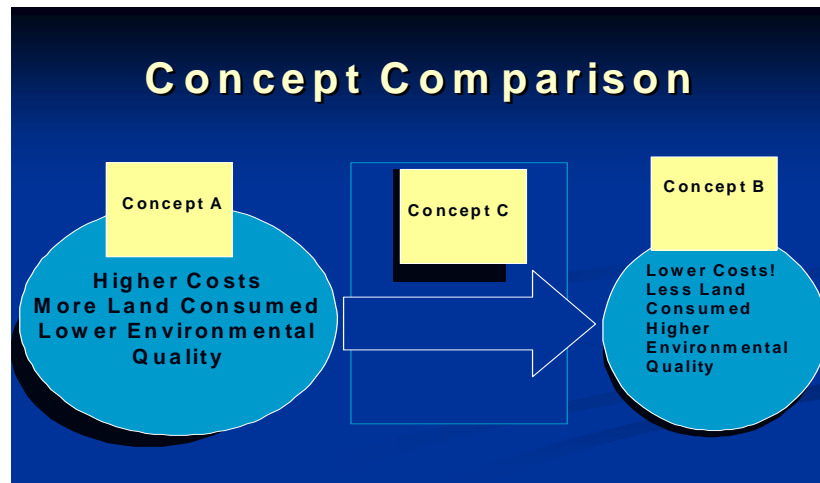


- Concept B: Community Core Focused – With Concept B, Lyon County in 2026 would see growth that is more compact and development occurring in and around the community cores with more focus on balancing residential, employment, and retail land uses. The concept encourages limited growth in the remote unincorporated areas (outside of community cores) than Concepts A and C. The agricultural areas around Smith and Mason Valleys would primarily continue for agricultural production, but would allow some residential development especially in alternative rural patterns such as clustering. In addition, the concept promotes alternative development and conservation approaches for areas with sensitive resources or hazardous features, such as steep slopes, wetlands, or floodplains.



- Concept C: Moderate Change – With Concept C, development patterns in 2026 would retain some of the characteristics of today, but growth would continue to disperse in some parts of the unincorporated county (outside of community core areas), with a slight increased emphasis on alternative development patterns (such as clustering) to help conserve agricultural lands, “raising the bar” on site planning and development quality, and focusing development in areas where it can better be served by water and sewer.





Based on community feedback, the goals and policies contained in this Comprehensive Master Plan represent Concept B, Community Core Focused, above.

Recognize the Diversity and Character of Communities

Prior to the preparation of this “Comprehensive Master Plan,” the county did not have a way of recognizing and celebrating the diversity and character of the communities that make up the County. The last Master Plan did not differentiate between rural and suburbanizing areas, their needs or opportunities. The eight communities that are recognized in this Plan are listed below.

1. Dayton
2. Fernley
3. Mason Valley
4. Mound House
5. Silver City
6. Silver Springs
7. Smith Valley
8. Stagecoach

Who Is This Plan For?

This Comprehensive Master Plan benefits county residents and landowners by ensuring that land use decisions are rational, democratic, and predictable. It helps landowners, private interest groups, and individual county residents by providing the information they need to evaluate how these decisions fit the county’s goals. Likewise, it helps residents and landowners determine how to achieve their interests in a way that is consistent with these goals. The Comprehensive Master Plan forms the basis for other County plans and regulations.

Public and private agencies, property owners, developers, community groups, and County staff use this Comprehensive Master Plan in many ways. First, it guides County officials in making decisions about zone changes and developments. Second, residents can use it to understand the County’s position on proposed changes in land use, zoning, development regulations, and broader policy issues. Finally, the Comprehensive Master Plan sets policies that promote the County’s role as a model for actions related to capital improvements, road construction and maintenance, land use, and other matters.

The Plan's Scope

Although our vision extends to the next two decades and beyond, the goals and policies of this Comprehensive Master Plan are intended to serve for about 10 years or so. The plan covers all areas of the County except Native American reservations and incorporated cities. Additionally, many policies support the collaborative efforts necessary to protect the integrity of the public lands managed by agencies such as the U.S. Forest Service and the Bureau of Land Management (BLM).

This Comprehensive Master Plan does not address areas that lie outside County jurisdiction. For example, it does not outline a plan for new schools in the school district; it does, nevertheless, touch on issues such as the effect of new growth and development on schools. The goals and policies of the plan have applicability limited to areas of County influence.

About Master Plans Generally

The Comprehensive Master Plan is an official public document adopted by the Lyon County Planning Commission and Board of Commissioners. The Plan is a general, long-range, policy and implementation guide for elected and appointed officials in making choices concerning the overall needs, growth and development of the county and its communities. It outlines Lyon County's vision and goals for the future.

The Plan is comprehensive because the elements cover a broad range of development and growth issues which can be influenced significantly by the County Planning Commission, Board of Commissioners and other governing authorities and agencies. The Plan is general because the recommendations are broad. The plan is long-range because consideration is given to the problems and opportunities which may arise over the next twenty or so years. The Plan is dynamic because there will be amendments to adapt to new situations and meet new challenges over time.

The written guiding principles, goals, policies and strategies, in combination with the Land Use Map, provide guidance for decisions affecting growth, the use and development of land, preservation of open space and the expansion of public facilities and services. The Comprehensive Master Plan written policy recommendations and maps should be used together when making decisions. It is also recognized that this document should be reviewed annually at a public hearing and revised as needed to reflect the availability of new implementation tools, changes in State and Federal law, changes in funding sources, the results of monitoring the effectiveness of existing policies and the impacts of past decisions, as well to reflect changes in the community's vision for the future.

How Are The Goals And Policies Of The Master Plan Implemented?

In addition to the goals and objectives identified in the Comprehensive Master Plan, implementation strategies have been suggested that are designed to achieve the stated goals and objectives. These strategies are recommended as a menu of actions that can be undertaken by the County. While it would be difficult to accomplish all of these strategies to their fullest extent over a short period of time, they provide the County with specific direction that can be followed over the life of the Plan.

Although the Master Plan is a general policy document to guide the physical development of the county, it does not have the force of law as a regulation or ordinance for the enforcement of its goals and policies. Zoning maps and ordinances must be adopted to create the regulations and enforcement authority to implement the Master Plan. Lyon County, through this Comprehensive Master Plan, has taken the approach that incentives should be used where possible to effect desired changes. Implementation is discussed in Chapter 11 of this County-wide Component to provide a "roadmap" as to how the goals and policies should be implemented.

How Does Zoning Relate To The Master Plan?

County zoning regulations consist of both a zoning map and a written ordinance that divides the county into zoning districts, including various residential, commercial, and industrial districts. The zoning regulations describe what type of land use and specific activities are permitted in each district, and also regulate how buildings, signs, parking, and other construction may be placed on a lot. The zoning regulations also provide procedures for re-zoning and other planning applications.

The zoning map and zoning regulations provide specific requirements for development of property, while the Master Plan provides a guide for the future development of the property. When changing the zoning of a particular property, it must be consistent with the Master Plan Land Use Map. That is to say, the Land Use Map contained in this Master Plan should guide future re-zoning decisions.

The Relationship to Private Property Rights

Although the Comprehensive Master Plan's policies direct the future development of private lands, they pose no limits on what landowners can do with their properties under their existing zoning. For example, many rural areas lie within a zoning district with a minimum parcel size of 20 acres; these landowners can continue to develop in accordance with that zoning. Although this plan does not encourage such development, it recognizes that owners are entitled to those development rights. The same approach holds true for existing commercial and industrial zones. Where the Comprehensive Master Plan recommends a change to existing land use patterns, it attempts to provide incentives and alternatives that benefit both the property owner and the county over the long term. The goal of the Comprehensive Master Plan is to provide more certainty in the development process, thereby maintaining or enhancing the economic viability of private property.

Compliance With Nevada Revised Statutes

This Master Plan has been prepared in response to Nevada Revised Statutes 278.150 through 278.170 which state that a Planning Commission and Board of Commissioners shall prepare and adopt a comprehensive, long-term general plan for the physical development of the county. According to these statutes, the plan is to be referred to as the Master Plan and is to be prepared so that the below listed elements may be adopted by the governing body, as appropriate. Any ordinance pertaining to the use of land or the growth and development of the County should conform to the goals, objectives, and policies as they are presented in this Plan.

- Community Design
- Conservation Plan
- Economic Plan
- Historical Properties Preservation Plan
- Housing Plan
- Land Use Plan
- Population Plan
- Public Buildings
- Public Services and Facilities
- Recreation Plan
- Rural Neighborhoods Preservation Plan
- Safety Plan

- School Facilities Plan
- Seismic Safety Plan
- Solid Waste Disposal Plan
- Streets and Highways Plan
- Transit Plan
- Transportation Plan

The extent to which each of the elements listed above is addressed by this Master Plan varies according to their direct relevance to Lyon County. Where elements have been addressed by separate plans, reference to the appropriate document has been provided. This plan replaces the County's 1990 Master Plan and the 2002 West Central Lyon County Land Use Plan, and shall be used as a guide in conjunction with Community Plans and other elements or to update other Master Plan elements as appropriate.

The Statutes also indicate how the Master Plan is to be adopted. In the preparation of the Master Plan and in the subsequent public hearings, the Nevada Revised Statutes were followed.

Consistency Between the Master Plan And Zoning

Master plan land use category designations shown on a Land Use Map are not the same as zoning. The adoption of a master plan and Land Use Map does not change a property's zoning.

Master plans are advisory in nature, serving to guide the community at a policy level and to guide future development decisions. Zoning is regulatory in nature, generally serving to implement the master plan and specify permitted uses, allowed densities and development standards.

In many instances, land use category designations on a Land Use Map may not directly correspond to a property's underlying zoning. Unless the County chooses to pro-actively re-zone properties that are not consistent with the Land Use Map, properties retain their underlying zoning. If a property owner desires to change zoning to be consistent with the Land Use Map, the property owner will be required to request re-zoning of the property as part of the development process to bring it into compliance with the Master Plan. There is no requirement in Nevada State law requiring that the zoning of properties be brought into compliance with the Master Plan and its Land Use Map.

Underlying zoning was reviewed and considered throughout the development of this Master Plan to ensure that consistency between planned land uses and zoning could be maintained to the maximum extent feasible. In some instances, land use designations do differ, however, as was necessary to meet the broader objectives of the Master Plan. Re-zoning may be required should the properties develop or redevelop in the future. It should be noted that in many of the cases where inconsistencies do exist, planned land use categories (e.g., mixed-use land use designations) and zoning that would subsequently be required, would allow a much broader range of uses than are allowed today.

Process for Plan Development and Adoption

This County-wide Component of the Comprehensive Master Plan is the culmination of four years of dialogue and analysis that has included a wide array of participants including the Board of Commissioners, the Planning Commission, community advisory councils, County staff and the community at large. A series of community meetings, open house events and workshops were held throughout the county to obtain citizen input and recommendations, including eight meetings on issues identification in March 2007, eight community meetings and 2 joint Planning Commission/Board of Commissioners sessions on

community vision in April and September 2007, six meetings in November 2008 in goals and policies, fourteen meetings in January, April and May 2009 on land use maps, six meetings in July 2009 on land use goals and policies, and finally eleven sessions in October 2009 and March 2010 on the overall County-wide Comprehensive Plan.

Reconciling Conflict in the Planning Documents

Community Plans for the various areas of the County serve as a more detailed plan for guiding the future form of development. In the event there is a conflict in the adopted Community Plan and the County-wide Component, the adopted Community Plan prevails.

County-wide Component Organization

This County-wide Component of the Comprehensive Master Plan is organized into twelve chapters. These chapters deal with a wide range of topics that influence or are influenced by growth and development in the County. Each chapter provides goals, policies, and implementation strategies pertaining to the topic area that is the subject of the chapter.

The Comprehensive Master Plan is organized around eight broad topics, which serve as a framework for the implementation of the community's vision and the guiding principles, goals, and policies contained in each chapter. In addition to this introductory chapter, the County-wide Component is comprised of the following:

- *Chapter 2: Vision and Guiding Principles* — contains a statement of the community's Vision for the future, along with an overview of the broad themes and guiding principles which serve as a framework for the rest of the Plan.
- *Chapter 3: Land Use, Economy and Growth* — contains goals and broad policy statements pertaining to the community's desire for a community core focused growth pattern, economic development, a definition of land use categories contained in the Plan, the Land Use Plan map, and detailed land use policies.
- *Chapter 4: Transportation* — contains goals and policy statements to reflect the broad objectives of the County related to the County's Transportation System, Roads, Public Transportation, Distribution Routes, Airports and their roles in the County's land use policy decisions.
- *Chapter 5: Community Character and Design* — contains goals and broad policy statements pertaining to Quality Design, Rural Character, Heritage, Agricultural Character, and the creation of a series of mixed-use activity centers to serve the community.
- *Chapter 6: Natural Resources and Environment* — contains goals and broad policy statements pertaining to Public Access, Wildlife, Clean Water, Clean Air, Renewable energy, Natural Hazards, Open Space, Views, and ways to guide both the preservation and development of the county's natural assets.
- *Chapter 7: Parks, Recreation and Open Space* — contains goals and broad policy statements regarding Recreation in Communities, Recreation in Rural Areas, Trails, and a Capital Improvement Plan for parks, recreation and open space needs.
- *Chapter 8: Public Facilities and Services* — contains goals and broad policy statements pertaining to the Provision of Services, Public Safety, Schools and Libraries.
- *Chapter 9: Regional Coordination* — contains goals and broad policy statements regarding Cooperation with Agencies, Tribes, Regional Water Districts and Special Districts.
- *Chapter 10: Communities and Planning* — contains goals and broad policy statements Supporting Diversity, Facilitating Cooperation, creating Community Plans and recognizing Advisory Councils, and guidance for the development of Community Plans.

- *Chapter 11: Implementation* — contains a discussion of recommended priority actions to be taken to implement the Plan, as well as an Action Plan Matrix that summarizes policies and assigns the priority and timing of the actions so the appropriate resources may be allocated.
- *Glossary* — contains a list of acronyms and definitions of terms used in the Lyon County Comprehensive Master Plan.
- *Appendix A: Land Use Maps* — contains County-wide Land Use Maps.
- *Appendix B: Integrated Roadway Network Maps* — contains County-wide Integrated Roadway Network Maps.
- *Appendix C: Background and Context* — contains “snapshots” of relevant background data used to develop the Plan.

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NOTE: This Implementation Chapter was left unfinished intentionally when it was approved by the Board of County Commissioners on December 23, 2010. The compilation of the Short-Term and Long-Term Implementation Actions will be completed based on the strategies adopted in the County-wide Component on December 23, 2010. An updated version of this Chapter will be published when completed.

This Chapter of the Lyon County Comprehensive Master Plan outlines how the Plan can be updated and amended, and lists proposed action items to facilitate the plan's implementation.

Essential to the effectiveness of this Comprehensive Master Plan is how it will be carried out after it is adopted. It is necessary for the County to identify the types of actions required and determine the priority and timing of the actions so the appropriate resources may be allocated.

Plan Amendment Processes

For the Comprehensive Plan to function over time, Lyon County must be able to periodically review and update it to respond to significant trends or changes in the economic, physical, social, or political conditions. The county will conduct revisions to this Plan according to two distinct and different procedures:

1. Plan Update, and
2. Plan Amendments.

A Plan Update should occur at intervals of approximately every five years. The purpose of a Plan Update is to re-evaluate the goals, policies, and strategies contained within this Plan (noting those to change and those to remove), and to develop new policies if necessary — to make sure that this Plan is being effective. The Plan Update Process is further described below.

A separate process has been established for Plan Amendments to the Plan, and the County may perform amendments on a yearly or periodic basis as needed, not to exceed three times per year. Plan Amendments may include revisions to one or more sections of the Comprehensive Master Plan as a result of adoption of a Community Plan, plan for a Future Planning Area, or a Specific Plan, or by directive from the Board of County Commissioners. Plan Amendments may include changes to the County-wide Land Use Plan map and relevant Community Land Use Plan map(s). Other amendments may be as small as correcting text or map errors. The process for making these amendments is described below.

Plan Update Process

It is intended that an update of the Comprehensive Master Plan take place at least every five (5) years, unless otherwise directed by the Board of County Commissioners. The County's prime consideration in making a determination of when an update should be initiated should include what changes have occurred since the Plan was last updated. These changes may be in areas such as the economy, the environment, housing affordability, traffic congestion, local priorities, projected growth, or others. A Plan Update will include a thorough re-evaluation of the vision, goals, and policies contained within this Plan, noting those that should be changed and those that should be removed, and develop new policies if necessary, to make sure that the Plan is effective. A Plan Update will also include a thorough review of the validity of all information contained within the Plan and should include extensive opportunities for involvement by the public, boards and commissions, elected and appointed officials, county staff, and other affected interests.

All Plan Updates shall be considered by the Planning Commission and Board of County Commissioners pursuant to their respective powers. Based on its consideration of the recommendations from staff, advisory councils, boards and commissions, and evidence from public hearings, the Planning Commission could then adopt the Plan Update (with or without further revisions) or deny the Update. Any review of a Plan Update by the Planning Commission would be followed by County Commissioners action including, if applicable, its approval of the Plan Update.

Plan Amendment Process and Procedures

The public and the County may initiate Plan Amendments in accordance with the provisions of Lyon County Code. All Plan Amendments shall be considered by the Planning Commission and Board of County Commissioners pursuant to their respective powers. Based on its consideration of the recommendations from staff, advisory councils, boards and commissions, and evidence from public hearings, the Planning Commission could then adopt the Plan Amendment (with or without further revisions) or deny the Amendment. Any action on a Plan Amendment by the Planning Commission would be followed by County Commissioners action including, if applicable, its approval of the Plan Amendment. When considering a plan amendment, the County should consider whether:

1. The existing Comprehensive Master Plan and/or any related element thereof is in need of the proposed amendment;
2. The proposed amendment is compatible with the surrounding area, and the goals and policies of the Comprehensive Master Plan;
3. The proposed amendment will have no major negative impacts on transportation, services, and facilities;
4. The proposed amendment will have minimal effect on service provision, including adequacy or availability of facilities and services, and is compatible with existing and planned service provision;
5. Strict adherence to the Comprehensive Master Plan would result in a situation neither intended nor in keeping with other key elements and policies of the Plan; and
6. The proposed Plan amendment will promote the public welfare and will be consistent with the goals and policies of the Comprehensive Master Plan and the elements thereof.

Comparison of Plan Amendment Processes

Process	Interval	Initiated By	Prime Consideration	Tasks	Involvement	Review and Recommendations	Review and Action
Plan Update	Every 5 years	✓ County	✓ Changes since Plan last updated	<ul style="list-style-type: none"> ✓ Re-evaluation of vision, guiding principals, goals and policies ✓ Review of information used in Plan 	<ul style="list-style-type: none"> ✓ Public ✓ Boards & commissions ✓ Elected and appointed officials ✓ County staff ✓ Other affected interests 	<ul style="list-style-type: none"> ✓ Advisory councils ✓ Boards and commissions ✓ County staff 	<ul style="list-style-type: none"> ✓ Planning Commission ✓ Board of Commissioners
Plan Amendment	Maximum of 3 times per year	<ul style="list-style-type: none"> ✓ County ✓ Public ✓ Property owner 	Whether proposed amendment: <ul style="list-style-type: none"> ✓ Needed ✓ Compatible with area and Plan ✓ No major negative impacts ✓ Minimal effect on and compatible with services ✓ Promotes the public welfare ✓ Consistent with Master Plan goals and policies 	<ul style="list-style-type: none"> ✓ Evaluation of proposed amendment ✓ Determination of compatibility with existing Master Plan ✓ Determination of impacts 	<ul style="list-style-type: none"> ✓ Public ✓ Boards & commissions ✓ Elected and appointed officials ✓ County staff ✓ Other affected interests 	<ul style="list-style-type: none"> ✓ Advisory councils ✓ Boards and commissions ✓ County staff 	<ul style="list-style-type: none"> ✓ Planning Commission ✓ Board of Commissioners

Implementation Actions

Rather than providing a set of finely tuned policies for use in reviewing development proposals, this implementation section offers strategies that can be refined to determine budget priorities, plan for capital improvements, or help develop annual workplans. It considers the needs of end users as well as those who will apply these strategies.

Note:

The implementation measures reflect action items presented at the time of the December 23, 2010 Comprehensive Master Plan, County-wide Component, adoption

Annual Review

The Comprehensive Master Plan will be reviewed annually to track the County's progress in implementing these action items and to establish new action items for the upcoming year. This process will occur concurrently with the annual workplan and budget process.

It will entail:

- Reviewing and reporting on the progress the County has made toward implementing the Comprehensive Plan.
- Identifying new action items.
- Prioritizing the remaining and new action items for the upcoming year.
- Describing who is responsible for implementing each action item, what steps are required, and how long these steps are expected to take over the next year.
- Identifying whether to include items in the budget, the Capital Improvement Program (CIP), or a departmental work plan.

This process will produce an annual Implementation Plan. Every 5 years, the Comprehensive Plan will be reviewed and updated to ensure that it is still consistent with the overall community vision. This review will also allow us to assess changes in the county and update background data and implementation strategies.

Summary of Priority Actions

To focus the County's efforts on actions that should be taken as soon as possible to ensure that future development decisions are consistent with the goals and policies contained in this Plan and with the designations on the Land Use Map. Several priority actions are highlighted below. These are already underway or are anticipated to be underway shortly following the adoption of the Plan. The Priority Actions should be reviewed and updated periodically to reflect the County's accomplishments, available resources, and potential shifts in policy direction.

The priority actions listed below are recommended.

Prepare Community Plans

The implementation of the Comprehensive Master Plan framework requires the creation of Community Plans for each of the identified communities. These Plans are to be prepared through a community planning process directed by the County Planning Department. The Community Plans are intended to show the specific land use pattern for each identified community. The Plans will provide detailed views of the community's desired development pattern for the future.

Establish Agriculture, Open Space, Hazardous and Environmentally Sensitive Land Incentive Measures

The creation of new programs and ordinances is needed to implement the policies directed toward the retention of the agricultural and rural character of large sections of Lyon County, relocation of development away from special flood hazard areas and other hazards, and promotion of open space creation and help protecting lands that are environmentally sensitive. Creating these incentive based conservation techniques will be an ambitious undertaking for County staff and affected interests.

Establish Mixed-Use Zoning Districts

A number of policies within the Plan and the Land Use Plan hinge on the creation of several mixed-use zoning districts. These would include districts to implement the Residential Mixed-Use, Commercial Mixed-Use, Employment Mixed-Use and Highway Corridor Mixed-Use land use designations. Based on the Plan's recommendations, the new zoning districts are anticipated to incorporate more development standards, along with provisions for a broader mix of land uses (including residential) and incentives.

Establish Interim Mixed-Use Criteria

A number of policies within the Plan and the Land Use Plan hinge on the creation of several mixed-use zoning districts. Because this will be an ambitious undertaking that may not be feasible in the short term, a set of Interim Mixed- Use Evaluation Criteria should be developed. The Criteria could then be used by County staff and elected officials in reviewing mixed-use development proposals. The criteria should set forth the County's objectives for mixed-use developments and outline ways in which interim development proposals could be processed prior to revision of the zoning code. The evaluation criteria could serve as a starting point for the creation of zoning districts for the mixed-use categories.

Guide for Implementation

The list of proposed action items is organized by Chapter. Action items have been numbered for reference. In addition, the column labeled "Chapter" identifies the applicable Chapter. Four additional columns are provided to further describe considerations for carrying out each action item.

Start Priority

This corresponds to the anticipated start date for the proposed action item. Although many actions are ongoing or require long-term support, the start date can help determine priorities for annual workplans and budgets.

- 0:** Ongoing
- 1:** 1–2 years
- 2:** 3–5 years
- 3:** 6–10 years

Type

The Implementation Matrixes located at the end of this chapter categorize each of the Comprehensive Master Plan strategies according to the type of action that will be required to implement them, as well as the relative priority of each. Implementation actions are grouped into four categories: Regulatory Reform, Policy Decision, Program and Project. Each category is briefly described below.

Regulatory Reform

For example, administrative activities for the Planning Department include amending ordinances.

The County's development regulations must be revised to be consistent with the goals and policies contained in the Plan. The County will need to revise development regulations and standards to achieve the goals and policies. For example, the Plan recommends the adoption of several new mixed-use zoning categories that represent a significant departure from the County's existing zoning districts. Generally, revisions to the zoning code should occur soon after adoption of the Plan; however, a phased approach may be appropriate in some instances, particularly with the ongoing preparation of Community Plans.

Policy Decision

The Plan identifies a number of actions that will be carried out during day-to-day policy decisions made by County planning staff, the Planning Commission, and the Board of Commissioners. The Planning Commission and Board will continually make decisions regarding development proposals and plan amendments and will use the Plan to guide such policy decisions as they occur.

Program

Program-related activities require an ongoing human component to develop and administer them. The Master Plan establishes a foundation for new programs necessary to carry out the goals of the Plan. For example, this would include developing and managing a county transfer of development rights (TDR) program. Programs have varying levels of priority, depending on the issues involved. Consequently, the County will initiate programs at different timing intervals.

Project

Projects are tangible products that have a beginning and an end. Generally one-time activities, projects go beyond work that is done as part of daily business. An example would include developing a handout on the process for clustering density on agricultural property.

Who

Information in this column specifies the party responsible for initiating and/or implementing the proposed action item — County Planning Department staff or other agencies, organizations, or departments:

- BLM:** Bureau of Land Management
- BOC:** Board of Commissioners
- BOR:** Bureau of Reclamation
- COF** City of Fernley
- COY** City of Yerington
- CAC:** Community Advisory Councils
- EF:** Engineering and Facilities
- EMC:** Emergency Management Coordinator
- FD:** Fire Districts
- NSP:** Nevada State Parks
- PC:** Planning Commission
- PD:** Planning Department
- PR:** Parks
- RD:** Road Department
- TG:** Tribal Governments
- USFS:** US Forest Service



Other agency abbreviations can be found in the Comprehensive Master Plan's glossary.

Limitations

This column lists special considerations that may limit or prohibit the follow-through of an action item — for example, limited money or staff, politics, legislative constraints, or other challenges like coordinating large interagency projects.

Short-Term Implementation Actions

<input checked="" type="checkbox"/>	Reference Number and Strategy/Action	Chapter	Start Priority	Type	Who	Limitations
<input type="checkbox"/>	1. Prepare Community Plans for Smith Valley and Silver Springs	3	1	Project	PD, CAC, PC, BOC	Staff, \$
<input type="checkbox"/>	2. Prepare Community Plans for Dayton, Mound House and Stagecoach	3	1	Project	PD, CAC, PC, BOC	Staff, \$
<input type="checkbox"/>	3. Prepare Community Plans for Mason Valley and Silver City	3	1	Project	PD, CAC, PC, BOC	Staff, \$
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						

Long-Term Implementation Actions

<input checked="" type="checkbox"/>	Reference Number and Action Item	Chapter	Start Priority	Type	Who	Limitations
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						

NOTE: This Implementation Chapter was left unfinished intentionally when it was approved by the Board of County Commissioners on December 23, 2010. The compilation of the Short-Term and Long-Term Implementation Actions will be completed based on the strategies adopted in the County-wide Component on December 23, 2010. An updated version of this Chapter will be published when completed.



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The Vision, Guiding Principles, and Goals, Policies and Strategies of the Lyon County Comprehensive Master Plan will guide the County in its decisions, and as new development or changes occur, help to maintain and enhance the qualities that make Lyon County a great place in which to live, work, and play.

- ◆ The Lyon County *Vision Statement* sets out a desired picture of the future of Lyon County. It represents a future toward which the County will strive.
- ◆ *Guiding Principles* represent the broad values and ideals for the County.
- ◆ *Goals* are statements about what the County aims to achieve over the life of the Comprehensive Plan. Goals are intended to give decision-makers and citizens a clear idea about the County's intended direction.
- ◆ *Policies* provide ongoing guidance for elected and appointed officials, staff, and administrators as these community leaders make decisions about specific development, programs, and capital investments in the County.
- ◆ *Strategies* list detailed actions and methods for implementing the plan. We have listed a range of possible strategies to be considered. Some strategies will be possible to accomplish in the near term, while others will be on-going, or will take place later in the life of the Comprehensive Master Plan.



How Did We Get here?

The Vision, Guiding Principles, Goals, Policies, and Strategies in this document are based on public comments gathered in a series of open houses and workshops held in communities throughout Lyon County, in meetings with community advisory councils, and on comments and direction provided by the Planning Commission and Board of County Commissioners. Feedback from these meetings was first distilled into a draft Vision, Guiding Principles, and Goals document that was reviewed by the Planning Board and Board of County Commissioners in September, 2007. Subsequently, comments and concerns and detailed policy direction, in the form of policies and strategies, have been addressed in numerous drafts and updates during 2008, 2009 and 2010.

Overall Vision for Lyon County

A Vision statement is an overall image of what the community wants to be and how it wants to look in the future. It describes the kind of community that residents, business owners, and leaders want their county to become. The Vision for Lyon County describes the community's collective values and aspirations and creates an image of the County based upon what it is today and what residents would like it to be in the future. The Vision is founded on the premise that the health of the County and the quality of life of its residents depend on the balancing of multiple factors, including environmental, economic and community/social considerations. These components are interrelated and essential to the continued health and sustainability of the community. Addressing these factors in a comprehensive manner provides a balanced and flexible basis for formulating the County's Comprehensive Master Plan.



Lyon County Vision

Lyon County will guide growth and change to meet the needs of current and future residents, building on its heritage, and exploring new and innovative techniques to address challenges. The diverse communities within Lyon County will work together to meet shared goals while respecting and promoting the individual character of each community. Residents will enjoy an excellent quality of life characterized by: diverse lifestyle opportunities, quality housing choices, plenty of clean air and water, access to open lands, recreation and wildlife, outstanding public schools, an efficient transportation network, a safe community, and a range of employment and occupational choices. Our rural character, and agricultural and mining heritage, will continue to be a strong part of Lyon County's identity.

Guiding Principles

Eight broad “Guiding Principles” have been identified as the basic beliefs behind the overall County Vision and this Comprehensive Master Plan. The Principles reflect the community’s vision at a broad policy level and describe the community’s aspirations; highlighting areas where the County has opportunities to build on its strengths—as well as those areas where a change in policy direction is needed to improve a condition that is not consistent with the Vision.

The Guiding Principles set the stage for the more specific goals and policies contained in subsequent chapters of this plan and are organized into eight topics:

- Land Use, Economy and Growth;
- Transportation;
- Community Character and Design;
- Natural Resources and Environment;
- Parks, Recreation and Open Space;
- Public Facilities/Services;
- Regional Coordination; and
- Communities and Planning

Land Use, Economy and Growth



Lyon County will grow in an orderly fashion concentrating development within designated community cores, maintaining the diversity characterized by its settlement patterns and landscapes, providing jobs as well as housing, and sustaining quality public services and facilities.

Transportation



Lyon County will strive to provide a cohesive circulation system for a range of transportation choices that are safe, reliable, and offer sufficient capacity. The system will meet the current and future needs of residents and businesses, and will be an asset for attracting and retaining employment opportunities in our communities.

Vision and Guiding Principles

ADOPTED – December 23, 2010

Community Character and Design



Lyon County will respect and promote the distinct character and heritage of its communities, strive to retain its rural and agricultural culture and promote cohesive and high quality development to improve the overall image and function of its communities.

Natural Resources and Environment



The proximity of the natural environment will continue to be an important part of life in Lyon County, where residents will enjoy sustainable supplies of clean water for drinking and agriculture; clean air; wildlife; access to rivers, lakes and public lands; scenic views, and dark night skies. Lyon County will work to reduce or mitigate natural hazards such as wildfire, flooding, earthquakes and dust.

Parks, Recreation and Open Space



Access to publicly-owned lands will provide opportunities for hiking, horseback riding, bicycling, off-road vehicle uses and other activities, while playgrounds, sports fields and recreation facilities will be available to children and families within communities.

Public Facilities/Services



Lyon County residents will have access to excellent schools and libraries, and effective response from well-equipped emergency services. The timing and location of future development will be coordinated with improvements to services and infrastructure to provide cost-effective services to existing and future residents.

Regional Coordination



Lyon County will coordinate with other jurisdictions, including incorporated municipalities, adjoining counties, state and federal agencies, and tribal authorities that manage lands and other resources in or near the county, to coordinate planning efforts and provision of services.

Communities and Planning



Through its Community Planning process, Lyon County will address individual community needs and desires while implementing county-wide policies and actions.

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Land use patterns in Lyon County have not only been shaped by County regulations and development decisions, but also by physical factors such as topography and water availability. Throughout most of its history, Lyon County has been characterized by a number of compact communities and rural settlements spread over a landscape of valleys and mountains, farm/ranch lands, rivers, and extensive undisturbed areas. For years, the County has been noted for its rural character and image, its historical heritage, and its slow-paced rural way of life.

The rapid growth in the region has brought changes to the County: changes welcomed by many, lamented by others, but of concern to all. Inevitably, in such a process, Lyon County and its communities have been affected by development, increased traffic volumes, encroachment into floodplains, services stretched to meet needs, and a declining agricultural land base.

Future development will be influenced by factors such as population trends, employment growth, and water availability. Lyon County desires to be able to provide employment opportunities for its residents as well as a diverse choice of housing types, commercial services, recreational opportunities and community character.

The County's purpose is not to restrict future growth but to direct it in a way that minimizes negative impacts while offering residents a range of choices and promoting job creation. The County seeks to successfully accommodate growth and consciously decide how development should occur to achieve a more efficient pattern for future development. Lyon County intends to ensure the county's long-term viability by using methods to guide new development to locations where adequate public infrastructure such as roads, water, sewer, schools, and related facilities, is available or can be provided most efficiently and cost effectively, promoting infill development, and providing incentives for quality development.

Lyon County sees more growth and development occurring in and around the existing community cores (its towns and established settlement areas) with more focus on balancing residential, employment, and retail land uses. Less growth is desired in the remote unincorporated areas (outside of community cores). The County also desires to continue agricultural production and the retention of agricultural lands, but allow residential development especially in alternative rural patterns such as clustering, through incentives and density transfer mechanisms. Incentives and density transfer mechanisms are also desired to promote alternative development patterns and the conservation of areas of environmental significance or hazardous features.

Land Use, Economy and Growth

Lyon County will grow in an orderly fashion concentrating development within designated community cores, maintaining the diversity characterized by its settlement patterns and landscapes, providing jobs as well as housing, and sustaining quality public services and facilities.

Countywide Goals, Policies and Actions

Goal LU 1: Orderly Growth Patterns

Direct and manage development in the county so that it is orderly and fiscally responsible.



Policy LU 1.1: Follow Development Patterns as Established on Countywide Land Use Plan or a More Specific Community Plan

Future development of Lyon County will be consistent with the Countywide Land Use Plan or a more specific Community Plan, if one has been adopted. The Countywide Land Use Plan will guide future growth and development by defining appropriate land use types, densities, and character in different locations including cities and towns, suburbanizing areas, rural areas, farm and ranch land, hillsides, and public lands. The county's future urban and suburban growth will develop largely around existing communities.

Strategies:

- ◆ Use the Countywide Land Use Plan and adopted Community Plans as a guide for decision-making on development approvals.
- ◆ Pursue the resources needed to accelerate completion of Community Plans, to serve as more detailed guides for the county.
- ◆ Establish a demand based zoning strategy based on population projections and potential-to-actual development ratio, infrastructure capacity and distance to services.

Policy LU 1.2: Residential Development Patterns in Neighborhoods

New residential development, particularly in suburbanizing areas, will be designed to reinforce “neighborhoods” as the primary building blocks of the county’s residential areas. Features of this approach include attractive streetscapes; trail connections and sidewalks that link together residential, recreational, and commercial areas; parks and other common features that serve as gathering places; and a connected pattern of streets. The overall intent of this policy is that housing areas be designed as livable communities, not just subdivisions.

Strategies:

- ◆ Consider developing neighborhood design guidelines, to establish the basis for reviewing



subdivision proposals.

- ◆ Explore incentives for higher density infill residential in close proximity to existing public facilities and commercial land uses, such as pro-rated utility hook-up fees, modified road tax computation, etc.
- ◆ Require development in suburbanizing areas to provide mix of housing options.
- ◆ Consider the adoption of a “transect” style development code to facilitate development at appropriate densities in relation to employment and service uses.

Policy LU 1.3: Commercial and Mixed-Use Development to be Located in Centers.

Non-residential development will occur in defined and planned mixed-use centers, rather than in a linear pattern along roads, and in locations that are designated on the County-wide Land Use Plan. New suburban and rural residential development will be located near existing and future community centers.

Strategies:

- ◆ Consider developing commercial design guidelines, to establish the basis for reviewing development plans for commercial and mixed-use development.
- ◆ Explore incentives to encourage compact, nodal commercial development, such as density trades, public/private infrastructure cost sharing, tax-increment financing, etc.
- ◆ Revise county development code to allow performance based use standards.
- ◆ Revise development standards to consider proximity and efficiency of pedestrian access to commercial uses.



Policy LU 1.4: Locate industrial development as designated on County-wide Land Use Plan or determined by criteria.

Industrial uses, including extractive industries, will occur in areas that are designated on the County-wide Land Use Plan. New industrial uses should only be located in areas that do not adversely impact existing residential settlements.

Strategies:

- ◆ Develop and maintain a database of lands in the county that are suitable for industrial uses.
- ◆ Consider developing a set of siting criteria to be used in determining the suitability of sites for industrial and



extraction uses.

- ◆ Establish performance standards in areas of noise, odor, dust, traffic generation, etc.

Goal LU 2: Services Coordinated with Growth

Future residential development will be coordinated with development of schools, parks, libraries, and other public services so as to maintain or improve per resident service levels.

Policy LU 2.1: Residential Development in Areas with Services

Urban and suburban development will only locate in Suburbanizing Districts where municipal water and sewer can serve it and that are close to other municipal services and not “leapfrog” into rural areas. Conversely, low-density rural development should not occur in existing or planned suburbanizing areas.

Strategies:

- ◆ Adopt a policy of not approving rezoning of land for urban/suburban-level uses in rural areas (i.e., Rural Districts and General County).
- ◆ Ensure that plans are in place for required services to occur concurrently with all proposed development.
- ◆ Do not approve new development if it will result in an unacceptable reduction of service levels for infrastructure. Appropriate mitigation may be provided with construction or through proportionately levied impact fees or other such mechanisms to prevent or offset a reduction of service levels.

Policy LU 2.2: Service Levels to Vary by Character Areas

Service levels in the county will vary, with rural and other outlying areas generally being located further from services than urban and suburban development.

Strategies:

- ◆ Consider adopting level-of-service standards that vary by character area, recognizing that it is less cost effective to serve rural and outlying areas.

Goal LU 3: Diverse Economy

The economy will continue to be strong and diverse; attracting businesses that employ residents in primary jobs, as well as service jobs that meet the needs of local residents.

Policy LU 3.1: Diverse Economic Base

The county will continue to support a diverse base of jobs to provide for a broader range of employment opportunities



that are geographically distributed to be near to population centers.

The county will support economic diversification throughout the county to more fully utilize the broad range of skills, knowledge and abilities inherent in our workforce.

Strategies:

- ◆ Work with economic development agencies and community groups to identify economic assets and development opportunities.
- ◆ Identify opportunities for complementary business cooperation, e.g., agriculture and ag-support operations.
- ◆ Encourage the development of a local/regional industrial database to encourage vertical integration and production efficiencies.
- ◆ Establish appropriate zoning districts, such as mixed-use commercial, employment, etc.
- ◆ Encourage business “incubator” programs geared to regional needs.
- ◆ Encourage the expansion and development of compatible industry programs to encourage cross-fertilization within industry sectors.
- ◆ Develop performance zoning to eliminate complexity and uncertainty of “special use permit” system.

Policy LU 3.2: Business and Industry Locations that are Consistent with Future Land Use Plan

Encourage commercial and industrial development to locate in designated locations shown on the Future Land Use Plan, where public facilities exist or are planned to accommodate such development cost-effectively. The County-wide Land Use Plan will reserve adequate lands for jobs and industry.

Strategies:

- ◆ Use the Countywide Land Use plan and Community Plans as a guide to determine appropriate locations for business and industry.
- ◆ Coordinate Industrial land use designation with planned infrastructure and road development.

Goal LU 4: Viable Agriculture

Enhance the economic viability of agricultural lands and promote opportunities for rural and agricultural support uses that conserve and enhance our agricultural and rural way of life.

Policy LU 4.1: Encourage the Continuation of an Agricultural Lifestyle in appropriate rural areas of the County.



Celebrate the County's agricultural past through land-use policies and programs designed to encourage ranching and farming activities.

Strategies:

- ◆ Strive to preserve water rights to ensure continued agricultural potential.
- ◆ Develop tools to help retain agricultural lands.
- ◆ Develop an agricultural zoning district.



Policy LU 4.2: Encourage Voluntary Options to Conserve Agriculture Lands

The county will encourage the use of voluntary tools to conserve intact agricultural lands and cluster residential development on land of marginal agricultural value. The intent is to maintain agricultural densities in rural areas, but allow landowners to transfer density from lands in active production or lands of higher agricultural value to lands suitable for development or land of marginal agricultural value. (see page 3.41 for more information on agricultural lands options).

Strategies:

- ◆ Encourage non-contiguous parcel density transfers away from productive lands.
- ◆ Encourage clustering of homes away from productive, irrigated agricultural lands.
- ◆ Explore the creation of a transfer of development rights program.
- ◆ Explore the creation of a density transfer charge program.



Policy LU 4.3: Agricultural Support Uses

Allow a range of land use options for agricultural lands as a means of promoting opportunities for large parcels of land to remain agriculturally productive and economically viable. Recognize and provide flexibility for farmers and ranchers to be able to respond to future economic opportunities (where agriculture plays an increasing role in providing new types of plant-based and renewable energy as well as food).

Strategies:

- ◆ Adopt performance standards for all types of development that address conflicts among various uses.
- ◆ Revise zoning ordinances to allow wider range of activities within agricultural districts.



Goal LU 5: Encourage Resource Sensitive Growth

Development will be designed to reduce energy use and minimize environmental impacts.

Policy LU 5.1: Encourage Resource-Sensitive Growth and Sustainable Design

The county will encourage development that incorporates the principles of sustainable design and that reduces energy and resource consumption and impacts on the environment, by:

- Minimizing resource consumption, energy use, and water use;
- Using renewable energy sources and locally produced materials;
- Exploring and encouraging alternatives to toxic pesticides and herbicides; and
- Using programs such as LEED™ (Leadership in Energy Efficiency and Design), United States Department of Energy's Building America Program, and Energy Star, and other standards for energy efficiency.

Strategies:

- ◆ Consider the possibility of adopting sustainable building practices.
- ◆ Discourage suburban density development outside community core areas.
- ◆ Require all residential development to provide appropriate multi-modal connection to commercial, employment and public facility uses based on factors such as density and distance.
- ◆ Develop incentives to limit development in environmentally sensitive areas such as floodplains and critical wildlife habitat.
- ◆ Develop guidelines to encourage solar power generation, heating and cooling.
- ◆ Develop guidelines for low water use landscape designs.

Land Use Plan

The Land Use Plan Contents and Purpose

The Land Use Plan contains the Character District map, the County-wide Land Use Plan Maps, and a guide to the Community Plans and more detailed land use. It is intended to be used as a tool for elected and appointed officials, staff and administrators, and the community for evaluating and making decisions about the location of land uses within the county.

Overall Land Use Plan Approach - Community Core Concept

Early in the process of developing this Master Plan and based on input from the community and county leadership, an overall approach for future growth and development in the county was identified and is

referred to as the Community Core Concept. Under this approach, Lyon County would see more growth and development occurring in and around the existing community cores (its towns and established settlement areas) with more focus on balancing residential, employment, and retail land uses. The concept encourages less growth in the remote unincorporated areas (outside of community cores). The agricultural areas around Smith and Mason Valleys would primarily continue for agricultural production, but would allow residential development especially in alternative rural patterns such as clustering, through such mechanisms as transfer of development rights and non-contiguous density transfers. In addition, the concept promotes alternative development and conservation approaches for areas of environmental significance or hazardous features, such as steep slopes, wetlands, or floodplains.

Basic Mapping Components

The basic components of the Land Use Plan include:

1. Community Boundaries Map
2. Character Districts Map
3. Countywide Land Use Plan Map(s)
4. Lyon County Communities Land Use Plan Maps

Each of these maps provide a framework for future development in Lyon County — from the broadest to most specific level — with the Character Districts broadly defining desired character of larger regions, and the Community Land Use Plan Maps containing specific, parcel-level detail, with standalone maps for each community.

The mapping and land uses are not intended to change stable, developed areas within the county — their primary focus is on places where new development will occur in the future and where some redevelopment could occur over time. The land use categories should allow future neighborhoods and mixed-use centers to become distinctive, diverse places with a mix of compatible activities, while balancing objectives for conservation in rural and agricultural areas. The categories and criteria also provide some flexibility to respond to market conditions.

Land Use Plan Contents

The Land Use Plan contains sections to address each of the mapping components addressed above. The land use categories shown on the County-wide Land Use Plan map are described in the table on page 3.33. Design principles are addressed at the end of Chapter 5, Community Character and Design. The principles for design and development and criteria address the following types of development:

- Mixed-use centers,
- Highway corridor mixed-use,
- Suburbanizing neighborhoods,
- Agricultural land options,
- Planning Incentive Areas

Lyon County Communities

Lyon County's large land area, cultural diversity and mountains and valleys have all contributed to the formation of distinct and varied population centers within its borders. The county territory includes several population centers as well as large, rural, low-density areas. The diversity of these population centers is reflected in their different growth patterns, character and personality. For planning purposes it is helpful to divide the County into geographic planning areas, for the sake of organizing data and information, and recognizing and describing each area's distinct characteristics.

In this Comprehensive Master Plan the County's geographic planning areas have been assembled into several "communities" that reflect, for each, a sense of place, identity and character. The successful implementation of this Comprehensive Master Plan will require that these differences be respected and integrated into each of the community plans envisioned by this Plan.

Eight Communities

Eight communities have been identified and form the basis for the implementation of the Community Core Focus concept upon which this Comprehensive Master Plan is based. The communities are listed below.

- Dayton
- Fernley
- Mason Valley
- Mound House
- Silver City
- Silver Springs
- Smith Valley
- Stagecoach

While a more complete description of each of the communities will be developed in the community plans, the following community descriptions should serve as a general guide when considering the implications of the Master Plan County-wide Component on individual communities.

Dayton

The Dayton area has grown from a bustling mining community with roots in the Comstock Lode silver and gold booms of the 1800's, to farming and ranching along the fertile and easily irrigated Carson River corridor, to master planned golf community, to bedroom community to nearby Carson City and Reno. Of the unincorporated communities of Lyon County, Dayton has experienced the highest rate of growth of any area, and will continue to fill the role as the county's residential and economic growth center due to its' extensive water and sewer infrastructure, proximity to major population and employment centers, and surplus of available land in all land use categories.

Bisected by the Carson River, the Dayton area encompasses four distinct neighborhoods: the historic "Old Town", the south side of the river, the Sutro commercial/residential area, and the Mark Twain area. Old Town Dayton contains a significant number of historically important structures and provides an opportunity to capitalize on the community's role in the settlement and development of the State of Nevada. Well served by water and sewer, Old Town Dayton's preservation and future development will borrow significantly from the past, with mixed-use structures, limited setbacks and narrow streets, providing the basis for a vital small-scale, pedestrian friendly commercial center.

The area south of the river will see continued residential development as already master planned communities complete their build-out. Commercial development south of the river will be focused primarily on serving residential neighborhoods, while expansion of industrial activity may be hampered by the lack of transportation infrastructure. Much of the Carson River's floodplain within the Dayton area is on the south side of the river, where existing ranches and agricultural lands provide safe and unhindered flood storage capacity. As development in the area increases, protection of this resource will be critical to the health and safety of the area.

The Sutro area, with its community retail hub, and Mark Twain, with its sprawling residential development will eventually become neighborhoods within a larger greater Dayton area focused on the planned Traditions Development, which is envisioned to serve as the economic center of the Dayton Valley area.

Fernley

The following description of Fernley is taken from the City of Fernley's Master plan:

The City of Fernley encompasses approximately 163 square miles. Located in Lyon County, Fernley is approximately 33 miles east of Reno-Sparks metropolitan area on Interstate 80. Several major state transportation routes, including US Highway 50A and US Highway 95A, and rail (freight) service weave through the city and shaped the historic development patterns. The Truckee River flows east and then north into Pyramid Lake before reaching Fernley. A tributary of the Truckee River, the Truckee Canal, which is maintained by the Truckee Carson Irrigation District, enters the City of Fernley from the west and parallels US Highway 50A before turning south in Churchill County and flowing into the Lahontan Reservoir. The Truckee Canal historically provided the water resources for the agricultural community that evolved in Fernley. Farm District Road, as its name implies, formed the backbone of the historic agricultural community. More recently, agricultural parcels are being transformed into residential subdivisions and commercial centers.

It must be noted that there are parcels of property within the city's jurisdictional boundaries that have not been annexed into the City of Fernley and remain within the unincorporated area of Lyon County.

Mason Valley

Mason Valley is a picturesque agricultural, mining and regional commercial center surrounded by mountain ranges of colorful canyons, and high desert vegetation. The City of Yerington, the Lyon County seat, lies on the valley's western side just north of where the West and East Forks of the Walker River come together and flow through the valley. Irrigation ditches branch out to carry water to the green fields and ranches where onions, alfalfa, grass hay, pasture grass, grains, and other crops grow. Cottonwood trees add seasonal color and mix with the native vegetation of sagebrush and rabbit brush. In addition to onion and hay fields, livestock, feedlots and dairies, other agricultural businesses add to the general rural character of the region. A full range of commercial and industrial businesses are located in Yerington, as well as government offices. Residents enjoy the rural character, convenience of local services, variety of housing opportunities, with low density residential development outside of the City of Yerington, surrounding open lands and an abundance of recreation opportunities.

Mound House

Mound House sprang up in the mid to late 1800's to serve the mining communities of the Comstock district. Throughout its history, Mound House has been characterized by a combination of industrial, commercial, and residential land uses. Sitting on one side of the Carson City line, and bisected by US 50, Mound House has the highest concentration of industrial land uses in Lyon County, providing employment to county residents and revenues to the county coffers. Residential uses in the Mound House area tend to exist on the edges of the commercial/industrial zone, although live/work arrangements are prevalent on industrial properties.

Further development for either residential or commercial/industrial uses beyond current levels will require expansion of water and sewer systems, and improvements to the transportation network to allow better circulation and access.

Silver City

Silver City, situated in lower Gold Canyon, represents the first settlement in Nevada based on mining activity. The town is located about 4 miles northwest of Dayton, the site of Nevada's first gold discovery, and 3 miles south of Virginia City along Highways 341 and 342. Approximately 200 home-sites and 100 houses, along with some historic commercial and industrial buildings, comprise the historic town site which is an integral part of the Comstock Historic District – a National Landmark Historic District.

Over the past 30 years residential infill and limited commercial endeavors have occurred on existing historic properties in Silver City. The pace of development has been slow for a variety of reasons, including challenging topography, limited water and sewer infrastructure, and an array of patented and unpatented mining claims. The existing water service infrastructure dates to the late nineteenth century, when a water system to supply the mining operations and settlement demands of the Comstock communities was constructed. This aging water system and a lack of a sewer system limit growth in Silver City. Additionally, title issues due to the historic nature of the town site and complications based in local zoning and building codes, have limited development.

Silver City has a strong sense of identity and prides itself on its cohesive small town atmosphere. The community treasures its historic buildings and landscape features, as evidenced by the preservation and rehabilitation of many original structures. New construction is regulated for exterior architectural features by the Comstock Historic District Commission.

Silver Springs

The Silver Springs community is located in a large bowl-shaped valley dominated by the Lahontan Reservoir in the north central part of Lyon County. Silver Springs has grown from a crossroads and resting spot on the trail west to a sprawling community intended to capitalize on the recreational opportunities offered by the lake and its position at the crossroads of two of Nevada's main highways, US 50 and 95A. Since its inception in the 1950's, Silver Springs has seen itself as a growth center ready to capitalize on its transportation infrastructure, easily developed terrain, and position at the center of the county.

The Silver Springs community is centered on the intersection of US 50 and Hwy 95A, with ample vacant and underdeveloped land suitable for commercial, industrial and higher density residential use immediately adjacent to the existing core. The Silver Springs airport and the proposed USA Parkway connection at US 50 offer opportunities to focus future development, create circulation patterns and commercial/residential densities capable of supporting sustainable economic activity without fundamentally changing the rural nature of the existing low density residential development and substantial public lands that surround the existing core.

Smith Valley

Smith Valley is a scenic agricultural community, surrounded by mountain ranges of pinion forests, colorful canyons, and high desert vegetation. The West Walker River flows through the center of the valley, and irrigation ditches branch out to carry water to the green fields and ranches where pasture grass, grains, grass hay, and alfalfa grow. Cottonwood trees add seasonal color and mix with the native vegetation of sagebrush, wild peach, and rabbit brush. Cattle and sheep graze in the valley and surrounding mountains and are sometimes seen trailing along the roads to new feeding ground. In addition to livestock, feedlots and nursery stock businesses add to the general rural character of the region. Non-agricultural businesses located in the two village center areas of Smith and Wellington include auto repair, dental and legal services, restaurants, bars, beauty salons, and mini-markets. Residents throughout Smith Valley participate in many types of home-based businesses. Residents enjoy the agricultural fields, low-density housing, recreation on public lands, as well as, an abundance of wildlife.

The community cherishes its rural environment, beautiful sunrises, sunsets, starry night skies, and fresh air.

Dressler Park, the Community Hall, and the Smith Valley Library, are examples of community pride, volunteer spirit, and the communities unique character. Historic buildings such as the Heyday Inn and Hoyer Mansion serve as links with the past. Residents of Smith Valley continue to want this rural setting with its sense of community.

Stagecoach

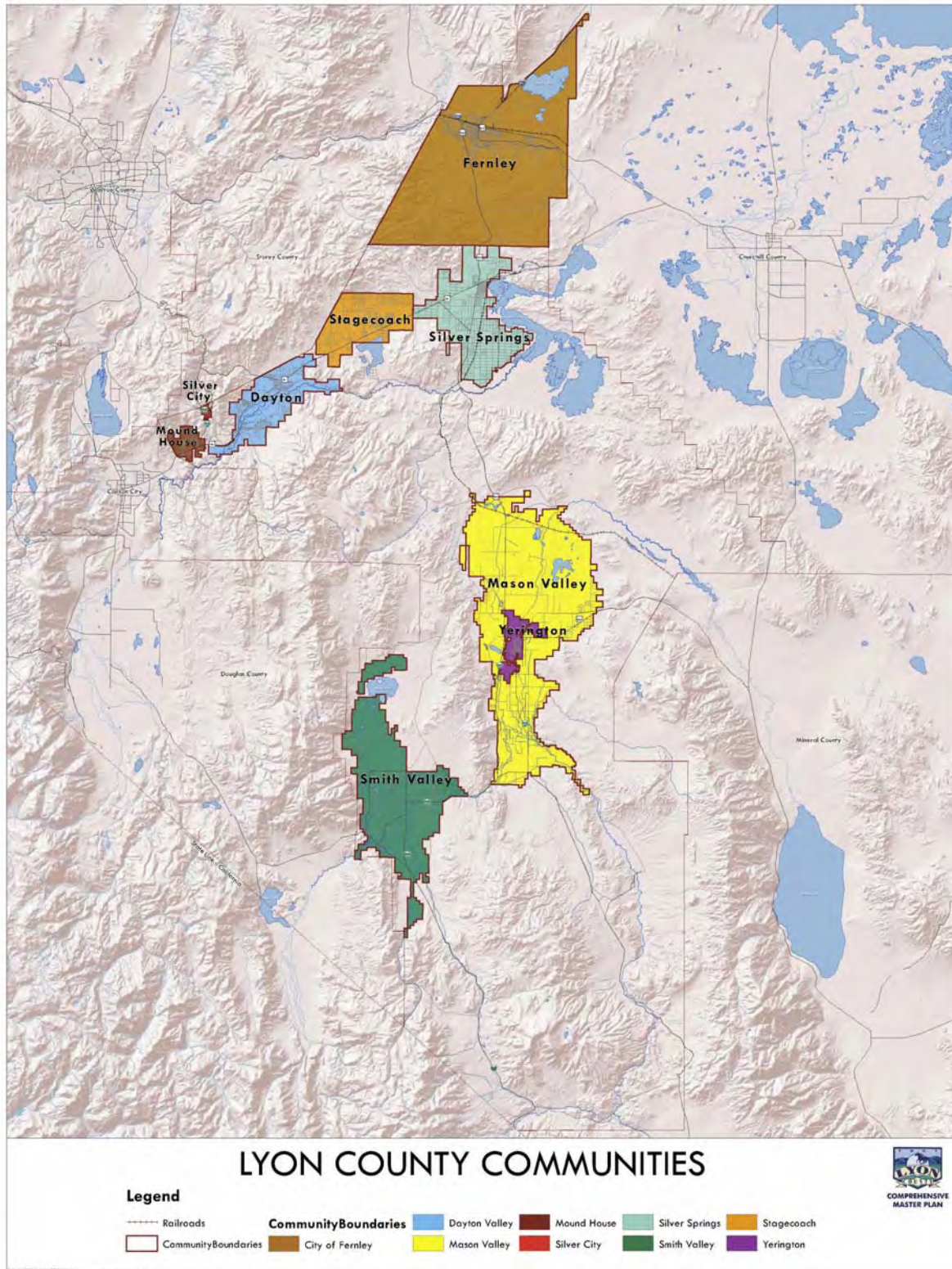
Located along US 50 between Dayton and Silver Springs, Stagecoach has developed as a largely rural community with limited infrastructure and few public or commercial services. Suburban density developments are concentrated at the eastern edge of the community in the vicinity of the intersection of US 50 and Cheyenne Trail. Expanding out from the core area, large lot land divisions have left the majority of the community undeveloped and open. This development pattern contributes to large expanses of open terrain and unobstructed sagebrush habitat that define the community's character.

Limited water combined with soils that are unsuited to high density residential uses will limit future development to the existing core where infrastructure to support a range of commercial, employment, and residential uses will be most economically feasible. A large playa, subject to frequent inundation, makes up the bulk of the land area south of US 50, and is considered unsuitable for development due to its soils and function as floodplain.

Communities Map

The map below outlines the boundaries of communities in the County. The communities serve as the basic framework for the County plan.

County-wide Communities Map



Character Districts

Character Districts Map Description

"Character" can generally be thought of as the look or feel of a place, including: the built environment, land use patterns, street patterns, open lands, and general density or intensity and type of uses. The purpose of the Character Districts Map is to help define, maintain, or enhance desired character of development or intensity in particular areas of the county.

Five Character Districts

Character Districts provide guidance to the type, intensity, density, and general development standards for uses intended to occur within their boundaries. They control and modify the land use designations to achieve the type and character of development desired in communities. These Districts are defined areas within communities. A community may have one or more Character Districts within its boundary. The following character districts are described in the sections that follow:

- Rural districts,
- Suburbanizing districts,
- Historic districts,
- Future Plan Areas, and
- General County.

Rural Districts

Rural Districts include those areas that are predominately low density residential development with limited neighborhood commercial uses. They may or may not have agricultural land uses or grazing lands. Improvement standards will reflect the "rural" character of the area. Rural districts are not likely to have municipal water and sewer. Roads are likely to have dirt shoulders, some equestrian paths as well as bike facilities within road rights-of-way.

Suburbanizing Districts

Suburbanizing Districts include those areas that are predominately medium to high density residential development with regional/community commercial, neighborhood, industrial and employment uses. Improvement standards will reflect the "suburban" character of these areas and will include requirements for municipal water and sewer, roadway design appropriate to the planned land uses, landscaping of public areas, and pedestrian facilities (sidewalks and paths). Roads are likely to have some bike and pedestrian facilities within road rights-of-way or separate paths.

Historic Districts

Historic Districts include those areas in and around lands included in the Comstock Historic District and Silver City or other future historic designations to preserve existing historic character or to promote "historic" architectural design elements. Future historic districts could also be designated where the intent is to promote new compatible development that is in keeping with the "historic" development patterns and architectural design elements to create more vitality. Tools might include mixed-use, design guidelines and conservation easements.

General County

Lands outside the boundaries of defined community boundaries are classified as General County. These lands are rural or resource lands or public lands, and are intended to remain largely undeveloped or with

very low intensity development within the Master Plan's planning horizon. The development standards applicable to General County lands are the same as those for Rural Character Districts.

County-wide Character District Map



County-wide Land Use Plan

County-wide Land Use Plan Map(s)

The intent of the County-Wide Land Use Plan Map(s) is to show the generalized land use patterns for the entire County and the land use designations for lands outside of defined communities. This Plan map(s) provides an overall view of the County's desired development pattern. The county-wide categories, which are very general and the broadest categories to be mapped, encompass the more specific community plan land use designations, as shown in the land use categories table in this section. The County-wide Land Use Plan map(s) provides broad direction for the land uses intended within communities and the County. (Note: The Land Use Plan designations are shown in the blue column in the master table beginning on page 3.28.) Until a Community Plan is adopted, the County-wide Land Use Plan will be the guide.

Land Use Categories shown are generally consistent with Lyon County zoning and do not remove or vastly change owner entitlements to properties. However, some categories suggest a slight refocus of future development patterns to better achieve Comprehensive Plan Goals. For example, the intent for lands designated as "Highway Corridor Mixed-Use" is to gradually transition away from the strip commercial pattern along the county's highways to become a more cohesive mix of uses with offices, residential, and commercial that is focused in centers. Likewise, some of the lands in Smith Valley that are zoned for Rural Residential are shown as Agriculture, because the intent is that they are part of a larger agricultural area where options for landowners to conserve lands, do clustered development, or transfer density to more concentrated rural development areas is desirable. The Agriculture designation does not imply a change in potential development units from current zoning.

Proposals for development must be consistent with the categories and centers shown on the County-wide Land Use Plan or applicable Community Land Use Plan, or be consistent with locational criteria for centers described later in this chapter. The plan amendment procedures section of this plan describes what developers must do when a proposal is not consistent with the land uses defined herein.

The Map and County-wide Land Use Categories

The maps show the following land use categories which are grouped under five major types in later pages of this plan. For each category, the plan describes uses, density, and general characteristics.

1. Agriculture and Resource Lands

Includes:

- Agriculture
- Resource
- Public Lands

2. Residential

Includes:

- Rural Residential
- Low Density Residential
- Suburban Residential

3. Commercial / Mixed-Use

Includes:

- Commercial,
- Commercial Mixed-Use, and

- Highway Corridor Mixed-Use

4. *Employment*

Includes:

- Industrial, and
- Employment

5. *Public / Community Facilities and Other Lands*

Includes:

- Parks,
- Open Space,
- Public/Quasi-Public
- Tribal Lands, and
- Specific Plan

6. *Overlay Designations*

The plan also includes provisions for Overlay Designations, including:

- Airport Influence Area
- Cooperative Planning Area
- State-Designated Historic Areas
- Future Plan Areas, and
- Planning Incentive Areas

The County-wide Land Use Map(s)

The County-wide Land Use Maps are contained in Appendix A – Land Use Maps of this County-wide Component of the Comprehensive Master Plan.

County-wide Land Use Categories Table

This table includes the land use types and specific categories that are shown on the County-wide Land Use Plan maps. It also lists the related more detailed categories that may apply in a Community Land use Plan. (See the Community Land Use Categories table on page 3.28 for additional detailed description and zoning designations.)

Countywide Land Use Category	Community Plan Land Use Categories	Density Range	Description/ Characteristics and Examples of Uses
AGRICULTURE AND RESOURCE LANDS			
Agriculture	<ul style="list-style-type: none"> ✓ Irrigated Agriculture (private) ✓ Range and Non-Irrigated Agriculture (private) 	1 du per 20 acres	<p>Characteristics: Private properties under production. Residential density may be clustered or transferred (See Agriculture Land Options).</p> <p>Examples of uses: irrigated land for production of crops, pasture and grazing land. Agricultural related commercial and limited industrial uses, and other limited commercial and tourist commercial uses compatible with the agricultural use of the land and rural character.</p>



Countywide Land Use Category	Community Plan Land Use Categories	Density Range	Description/ Characteristics and Examples of Uses
Resource	✓ Resource (private)	1 du per 40 acres or one-sixteenth of a section as described by a government land office survey, or per existing parcel if less than 40 acres or one-sixteenth of a section	Characteristics: Private property, generally inholdings or located in very remote or rural parts of the County (outside of community boundaries). Within communities may be private property used for resource uses. Examples of uses: Open range and dispersed grazing, mining and large scale energy, general rural residential development at very low densities. Within communities uses such as mining, borrow pit or gravel pit operations, energy projects; may include limited employment/industrial uses complementary to and compatible with surrounding uses.
Public Lands	✓ Public Lands (public)	No density and no minimum size	Characteristics: Public lands managed by the federal and state government. Examples of uses: Grazing, recreation, energy production.
RESIDENTIAL			
Rural Residential	✓ General Rural ✓ Rural Residential	1 du per 20 acres to 1 du per 5 acres	Characteristics: Typically in rural districts and on the edge of suburbanizing areas. Lot sizes vary. Typically not served by municipal utilities. Examples of uses: Single-family residences, ranches, and "farmettes".
Low Density Residential	✓ Low Density Residential	1 du per 5 acres to 1 per 1 acre	Characteristics: Typically at the edge of suburbanizing districts and in rural districts. Lot sizes and layout vary. Typically not served by municipal utilities. Examples of uses: Single-family residences.
Suburban Residential	✓ Medium Density Residential ✓ High Density Residential	1 du per acre to 18 du per acre.	Characteristics: Typically in suburbanizing areas. Neighborhoods should contain a mix of housing types and lot sizes in a neighborhood setting with a recognizable center (with a park, school, or other public use) and connected, useable open space within the neighborhood. Will be served by municipal utilities. High density residential must be located near major roads and near commercial uses. Examples of uses: Single-family residences, duplexes and attached housing.
	✓ Residential Mixed-Use	3 du per acre to 18 du per acre.	Characteristics: This category is designed to create opportunities for higher-density neighborhoods in a suburban-setting to promote neighborhoods with a mix of types and intensities in close proximity to



Countywide Land Use Category	Community Plan Land Use Categories	Density Range	Description/ Characteristics and Examples of Uses
			commercial and commercial mixed-use districts. Examples of uses: A range of medium to high-density residential housing types with open space, parks, schools, and other public uses.
COMMERCIAL/ MIXED-USE			
Commercial	<ul style="list-style-type: none"> ✓ Neighborhood Commercial ✓ Community/ Regional Commercial ✓ Tourist-Oriented Commercial 	Varies, depending on Character District, from approximately 1 acre (in Rural District) to a hundred acres.	<p>Characteristics: Provides a range of services, varying from small-scale neighborhood-serving commercial to large-format retail centers. Commercial should be located in centers. (See Mixed-Use Centers principles on page 5.6). The county discourages continued expansion of highway-oriented commercial activities.</p> <p>Examples of uses: Smaller specialty retail shops, retail and health services and business services, larger retail, such as supermarkets, hotels and resorts, professional offices.</p>
Commercial / Mixed-Use	<ul style="list-style-type: none"> ✓ Commercial Mixed-Use 	Varies, depending on Character District	<p>Characteristics: This category is designed to encourage a more cohesive mix of commercial uses than exist today, including residential, designed in centers. (See Mixed-Use Centers principles on page 5.6.)</p> <p>Examples of uses: A mix of commercial services (see above) with some residential. Mix and scale varies, depending on location in character district.</p>
Highway Corridor Mixed-Use	<ul style="list-style-type: none"> ✓ Highway Corridor Mixed-Use 	Varies, depending on Character District	<p>Characteristics: This category is designed to discourage continued development of highway-oriented commercial. (See Highway Corridor Mixed-Use principles on page 5.7.)</p> <p>Examples of uses: A mix of commercial services (see above), offices, and residential. Mix and scale varies, depending on location in character district, but intent is to encourage more residential and office.</p>
EMPLOYMENT			
Industrial	<ul style="list-style-type: none"> ✓ Industrial 	Varies, depending on location and Character District	<p>Characteristics: Typically intensive work processes and may involve manufacturing or resource handling.</p> <p>Examples of uses: Light and heavy manufacturing, warehousing and distribution, and variety of other industrial services and operations. Accessory and complementary</p>

Countywide Land Use Category	Community Plan Land Use Categories	Density Range	Description/ Characteristics and Examples of Uses
			commercial uses oriented to the provision of services for the industrial uses may be incorporated into a master planned industrial park, or through County design and development standards.
Employment	<ul style="list-style-type: none"> ✓ Service Industrial ✓ Employment Mixed-Use 	Varies, depending on location and Character District	<p>Characteristics: Provides concentrated locations for employment, combined with a mix of complementary commercial and residential uses.</p> <p>Examples of uses: Offices, medical facilities, light industrial facilities, educational facilities.</p>
PUBLIC/COMMUNITY FACILITIES AND OTHER LANDS			
Open Space	<ul style="list-style-type: none"> ✓ Open Space (public) 		<p>Characteristics: Typically provides recreational linkages between different areas of the County; floodplain, drainage or view protection; and/or wildlife habitat.</p> <p>Public access may be provided with designated trails or bicycle facilities. However, in other areas lands may be left intact as visual buffers along an important scenic area or community boundary.</p>
Parks	<ul style="list-style-type: none"> ✓ Park & Recreation (public) 		<p>Characteristics: Intended to provide for the active and passive recreational needs of the community.</p> <p>Examples of Uses: Developed recreation areas, playgrounds, athletic fields, picnic areas, etc.</p>
Public/Quasi-Public	<ul style="list-style-type: none"> ✓ Public/ Quasi-Public/ Community Facilities 		<p>Characteristics: Government offices, buildings and facilities; fire stations; electrical substations; etc.</p>
Specific Plan	<ul style="list-style-type: none"> ✓ Specific Plan 		<p>Characteristics: Lands intended for future development requiring approval of a specific plan(s) for any master plan designation other than the lands' existing land use designations; generally, but not limited to, Agriculture, Resource, Public Lands or General Rural land use designations</p>
Tribal	<ul style="list-style-type: none"> ✓ Tribal 		<p>Characteristics: Walker River Paiute Tribe lands and Yerington Paiute Tribe lands</p>
OVERLAY DESIGNATIONS			
Airport Influence Area	<ul style="list-style-type: none"> ✓ Airport Influence Area 		<p>Land around airports affected by airport operations.</p> <p>Recognizes the benefits and potential adverse impacts that may occur within certain distances from public aviation facilities and provides a framework to minimize these impacts as well as protect</p>



Countywide Land Use Category	Community Plan Land Use Categories	Density Range	Description/ Characteristics and Examples of Uses
			the safety and efficiency of aircraft operations.
Planning Incentive Overlay	✓ Planning Incentive Overlay	Varies by underlying land use designation, character and community.	Lands identified as important opportunities for significant improvement of land use patterns and development types. Incentives for future development may be applied to encourage the preparation of a specific plan(s) for the redistribution of existing approved land use designations and/or any revision of master plan designation(s) other than the lands' existing land use designation(s); generally, but not limited to, Suburban land use designations.

Discussion of Designations on the County-wide Land Use Plan

Airport Influence Areas

The Airport Influence Areas designated on the County-wide Land Use Plan are intended to promote land use compatibility. The designation recognizes the benefits and potential adverse impacts that may occur within certain distances from public aviation facilities and provides a framework to minimize these impacts as well as protect the safety and efficiency of aircraft operations.

In designating the Airport Influence Areas, airport runway length and the type of aircraft operations were considered. The analysis resulted in the creation of two Airport Influence Area templates: 4,500 foot and 6,000 foot airport safety compatibility zones. These templates anticipate noise, safety and regulatory components for airport land use compatibility planning purposes and are made up of the following considerations: 1) Runway Protection Zone, 2) Inner Approach/Departure Zone, 3) Inner Turning Zone, 4) Outer Approach/Departure Zone, 5) Sideline Zone, and 6) Traffic Pattern Zone. The boundaries cover all of an airport's influence area, including portions which are already developed.

During the preparation of Community Plans, it is expected that the specific conditions at the airports will be evaluated and adjustments will be made to the Airport Influence Areas as necessary and consistent with the expectations of the airport proprietor with respect to the future development and use of the airport. It is also expected that the County will establish compatibility planning guidance, prepare airport land use compatibility plans and formulate compatibility policies in the future. These actions would assist the County in reviewing future individual land use proposals and the compatibility or incompatibility of various categories of land uses.

Future compatibility criteria may include such items as:

- Measures which alert prospective property buyers to the existence of overflight impacts within all parts of the airport influence area.
- Recording of deed notices describing airport impacts as a condition for development approval anywhere in the airport influence area where aviation easements are not obtained.
- Policies defining the area within which information regarding airport noise impacts should be disclosed as part of real estate transactions.

- Requirements for dedication of aviation easements as a condition for development approval for locations where high noise levels exist or are projected to occur and/or the heights of objects need to be significantly restricted.
- Limitations on the heights of structures and other objects necessary to protect airport airspace should primarily be defined in accordance with Federal Aviation Regulations (FAR) Part 77.
- Land uses which produce increased attraction of birds should be avoided in accordance with FAA standards. Activities likely to create visual or electronic hazards to flight (distracting lights, glare, interference with aircraft instruments or radio communication) also should be prevented.

The principal safety compatibility strategy is to limit the number of people (residential densities and nonresidential intensities) in the most risky locations near airports. Additionally, certain types of highly risk-sensitive uses (schools and hospitals, for example) should be avoided regardless of the number of people involved.

Five Airport Influence Areas are identified in this Comprehensive Master Plan. The Areas are depicted on the County-wide Land Use - Airport Influence Area Maps contained in Appendix A – Land Use Maps of this County-wide Component.

1. Dayton Airport

The Dayton Airport is a private, general aviation airport. The Airport Influence Area associated with the Dayton Airport is 4,500 feet from any point on the runway.

2. Farias Wheel Airport

The Farias Wheel Airport is a private, general aviation airport. The Airport Influence Area associated with the Farias Wheel Airport is 4,500 feet from any point on the runway.

3. Rosaschi Airpark

The Rosaschi Airpark is a privately operated public, general aviation airport. The Airport Influence Areas associated with the Rosaschi Airpark are 4,500 feet from any point on the runway.

4. Silver Springs Airport

The Silver Springs Airport is a public, general aviation airport owned by Lyon County and operated by Silver Springs Airport, LLC, through a contract with the County. The Airport Influence Areas associated with the Silver Springs Airport is 6,000 feet from any point on the runway.

5. Yerington Airport

The Yerington Airport is a public, general aviation airport owned and operated by the City of Yerington. The Airport Influence Areas associated with the Yerington Airport is 6,000 feet from any point on the runway.

Future Planning Areas

The Future Planning Areas designated on the County-wide Land Use Plan are locations where future development may occur but where additional planning is necessary because of large common ownership, topography, infrastructure and other factors. These are places where a master plan may have designations that are different than the existing land use designations. One area to be considered initially is: (1) Mason Valley/east of Yerington.



1. *Mason Valley/East of Yerington*

The Future Planning Area East of Yerington is a location where future municipal services will be available (sewer and water). Most of the zoning currently allows for agriculture and very low density development. Developing a plan for the area may entail collaborative planning with the City of Yerington and citizens. Future development of this area should have suburban densities appropriate for municipal services.

Specific Plan Areas

The County-wide Land Use Plan designates four Specific Plan Areas. A Specific Plan designation requires development proposals within the area to be reviewed in a comprehensive manner, based on a set of adopted policies and criteria. Policies address planning issues specific to the area, typically addressing issues such as: land use, character and design, circulation and access, parks and open space, and facilities and services.

1. The Highlands

The Highlands Specific Planning Area is designated for the 20,250 acres of land in the northwestern quadrant of Lyon County located between the Tahoe-Reno Industrial Complex and US Highway 50 in the Silver Springs/Stagecoach area. The intent of this designation is to promote well planned development based on a specific set of goals and policies that complement and focus the general goals of the Lyon County Master Plan and to promote a mix of complementary and compatible residential, public facilities, commercial and industrial uses while addressing adequate infrastructure, open spaces, the natural environment and existing land uses and development patterns.

2. Stagecoach

The Stagecoach Specific Planning Area encompasses a portion of the Stagecoach Community and includes several thousand acres surrounding the heart of the Stagecoach community to the west, north, east and southeast of the community and Highway 50. Its characteristics include several large parcels in common ownership, such as the Crosby Ranch, and a vast area of contiguous vacant 40-acre parcels with potential opportunities for master planning. The county intends for the area to be planned as a cohesive, coordinated, distinct place through the Community Plan and subsequent specific plans.

3. Santa Maria Ranch II

The Santa Maria Ranch II Specific Planning Area encompasses the remaining undeveloped 665 acre portion of the former Winters Ranch in the Dayton Valley/Mound House area of Lyon County. The intent of this designation is to promote well planned mix of complementary and compatible residential and commercial uses while providing open space and protecting the natural environment and wildlife.

4. Ten Mile Hill

The Ten Mile Hill Specific Planning Area encompasses approximately 611 acres of land owned by the Borda Family Trust north and south of US 50 at the extreme eastern boundary of the Dayton Valley Planning Area. The intent of this designation is to promote well planned mix of complementary and compatible residential, commercial and employment uses while providing open space, protecting the natural environment and wildlife, and establishing a clear demarcation between the Dayton Valley and Stagecoach communities.

Planning Incentive Overlay

To promote the use of mixed-use centers, neighborhood design principals, the reduction of hazards and the promotion of open space in large undeveloped areas previously planned for suburban development, and to promote efficient land use patterns, reduction of hazards and creation of open space in large



undeveloped areas previously planned for rural development, the plan offers incentive based techniques. These techniques are outlined below.

Re-Planning

To encourage more efficient land use patterns, relocating development away from hazards or creating open space within or between communities, the Plan provides for density and use incentives. The county could provide, through incentives, an increase of allowed residential density to encourage more compact, better integrated and more efficient development—through specific plans and/or planned unit developments.

Clustering

To encourage more efficient land use patterns, relocating homes away from hazards or creating open space within or between communities, the Plan provides for clustering development. The county could provide, through incentives, an alternative way for landowners to obtain equity from their land and encourage a more compact form of development—through clustering.

Non-Contiguous Density Transfer

To conserve resources and to place development in locations closer to municipal services, community cores and development of similar density, property owners may transfer density (units) from one property to another. Either one property owner or more than one property owner may work together to transfer potential development units from one “sending property” to another “receiving property.” This is provided that the owner of a sending parcel and the owner of a receiving parcel can agree to a price for the dwelling unit rights to be transferred that the receiver pays. In addition, the owner of the sending parcel must agree to permanently reduce its development capacity and continue open space use, etc. after the sale (e.g., through permanent conservation easements held in trust by a third party and deed restrictions).

To provide an incentive for improved land use patterns, reductions of hazards and provision of open space, land owners and developers would be eligible for bonus residential units based on a schedule to be developed as part of the implementation of this Master Plan. Eligibility would require the transfer of these potential residential units away from incompatible land uses, hazardous areas, and other identified types of land to another parcel that is more suitable for development, as described in criteria that follow.

Planning Incentive Overlay Areas

The County-wide Land Use Plan designates two Planning Incentive Overlay Areas. A Planning Incentive Overlay designation encourages development proposals within the area to be designed and reviewed in a comprehensive manner, improving the underlying pattern of land use designations. Incentives such as increases in density or commercial acreage may be granted to encourage the preparation of a specific plan(s). The specific plan(s) would be based on a set of adopted policies and criteria. Policies address planning issues specific to the area, typically addressing issues such as: land use, character and design, circulation and access, parks and open space, and facilities and services.

1. Dayton, North of Highway 50

The Dayton Planning Incentive Overlay Area north of Highway 50 has an approved master plan (the Traditions project), a portion has an approved Planned Unit Development, and common ownership. It is currently zoned for residential mixed-use and commercial. The intent is to fine-tune the land use designations so that future development contains a viable mix of uses, and so it functions in a cohesive manner with circulation and access from Highway 50 and is compatible with surrounding land uses.

2. Dayton/Carson River

The Dayton/Carson River Planning Incentive Overlay Area includes the Quilici and Minor Ranches and land along the Carson River easterly of the Minor Ranch. These lands are designated for a mix of land uses including low, medium and high density residential, and commercial. The intent with this designation is to promote a cohesive mix of residential types and more efficient, effective and mixed neighborhoods — varying from lower density neighborhoods near the open space to higher density and mixed residential where it has easy access to arterial roads. Another aim is to conserve open space along the Carson River so it will become a natural asset and amenity for future neighborhoods of the area, part of a countywide open space system, and reduce flood hazards in the built environment.

Incorporated Cities and Coordinated Planning

Lyon County contains two incorporated cities: Fernley and Yerington. The county does not have jurisdiction within city limits, however, outside city limits, cooperative planning will be necessary. This section addresses the two cities.

City of Fernley

The entire Fernley sub-area, encompassing the existing city limits and the unincorporated lands lying between the current City limits and the extended City boundaries created by the Nevada Legislature are designated on the plan. The land uses reflect the current City of Fernley Master Plan and a “cooperative planning area” coincides with the unincorporated lands.

City of Yerington

The City of Yerington is designated on the plan. Yerington’s Master Plan Map (2006) designates land uses within City limits. Beyond City limits, Yerington’s Master Plan includes an Annexation Plan through the year 2025; however the annexation plan does not designate land uses. The City of Yerington’s annexation boundary is shown as “cooperative planning area” on the County-wide Land Use Plan.

Lyon County Communities Land Use Maps

Community Land Use Plans – A Guide

Community Land Use Plan Maps are intended to show the specific land use pattern for each identified community as determined through a community planning process. Community Plans are designated for existing, established communities. These maps provide detailed views of the community’s desired development pattern for the future. The County will work with the communities to complete Community Plans, including Community Land Use Plans, in each community.

Additional information regarding Community Plans may be found in Chapter 10, Communities and Planning.

Community Land Use Plan Categories

Community Plan Land Use Designations are shown in column #2 of the master land use table that follows. The community land use designations provide much higher specificity regarding desired patterns of development and uses for lands inside of defined communities.

Community Land Use Plan Categories Table

This table shows a much greater level of detail for each land use category than the County-wide Land Use Table. This is the “menu” from which communities can build their land use plans.

Land Use Categories (Organized by General Land Use Types)

1 County-wide Plan Land Use Category	2 Community Plan Land Use Designation	3 Density Range/Size	4 Examples of Uses	5 Description/Characteristics	6 1990 Master Plan & WCLC Land Use Plan	7 Current Zoning Districts	8 Zoning District Concepts
Agriculture and Resource Lands							
Agriculture	Irrigated Agriculture (private)	1 DU per 20 acres (0.05DU/acre)	Irrigated land used in the production of crops and pasture, and having requisite water rights.	Private property under irrigated cultivation or irrigated pasture generally larger than 40 acres. Residential uses may be clustered or transferred away from agricultural lands to conserve large intact agricultural lands. Agricultural related commercial and limited industrial uses, and other limited commercial and tourist commercial uses compatible with the agricultural use of the land and rural character.	AG VLDR	RR-5	AG, Agriculture
	Range & Non- Irrigated Agriculture (private)	1 DU per 20 acres (0.05DU/acre)	Grazing land, feed-lot, hay stacking yard	Private properties used for non- irrigated livestock grazing or feeding, or non-irrigated lands used in conjunction with a developed ranching or farming operation that are generally larger than 40 acres. Residential uses may be clustered or transferred away from agricultural lands to conserve large intact agricultural lands. Agricultural related commercial and limited industrial uses, and other limited commercial and tourist commercial	AG VLDR	RR-5	NIA, Non- Irrigated Agriculture

1 County-wide Plan Land Use Category	2 Community Plan Land Use Designation	3 Density Range/Size	4 Examples of Uses	5 Description/Characteristics	6 1990 Master Plan & WCLC Land Use Plan	7 Current Zoning Districts	8 Zoning District Concepts
				uses compatible with the agricultural use of the land and rural character.			
Resource	Resource (private)	1 du per 40 acres or one-sixteenth of a section as described by a government land office survey, or per existing parcel if less than 40 acres or one-sixteenth of a section	Open range and dispersed grazing lands; mining and large scale energy projects such as wind and solar facilities; general rural residential development at very low densities. Within community boundaries uses may include limited employment/industrial uses associated with allowed mining, energy and other non-residential uses, which must be complementary to and compatible with surrounding uses.	Private properties located within BLM or USFS lands as in-holdings, or in very rural and/or remote areas of the County away from developed lands or existing utilities and roads that are currently vacant or primarily vacant, located in floodplains or are constrained by other significant environmental or topographic feature (e.g. steep slopes, playas, or access constraints). While properties are entitled to general rural residential development based upon their current zoning, maintaining these properties as open lands where possible is desirable. The county will provide limited services to remote areas. May also include private properties within community boundaries used for resource uses such as mining, borrow pit or gravel pit type operations, energy projects	PL/OS OS	RR-5	RL, Resource Land
Public Lands	Public Lands (public)	No density & no minimum size	BLM, USFS, BOR, State Park	Public lands managed by the federal and state government. Could also encompass large-scale energy production projects.	PL/OS OS	RR-5	PL, Public Land

1 County-wide Plan Land Use Category	2 Community Plan Land Use Designation	3 Density Range/Size	4 Examples of Uses	5 Description/Characteristics	6 1990 Master Plan & WCLC Land Use Plan	7 Current Zoning Districts	8 Zoning District Concepts
Residential							
Rural Residential	General Rural	1 DU per 20 acres (0.05DU/acre)	Single-family residences, gentleman farms and ranches, etc.	Typically found in rural districts and on the suburbanizing fringe. 20 acre or larger lots for single- family residential development.	AG VLDR	RR-5	RR-20, Rural Residential (20 acre minimum)
	Rural Residential	1 DU per 5 to <20 acres (>0.05-0.2 DU/acre)	Single-family residences, “farmettes” and “ranchettes”, etc.	Typically found in rural districts and on the suburbanizing fringe. Lot size and layout varies. Typically not served by municipal utilities, depending on location in suburbanizing district.	LDR	RR-3 RR-4	RR-5, Rural Residential (5 acre Minimum) RR-10, Rural Residential (10 acre minimum)
Low Density Residential	Low Density Residential	1 DU per 1 to <5 acres (>0.2- 1.0 DU/acre)	Single-family residences.	Typically found in rural districts and on the suburbanizing fringe. Lot size and layout varies. Typically not served by urban or municipal utilities, depending on location in suburbanizing district.	LDR	RR-1 RR-2	RR-1, Rural Residential (1 acre minimum) RR-2, Rural Residential (2 acre minimum)
Suburban Residential	Medium Density Residential	1 DU per 12,000 sf to <1 acre (>1-<4 DU/acre)	Single-family residences and duplexes and attached housing.	Medium-density residential neighborhoods should contain a mix of housing types in a neighborhood setting. Each neighborhood should have a recognizable center. Centers will vary in size and composition, but may include a combination of higher-density residential uses, parks and/or recreation facilities, or civic uses. Neighborhoods should contain	MDR HDR	E-1 E-2	SFR-1/2, Single Family Residential (1/2 acre minimum) SFR-12,000, Single Family Residential (12,000 s.f. minimum)

1 County-wide Plan Land Use Category	2 Community Plan Land Use Designation	3 Density Range/Size	4 Examples of Uses	5 Description/Characteristics	6 1990 Master Plan & WCLC Land Use Plan	7 Current Zoning Districts	8 Zoning District Concepts
				connective open spaces that unify the development and provide transitions between other areas and uses.			
	High Density Residential	5 to 18 Dwelling Units per acre	Apartments, duplexes, fourplexes, condominiums and townhomes. Single Family Residential detached units at 5 to 10 dwelling units per acre.	High density residential is typically found in suburbanizing districts. High Density Residential should be located near major transportation facilities, near commercial uses, or civic centers and near parks.	HDR	NR-1 NR-2 NR-3 MHP	SFR-9,000, Single Family Residential (9,000 s.f. minimum) NSFR, Neighborhood SFR (8,000 s.f. to 4,500 s.f. minimum with variable lot size requirements) MFR, Multi-Family Residential
	Residential Mixed-Use	3-18 dwelling units per acre.	<i>Primary Uses:</i> A range of medium to high-density residential housing types, such as small lot single-family residences, duplexes, patio homes, townhomes, apartments, condominiums, and live-work units. <i>Secondary Uses:</i> Open space, parks, pathways, schools, and other public uses.	Residential mixed-use is designed to create opportunities for higher-density neighborhoods in a suburban setting to promote neighborhoods with a mix of types and intensities of housing. Residential mixed-use is appropriate next to designated mixed-use centers and along major transportation corridors.	HDR	NR-1 NR-2 NR-3 MHP	RMU, Residential Mixed-Use

1 County-wide Plan Land Use Category	2 Community Plan Land Use Designation	3 Density Range/Size	4 Examples of Uses	5 Description/Characteristics	6 1990 Master Plan & WCLC Land Use Plan	7 Current Zoning Districts	8 Zoning District Concepts
Commercial / Mixed-Use							
Commercial	Neighborhood Commercial	Dependent on Character District Typically around 5 acres, but may vary, ranging from as small as 1-3 acres to as large as 10- 15 acres.	Supermarkets, restaurants, movie rentals, drycleaners, drugstores, filling stations, smaller specialty shops, retail and health services and business and professional offices.	Neighborhood commercial is intended to provide a range of services. It will vary in scale and character. Smaller, limited use centers may be fully integrated into the surrounding neighborhood and be accessed primarily by pedestrian or bicycle; while larger centers will function more independently, providing ample parking and numerous stores.	C	C-1	NC, Neighborhood Commercial
	Community/ Regional Commercial	Typically between 10 and 30 acres.	Typically anchored by large format national retailers, which may provide sales of a variety of general merchandise, grocery, apparel, appliances, hardware, lumber, and other household goods, often under one roof.	Community/Regional commercial will occur in suburban character districts. It is a mix of retail and commercial services in a concentrated and unified center that serves the local community. It may also include larger retail centers with unique stores or characteristics that serve as a regional draw and “one-stop shop” setting. Single use highway-oriented commercial activities will continue to occur in some areas. However, the county generally discourages that pattern of development.	C	C-2	CC, Community Commercial RC, Regional Commercial
	Tourist Oriented	Dependent on Character	Primary Uses: Rural – RV parks, lodges, resorts, etc.	Tourist Oriented Commercial is intended to provide a range of	C	TC RVP	RTOC, Rural Tourist Oriented

1 County-wide Plan Land Use Category	2 Community Plan Land Use Designation	3 Density Range/Size	4 Examples of Uses	5 Description/Characteristics	6 1990 Master Plan & WCLC Land Use Plan	7 Current Zoning Districts	8 Zoning District Concepts
	Commercial	District	w/rural character, scale and amenities <i>Suburbanizing:</i> Casinos, hotels, RV parks, resorts, etc. with suburban character, scale, and amenities <i>Secondary Uses:</i> Restaurants, smaller specialty shops and retail uses associated with the primary use(s).	tourist oriented services, depending on context: rural or suburbanizing. Will vary in scale and character. These developments are generally located in areas with particular attributes that provide opportunities for multiple tourist oriented uses. Not intended for small casinos, individual RV parks, etc.			Commercial STOC, Suburban Tourist Oriented Commercial
Commercial Mixed-Use	Commercial Mixed-Use	<i>Rural Districts:</i> Density/intensity based on coverage and building height. Typical coverage of between 35% and 50%. <i>Suburban Districts:</i> Typical floor area ratios (FARs) of between 0.35 and 3.	<i>Primary Uses:</i> Commercial retail and offices. In Rural districts: Mixed neighborhood commercial and medium density single family residential. In suburbanizing districts: Commercial and mixed-use residential, including live-work units, based on neighborhood character, access and infrastructure. <i>Secondary Uses:</i> Open space, parks, trails, schools, places of worship, other public uses, and senior housing facilities are also appropriate.	<i>Historic Districts:</i> Unique historic character and importance to the community. Historic land use pattern with mixed commercial and residential uses arranged horizontally and/or vertically. <i>Rural Districts:</i> Traditional settlement land use pattern with mixed commercial and residential uses arranged horizontally and/or vertically. Typically neighborhood commercial and associated uses; may have both single-family and multi-family residential uses. <i>Suburban Districts:</i> Traditional downtown fabric with a compact, pedestrian-friendly scale. The category is intended to allow for and encourage a broader mix of uses than exist today, including high-density residential. It is also	N/A	Some TC	CMU, Commercial Mixed-Use

1 County-wide Plan Land Use Category	2 Community Plan Land Use Designation	3 Density Range/Size	4 Examples of Uses	5 Description/Characteristics	6 1990 Master Plan & WCLC Land Use Plan	7 Current Zoning Districts	8 Zoning District Concepts
				intended to allow for vertical or horizontal mix of uses on sites. Commercial Mixed-use is generally located along major transportation corridors, within designated mixed-use centers. Commercial Mixed-Use development should be located where it may be readily served by existing or future transit and should be designed with clear pedestrian connections to transit stops and surrounding development.			
Highway Corridor Mixed-Use	Highway Corridor Mixed-Use	Dependent on Character District. Typical floor area ratios (FARs) of between 0.35 and 1.5 with residential units	<p><i>Rural Districts:</i> Mixed neighborhood commercial and medium density residential (multi-family)</p> <p><i>Suburban Districts:</i> Typical floor area ratios (FARs) of between 0.5 and 1.5</p> <p><i>Primary Uses:</i> Residential and offices, including live-work units.</p> <p><i>Secondary Uses:</i> Commercial uses that are low traffic generators, open space, parks, trails, schools, places of worship, other public uses, and senior housing facilities are also appropriate.</p>	<i>Rural Districts:</i> Traditional settlement land use pattern with mixed residential and commercial uses arranged horizontally and/or vertically. The category is intended to discourage strip commercial and allow for and encourage a broader mix of uses than exist today, including residential.	N/A	Some commercial zoning districts along the highway	HMU, Highway Corridor Mixed-Use

1 County-wide Plan Land Use Category	2 Community Plan Land Use Designation	3 Density Range/Size	4 Examples of Uses	5 Description/Characteristics	6 1990 Master Plan & WCLC Land Use Plan	7 Current Zoning Districts	8 Zoning District Concepts
Employment							
Industrial	Industrial	Dependent on Character District	<i>Primary Uses:</i> Light and heavy manufacturing, warehousing and distribution, indoor and screened outdoor storage, and a wide range of other industrial services and operations. <i>Secondary Uses:</i> Accessory and complementary commercial uses may be incorporated into a master planned industrial park, or through County design and development standards.	Uses typically involve more intensive work processes, and may involve manufacturing or basic resource handling.	I	M-1 M-E J-W	LI, Light Industrial HI, Heavy Industrial
Employment	Service Industrial		Light manufacturing, distribution, indoor and screened outdoor storage, and a wide range of other industrial and commercial services and operations.		I	M-1	SI, Service Industrial
	Employment Mixed-Use	Varies depending upon location and development context.	<i>Primary Uses:</i> Employment facilities, such as corporate offices, medical facilities and offices, research and development, service and light industrial facilities, and educational facilities. <i>Secondary Uses:</i> Limited	Suburban character district land use. Intended to provide concentrated areas of employment, combined with a mix of complementary commercial and residential uses Office/Research Park developments may be incorporated into a master	BO BO/TP	N/A	EMU, Employment Mixed-Use

1 County-wide Plan Land Use Category	2 Community Plan Land Use Designation	3 Density Range/Size	4 Examples of Uses	5 Description/Characteristics	6 1990 Master Plan & WCLC Land Use Plan	7 Current Zoning Districts	8 Zoning District Concepts
			residential, including residential mixed-use and live-work units, or commercial (or combination of the two) uses are encouraged in Employment Mixed-Use areas. Open space, parks, pathways, schools, other public uses, and senior housing facilities are also appropriate.	planned neighborhood, or located in close proximity to residential areas. May include smaller live-work complexes consisting of a single building or several buildings that are not located within a typical office or industrial park setting, but are located on infill sites within established suburbanizing areas of the County. Activities typically take place indoors and outdoor storage or other more industrial types of uses are typically not permitted.			
Public/Community Facilities and Other Lands							
Parks	Park & Recreation (public)	Varies, ranging from as small as 1-3 acres to 40+ acres for regional facilities.	Parks, pathways, and recreational facilities.	Intended to provide for the active and passive recreational needs of the community. Generally provided by the County.	N/A OS	N/A	PF, Public Facilities
Open Space	Open Space (public)		<i>Primary Uses:</i> Publicly owned/managed and accessible lands preserved by the County, other government agencies, or quasi-public (land trusts, non-profit organizations, etc.) for	Open space provides recreational linkages between different areas of the County; floodplain, drainage or view protection; and/or wildlife habitat. Public access may be provided with designated trails or bicycle	PL/OS Not used in the same context OS	RR-5	OS, Open Space

1 County-wide Plan Land Use Category	2 Community Plan Land Use Designation	3 Density Range/Size	4 Examples of Uses	5 Description/Characteristics	6 1990 Master Plan & WCLC Land Use Plan	7 Current Zoning Districts	8 Zoning District Concepts
			conservation, resource protection, or recreational use. Not lands that are part of a private development (e.g. planned unit development) May also be preserved without public access to protect sensitive natural areas. <i>Secondary Uses:</i> Utilities (e.g. municipal wells or other utility structures).	facilities. However, in other areas lands may be left intact as visual buffers along an important scenic area or community boundary. Open space may be granted to or purchased outright by the County for public use, donated to private land trusts, or protected using another method, such as conservation easements, signage restrictions, and design controls.			
Public/Quasi-Public	Public/ Quasi-Public/ Community Facilities	N/A	Schools, government offices, community centers, fire stations, airports, libraries, hospitals, cemeteries, etc. Also includes facilities needed for essential public services such as electrical substations, water and wastewater facilities, and other similar uses.	Government offices, buildings and facilities; fire stations; electrical substations; etc.	N/A EF	Varies	PF, Public Facilities
Specific Plan	Specific Plan	N/A	Vary by Specific Planning Area	Lands intended for future development requiring approval of a specific plan(s) for any master plan designation other than the lands' existing land use designations; generally, but not limited to, Agriculture, Resource, Public Lands or General Rural land	N/A	N/A	N/A

1 County-wide Plan Land Use Category	2 Community Plan Land Use Designation	3 Density Range/Size	4 Examples of Uses	5 Description/Characteristics	6 1990 Master Plan & WCLC Land Use Plan	7 Current Zoning Districts	8 Zoning District Concepts
				use designations. Three areas that should be considered to initially include this designation are: (1) Stagecoach, (2) Silver Springs, and (3) east of Yerington.			
Tribal	Tribal	N/A	A range of residential and nonresidential uses associated with the Walker River and Yerington Paiute Tribes.	Walker River Paiute Tribe lands; Yerington Paiute Tribe lands	N/A	N/A	N/A
Overlay Designations							
Airport Influence Area	Airport Influence Area	N/A	N/A	Land around airports affected by airport operations. Recognizes the benefits and potential adverse impacts that may occur within certain distances from public aviation facilities and provides a framework to minimize these impacts as well as protect the safety and efficiency of aircraft operations.	N/A	N/A	AO, Airport Overlay
	Cooperative Planning Area	N/A	N/A	An area beyond a municipality's immediate municipal boundaries where suburban level development is not appropriate within the municipal plan's time frame but where development may have an impact on present and future municipal growth patterns. CPAs will	N/A	N/A	N/A

1 County-wide Plan Land Use Category	2 Community Plan Land Use Designation	3 Density Range/Size	4 Examples of Uses	5 Description/Characteristics	6 1990 Master Plan & WCLC Land Use Plan	7 Current Zoning Districts	8 Zoning District Concepts
				be defined in Interlocal Agreements and development standards in these areas will be based on jointly developed plans.			
	Density Transfer (Density Receiving or Future Development)	N/A		Designated receiving or transfer areas for Transfer of Development Rights (TDRs)	N/A	N/A	RA, Receiving Area Overlay TA, Transfer Area Overlay
	Historic	N/A	N/A	Land within the Comstock Historic District.	HO	Historical Overlay	HO, Historic Overlay
	Redevelopment	N/A	N/A	Lands identified as important opportunities for redevelopment.	N/A	N/A	RO, Redevelopment Overlay
Planning Incentive Overlay	Planning Incentive Overlay	N/A	Vary by underlying land use designation, character and community.	Lands identified as important opportunities for significant improvement of land use patterns and development types. Incentives for future development may be applied to encourage the preparation of a specific plan(s) for the redistribution of existing approved land use designations and/or any revision of master plan designation(s) other than the lands' existing land use designation(s); generally, but not limited to, Suburban land use designations.	N/A	N/A	PI, Planning Incentive Overlay



1 County-wide Plan Land Use Category	2 Community Plan Land Use Designation	3 Density Range/Size	4 Examples of Uses	5 Description/Characteristics	6 1990 Master Plan & WCLC Land Use Plan	7 Current Zoning Districts	8 Zoning District Concepts
				Three areas that should be considered to initially include this designation are: (1) the Minor Ranch, (2) the Quilici Ranch, and (3) the Traditions project.			

DU = Dwelling Unit

FAR = Floor Area Ratio. Floor area ratio means the ratio of floor area permitted on a lot to the size of the lot. It is determined by dividing the gross floor area of all buildings on a lot by the area of that lot. For example, a permitted FAR of 0.5 on a 10,000 square foot lot would allow a building with a total floor area of 5,000 square feet.

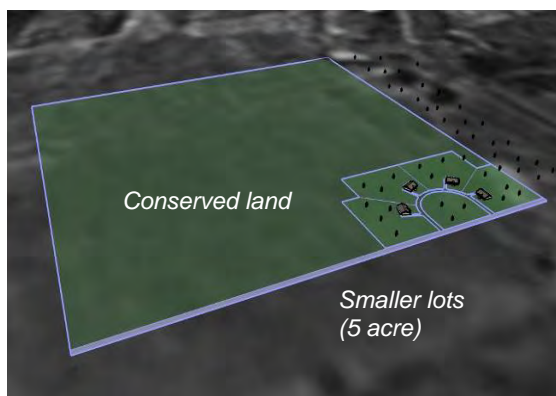
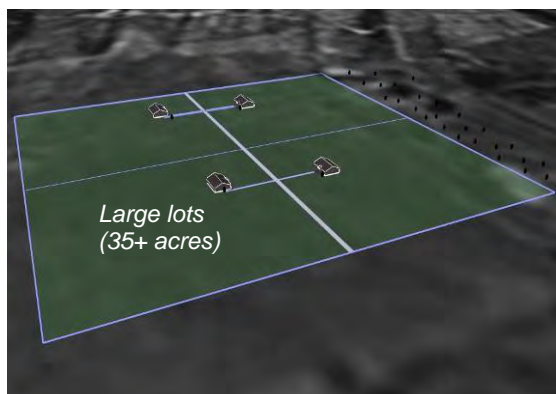
sf = square feet

Agriculture, Open Space, Hazardous and Environmentally Sensitive Land Options

In an effort to retain both the agricultural and rural character of large sections of Lyon County, relocate development away from special flood hazard areas and other hazards, promote the creation of open space and help protect lands that are environmentally sensitive, the plan offers several incentive based conservation techniques. These techniques are outlined below.

Clustering

To encourage the retention of larger parcels with the opportunity of continuing agricultural activities, relocating homes away from hazards or creating open space within or between communities, the Plan provides for clustering development. The county could provide, through incentives, an alternative way for landowners to obtain equity from their land and encourage a more compact form of development—through clustering.



Through a clustering program, farmers and ranchers could be eligible for incentives, such as bonus residential lots and units and reductions in minimum lot sizes (to be determined), if they meet criteria below.

Eligibility Criteria

To be eligible, the parcel must:

- Be a minimum number of acres as set forth in an implementing County Code.
- Contain productive agricultural land, useable common open space or conservation area or natural features, such as wetlands and special flood hazard areas.

In addition:

- Development lots and units must cluster on underutilized land with a minimum size identified in the applicable community plan.
- Development lots and units must be served by continuous paved roadways connected to the County's improved thoroughfare and road system or State highway system, or adequate paved roadways must be constructed as part of any development.
- To use this option, the property owner will need to address its long-term management of the property.
- Restrict further residential development of the conservation area.

Non-Contiguous Density Transfer

To conserve agricultural lands or other resources and to place development in locations closer to municipal services, community cores and development of similar density, property owners may transfer density (units) from one property to another. Either one property owner or more than one property owner may work together to transfer potential development units from one "sending property" to another "receiving property." This is provided that the owner of a sending parcel and the owner of a receiving parcel can agree to a price for the dwelling unit rights to be transferred that the receiver pays. In addition, the owner of the sending parcel must agree to permanently reduce its development capacity and continue agricultural operations, open space use, etc. after the sale (e.g., through permanent conservation or agricultural easements held in trust by a third party and deed restrictions).

To provide an incentive for land conservation, farmers and ranchers would be eligible for bonus residential units based on a schedule to be developed as part of the implementation of this Master Plan if they transfer these potential residential units away from agriculture, ranch and other identified types of land to another parcel that is more suitable for development, as described in criteria that follow.

Criteria for "Sending Properties"

Potential residential density or development units can be transferred away from sending properties. An eligible sending property must meet the following criteria:

- Be a minimum number of acres as set forth in an implementing County Code,
- Contain irrigated agriculture or other historically productive agriculture or natural resources to conserve, or be located within an identified special flood hazard zone or open space area, and
- Retain water rights with the land, if applicable.

Criteria for "Receiving Properties"

For a property to be eligible for receiving additional development units, it must meet the following criteria:

- Be located near a community core and parcels of similar size as would be developed.
- Be served by continuous paved roadways connected to the County's improved thoroughfare and road system or State highway system, or adequate paved roadways must be constructed as part of any development.
- Consist of underutilized agricultural land (i.e., has not been used for farming or ranching in past several years), non-hazardous land, land not considered to be environmentally sensitive, and land not identified for open space.



Transfer of Development Rights (TDRs)

In a TDR program, a community identifies an area which it would like to conserve (the “Sending Area”) and another area where the community desires more town- or suburban-style development (the “Receiving Area”). Landowners in the sending area are allocated a number of development credits which can be sold to developers wishing to build in the receiving area. In return for selling their development credits, the landowner in the sending area agrees to place a permanent conservation easement on their land. Meanwhile, the purchaser of the development credits can apply them to develop at a higher density than otherwise allowed on property within the receiving area. In Lyon County, a TDR program could be used to conserve agricultural lands that are desired to remain in production, natural resources, or lands subject to identified hazards, and land that is within a suburbanizing area or city or town could serve as a receiving area. The program could be county-wide or localized to a community (e.g., Smith Valley). The broader the area subject to a TDR program, the more likely the program could be successful.

What Would it Take to Establish a TDR Program?

For this approach to be used, the county would need to put the following into place:

- Define Sending Area Locations or Criteria – Define the extent of agricultural areas to be conserved or criteria for designating sending areas.
- Establish Receiving Areas or Criteria – Determine a receiving area (or areas) or criteria, as an area where future growth would occur at higher densities than what current zoning allows.
- Bank or Sell Development Rights – For a property owner within the receiving area(s) to develop at densities higher than current zoning allows, they would need to purchase development rights from a property owner in the sending area or from a bank. The seller of the development rights would need to provide evidence of a permanent conservation easement meeting the protection criteria of the TDR Program. The value for these rights would be determined by the market; however, the county would likely need to establish a basis for the number of rights needed for density increases in the receiving area.

Density Transfer Charges (DTCs)

In a Density Transfer Charge program, the County would accept the payment of fees in lieu of the purchase and/or transfer of development rights. The fees would then be used to purchase conservation and/or agricultural easements, or land from willing sellers. Similar to a TDR program, in Lyon County a DTC program could be used to conserve agricultural lands that are desired to remain in production, natural resources, or lands subject to identified hazards. A Density Transfer Charge program would be different from a TDR program in that it does not require the designation of Receiving Areas or the actual relocation of development. Development rights would be retired and not moved in a DTC program. The program could be county-wide or localized to a community (e.g., Smith Valley).

What Would it Take to Establish a DTC Program?

For this approach to be used, the county would need to put the following into place:

- Define Criteria – Define criteria for designating eligibility. This could include criteria requiring DTC payments for any development above a base density. For example the base density could be defined as the densities granted in zoning designations as of an effective date. The difference between this base density and the Comprehensive Master Plan land use designation, implemented through a re-zoning of land, could be used to determine the amount of development transfer charges due.



- Establish Priorities for Using DTC Funds – Determine priorities for different lands the County is interested in retaining or protecting. This could include agricultural lands, lands subject to hazards, open space, etc.
- Set and Collect Fees – For a property owner to develop at densities higher than current zoning allows, they would need to pay a fee(s) based on the increased number of units. The County would need to set the per unit fees for single family detached and multi-family units.

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Lyon County has a transportation system typical of suburbanizing rural counties. This system depends heavily on automobile use.

Lyon County's geographic scale, rural densities, topographic variation and distance between communities make travel challenging. These physical characteristics not only influence transportation planning but they also impact our ability to construct and maintain an efficient, affordable transportation system. Our limited funding resources dictate a continuing emphasis on maintaining existing systems rather than pursuing new roadway construction and other improvements.

Three important transportation planning directions seem apparent:

1. The connectivity and capacity of arterials and collectors will be a key element for the growth of the County and should be carefully conserved. This implies strict access control and residential and nonresidential design standards that emphasize internalization of circulation systems.
2. Within communities, pre-planned expansion of highway and roadway systems is required to ensure that the function and viability of the development centers do not negatively impact the quality of life.
3. Increasingly, the private sector will have to be part of the solution of transportation issues, including financing and other transportation systems modifications.

This Chapter provides guidelines for managing and improving the county's transportation system. The goals and policies strive to balance our need for providing safe and efficient transportation opportunities throughout Lyon County with our current and future resources.

Transportation

Lyon County will strive to provide a cohesive circulation system for a range of transportation choices that are safe, reliable, and offer sufficient capacity. The system will meet the current and future needs of residents and businesses, and will be an asset for attracting and retaining employment opportunities in our communities.

County-wide Goals, Policies and Actions

Goal TR 1: Cohesive Transportation System

Lyon County's transportation system will provide transportation options where residents and goods can move safely and efficiently, including during peak travel times.



Policy TR 1.1: Integrated Roadway Network

County and subdivision roadways shall be designed to provide efficient and practical connections to the regional and local road network.

Strategies:

- ◆ Connect new county and subdivision roadways to existing and planned future roadways, including those that have been or will be built by other jurisdictions.
- ◆ Recognize and plan for additional arterial/regional



- highways to alleviate congestion and improve safety and convenience of the local road network.
- ◆ Implement a functional classification system for all existing and future roadways.
- ◆ Develop a Capital Improvement Plan, including budget, for transportation system improvement, expansion and maintenance that is consistent with the Land Use Map in this Plan.
- ◆ Revise road design and improvement standards to provide for the safe and efficient movement of people and goods.
- ◆ Coordinate planning and standards for new roadways with other jurisdictions.
- ◆ Coordinate roadway construction funding requests and projects with other jurisdictions where joint projects will improve integration of the roadway system.

Policy TR 1.2: Intersection Safety

Lyon County will strive to ensure that roadways and intersections meet adopted design standards and provide safe travel routes for vehicles, bicycles, and pedestrians.

Strategies:

- ◆ Evaluate roadway and intersection design and accident statistics to identify unsafe intersections, and make all feasible changes to improve safety and functionality of intersections and roadway segments.
- ◆ Coordinate design and installation of traffic control devices to ensure safe and efficient local/regional highway system interface.
- ◆ Identify priority areas for development or improvement of bicycle and pedestrian routes that improve safety and reduce conflicts between modes.



Policy TR 1.3: Alternative modes

Lyon County will encourage and enable the use of transportation alternatives to cars, such as bicycling, walking, or riding a bus.

Strategies:

- ◆ Require sidewalks and dedicated bike lanes or paths on all new and reconstructed collector and arterial roads in suburbanizing districts and in all new non-rural subdivisions.



- ◆ As funding allows, create dedicated lanes on existing roads and build pathways for non-motorized traffic in a pattern that connects communities in central Lyon County to employment centers and with each other.
- ◆ Revise Lyon County zoning regulations so that all new non-residential developments include safe pedestrian and bicycle access, and new large employment providers accommodate alternative modes (for example, by providing showers, bicycle racks, dedicated vanpool parking, and similar).
- ◆ Encourage the development of non-motorized multi-use paths along drainages, irrigation ditches and rivers, and through open space lands where the paths will not conflict with agricultural and other property uses.
- ◆ Encourage the conversion of former irrigation ditches and ditch easements to non-motorized multi-use paths.

Policy TR 1.4: Connectivity

The roadway system in Lyon County will be designed in a way that provides logical and efficient travel routes and minimizes unnecessary driving.

Strategies:

- ◆ Design new County and subdivision roadways to connect to, and create a grid with, existing and future roadways. Discourage single-access neighborhoods and dead-end streets.
- ◆ Update County roadway standards to require that new streets and roads connect with existing roadway systems.
- ◆ Require that new development provide neighborhood access to retail development when within one-half (1/2) mile and safe pedestrian access to and from public services and gathering places such as schools, libraries, parks, and trails.

Goal TR 2: County Roads

Local roads will offer alternatives to primary highways.

Policy TR 2.1: Local Access Roads

To reduce and avoid highway congestion at peak times, Lyon County will work in conjunction with other public agencies and private developers to build and maintain alternative routes designed for shorter trips and local travel within communities.



Strategies:

- ◆ Identify areas of traffic congestion and develop plans for alternative local routes. Seek sources of funding for local access alternatives and build them as resources become available.
- ◆ Work with the Nevada Department of Transportation (NDOT) to design, build and maintain alternative routes.

Goal TR 3: Public Transportation

Lyon County will pursue cost-effective, public transportation for travel within and between population centers.

Policy TR 3.1: Identify Public Transportation Options

Lyon County will identify potential public transportation options that may be feasible in the context of our population demographics and distribution.

Strategies:

- ◆ Study public transportation available in similar communities, identify likely public transportation users and demand, and analyze costs and benefits to the community to identify possible alternatives for Lyon County.

Policy TR 3.2: Land Use and Transportation

Lyon County will promote an efficient transportation system through land use patterns that promote compact development and a mix of land uses in community centers.

Strategies:

- ◆ In the Land Use section of the comprehensive plan, designate higher-intensity land uses in appropriate locations and patterns to promote an efficient multimodal transportation system.
- ◆ Revise the zoning code to allow for and encourage mixed use areas and compact development patterns in and around community core areas.
- ◆ Revise the subdivision ordinance to encourage the development of walkable, mixed use neighborhoods that reduce the need for and length of vehicle trips by establishing standards for minimum lot coverage, building heights, maximum block lengths, and

roadway and parking design within the community cores.

Goal TR 4: Distribution Routes

Rail and highway routes will continue to be competitive as distribution routes for goods.



Policy TR 4.1: Distribution Routes

Recognizing the importance of competitive distribution routes to the industrial sector of our economy, Lyon County will protect rail lines and highways from uses that could reduce their effectiveness.

Strategies:

- ◆ Restrict incompatible development, such as residential uses, immediately adjacent to highways and rail lines to avoid potential noise and vibration conflicts, and develop mitigation standards, such as buffers and setbacks, to reduce conflicts.
- ◆ In the Land Use section of the comprehensive plan, reserve areas with excellent distribution access for transportation-dependent employment uses.

Goal TR 5: Airports

Public and private airports will be sustained and promoted as an important transportation asset in the County.



Policy TR 5.1: Airports

When making land use designations and decisions, Lyon County will consider protection of airspace and the ability of airports to meet residents' current and future demand for air travel and transport.

Strategies:

- ◆ Minimize incompatible development, such as residential uses, immediately adjacent to airports to avoid potential noise and operation conflicts.
- ◆ In the Land Use section of the comprehensive plan, identify areas where the influences of airports and surrounding land uses are properly considered.
- ◆ Revise the zoning code to create an overlay district and performance standards for development within areas identified as being within the influence of airports.

Transportation System Guidance

Land use and circulation are inextricably linked. Population growth increases traffic volumes and vehicle trip lengths; in rural Lyon County, considerable distances often separate residential areas from commercial areas and employment centers. In addition, land uses that generate relatively high traffic volumes, such as convenience stores and restaurants, affect the flow of traffic on adjacent roadways. In areas with low-density residential development, virtually every trip requires the use of an automobile.

Beyond a strict capacity-based approach to highway systems evaluation, consideration of the impact of roads and traffic on community character also needs to be considered. This is particularly true in the rural character districts where development historically has been heavily highway oriented. Development in corridor form along the rural roads of the County (residential and nonresidential) will undoubtedly result in a loss of the rural character that the County wants to retain. In the community centers, the evolution of the local road system will heavily influence the form of future development. Access control policies will in turn influence the future local road systems.

This section of this Transportation Chapter adds to the framework for addressing the development considerations discussed above. The information provided below provides general guidance and direction for developing more specific policies and implementation tools.

System Considerations

Lyon County's transportation system for the future requires special consideration in view of several issues:

- County economic development benefits will be derived from improved transportation linkage to employment areas within the County and its communities.
- Increased development along the U.S. Highway 50 corridor needs to be properly managed in order to maintain safe and efficient operation. Also of concern is the future increase in traffic lights between Mound House and Chaves Road, and the affect they have on traffic flow.
- Future congestion of U.S. Highway 50 and the County's arterials will not only be the product of too much volume, but also of too many conflicting turning movements at intersections and driveways. This side friction inhibits the safe and efficient flow of traffic, and land use patterns that promote direct access to these roadways should be discouraged.
- Development patterns over the years have created a series of subdivisions which lack interconnection in the County. Greater street system connectivity between and among developments can reduce dependence on one route for access to and from residential developments (e.g., U.S. Highway 50) and effectively enhance the capacity of local, primary and secondary road systems in the County. However, efforts to connect existing road systems, particularly in existing developed neighborhoods will require sensitive treatment to avoid impacts to the community.
- Increased through-traffic, combined with increased local traffic on Highway 50 and State Route 95A, may require additional capacity and improvements for these highways to enhance traffic flow.
- Most county secondary roads have limited capacity to support substantial increases in traffic volumes as a result of local land uses. Greater control over access should be exercised to preserve or enhance their capacity to support increases in traffic volumes over time.
- Concerns are likely to grow regarding the ability of the existing roads to serve current and projected increases in traffic volumes as a result of future development. These likely future concerns underscore the need now for greater control of access along primary and secondary routes in the County.

- Current development patterns will not support a major investment in transit service in the County. If transit is ever to become a viable alternative travel mode in Lyon County, the land use plan must establish areas along major transportation corridors at high enough residential and employment densities to support such service.
- Walking/hiking trails and bike trails are few in number in the County. These facilities have not been a key component of the County transportation program or development requirements in the past. Trail systems can serve to connect neighborhoods to one another and to key public facilities and provide an alternative means of transport; on foot or on bike. Such facilities are most important within the County's suburbanizing districts. They diversify transportation options and provide recreational amenities that enhance the quality of life for residents.
 - The County needs to elevate the status of pedestrian and bike facilities as a component of its overall transportation program in future years. The County needs to develop a Pedestrian and Bicycle Facilities Master Plan.
- Periodic changes or reductions in the level of federal funding for roadways places more financial responsibility at the state, County and local levels, as well as with private developers, to fund new roadways and roadway improvements. Roadway construction funds must, therefore, be carefully expended, and road needs carefully identified and programmed.

Level of Service

Lyon County will strive to maintain a minimum of level of service "D" conditions on county roads and at intersections.

The typical measure of intersection or roadway performance is level of service (LOS). LOS is measured on a scale from A to F, with "A" representing the best performance and "F" the worst. Table 1 below relates the LOS letter designation to a general description of traffic operations.

Table 1 Intersection Level of Service Definitions	
Level of Service	Description
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.
C	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
D	Represents high traffic density, but stable flow.
E	Represents operating conditions at or near the capacity level.
F	Represents forced or breakdown flow (stop and go conditions).

Source: Highway Capacity Manual, 2000

Roadway Segments

The LOS thresholds shown in Table 2 should be used to determine the level of service on a daily basis for a roadway segment in Lyon County.

Table 2					
Average Daily Traffic Roadway Level of Service Thresholds By Facility Type					
Facility Type	Maximum Service Flow Rate (daily) for Given Service Level				
Number of Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
<i>Freeway/Highway</i>					
4	≤ 28,600	42,700	63,500	80,000	90,200
6	≤ 38,300	61,200	91,100	114,000	135,300
8	51,500	81,500	121,400	153,200	180,400
10	63,800	101,900	151,800	191,500	225,500
<i>Major Arterial</i>					
4	≤ 20,000	29,000	36,500	39,000	41,400
6	≤ 30,000	44,800	56,000	58,900	62,200
8	≤ 40,000	59,800	74,600	78,600	82,900
<i>Minor Arterial</i>					
4	n/a	n/a	28,700	33,500	36,100
6	n/a	n/a	44,400	51,400	54,600
8	n/a	n/a	59,200	68,600	72,700
<i>Major Collector</i>					
2	n/a	n/a	8,800	13,200	14,800
4	n/a	n/a	18,600	27,300	31,100
<i>Minor Collector/Local Street</i>					
2	n/a	n/a	7,300	8,500	9,100

Each facility type is defined as follows:

- **Freeway** – A freeway is a nationwide, statewide, or regional facility which has a primary function of mobility. Access to freeways is provided through grade separated interchanges only.
- **Arterial** – An arterial is a major regional facility that serves interregional, intraregional, and intercity travel. An arterial should primarily serve through traffic and access should be managed (i.e. limited driveways).
- **Collector** – A collector provides access between arterials and local streets. Collectors may provide direct access to abutting properties. Collectors have a lower level of access management than arterials.
- **Local Street** – A local street's primary function is to provide access to abutting properties including single family residences. Local streets are typically lower volume and lower speed facilities and connect to collector roadways. Local streets have minimal access management.

Signalized Intersections

Level of Service at signalized intersections should be calculated using the Highway Capacity Manual, 2000 methodology. Delay at signalized intersections should be calculated on a peak hour basis and reported for the intersection overall. The overall intersections should operate at LOS D or better for the peak hour condition.

Unsignalized Intersections

Level of Service at unsignalized intersections should be calculated using the Highway Capacity Manual, 2000 methodology. Delay at unsignalized intersections should be calculated on a peak hour basis and

reported for both the approach with the highest delay and the intersection overall. The intersection approaches should operate at LOS D or better for the peak hour condition.

Access Management Guidelines

Access management involves managing the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system. Each roadway type should determine the level of access management on that roadway. Table 3 displays Lyon County's Access Management Guidelines. These guidelines are intended to guide the development of new roadway facilities.

Table 3 Access Management Guidelines					
Roadway Classification	Signal Spacing	Driveway Spacing	Left-Turns from Roadways and Driveways	Median Treatment	Other
Major Arterial	1/2 Mile desired 1/3 Mile minimum	300 ft. minimum (right in/out only with deceleration lane)	Only at Signal	Raised Median	- No full movement driveways - No more than 1 driveway per property on the arterial, joint driveways are recommended - Left turn in at major driveways/unsignalized roadways o.k.
Minor Arterial	1/2 Mile desired 1/3 Mile minimum	300 ft. (right in/out only with deceleration lane)	Only at Signal or Major Unsignalized Intersection	Raised Median, TWLTL	- No full movement driveways - No more than 1 driveway per property on the arterial, joint driveways are recommended - Left turn in at major driveways/unsignalized roadways o.k.
Major Collector	1/4 Mile desired 1/5 Mile minimum	250 ft. minimum	Yes	Raised Median, TWLTL	- Do not offset driveways - One full movement driveway per property
Minor Collector	1/4 Mile desired 1/5 Mile minimum	250 ft. minimum	Yes	TWLTL	- Do not offset driveways - One full movement driveway per property

Notes: TWLTL – Two way left turn lane

Master Plan Amendment Traffic Analysis Requirements

Major projects proposed with zoning that is not consistent with the master plan shall provide traffic impact analysis appropriate to the project's size and buildout timeframe.

Buildout 0 to 20 Years

If a project is proposed to buildout in a timeframe of twenty years or less a full transportation impact study shall be completed. The transportation impact study shall be scoped with Lyon County staff and at a minimum include the following:

- Assessment of existing conditions
- Project trip generation based on the most current version of Institute of Transportation Engineers (ITE) Trip Generation Manual (daily and peak hour), trip distribution, and trip assignment

- Existing plus project conditions
- Assessment of background conditions for the buildout year of the project
- Background plus project conditions
- Assessment of project impacts (level of service) and proposed improvements to lessen the impact

Lyon county staff will reserve the right to require additional analysis elements.

Buildout Beyond 20 Years

If a project will buildout in a timeframe that is greater than 20 years, a daily volume traffic volume assessment shall be completed. The assessment should be scoped with Lyon County staff and include the following:

- Assessment of background daily traffic for the anticipated buildout year
- Daily trip generation for the project buildout, trip distribution, and trip assignment (the trip generation can be calculated using the Lyon County Travel Demand Model or ITE Trip Generation Manual)
- Buildout Year roadway segment level of service analysis with and without the proposed project traffic
- Assessment of major roadway needs due to the project generated traffic to maintain the level of service policy (new roads, roadway widening, grade separation)
- Phasing schedule that identifies when the major roadway improvements will be necessary in terms of level of development and a strategy for providing the major improvements

Lyon county staff will reserve the right to require additional analysis elements. In addition, a full transportation impact study will be required at subsequent submittals for each phase of the proposed project.

Integrated Roadway Network

Roadway Network Maps

The intent of the County-Wide Integrated Roadway Network Map(s) is to show a generalized road network for the entire County based on the County-wide land use designations. The County-wide Roadway Network Maps, which are conceptual in nature, are refined in the more specific Community Plans. County-wide Roadway Network map(s) provide broad guidance for arterial and collector roads, and necessary road connections within communities and the County. Until a Community Plan is adopted, the County-wide Roadway Network Maps will be the guide.

Proposals for development must be consistent with the roadway network shown on the County-wide Roadway Network Maps or applicable Community Roadway Network Maps.

The County-wide Roadway Network Map(s)

The County-wide Integrated Roadway Network Maps are located in Appendix B – Integrated Roadway Network Maps.



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Lyon County features a rich mosaic of communities, residents, and physical attributes. Residents and property owners have expressed considerable interest in maintaining their many diverse communities and improving community aesthetics. A community's character is defined by its design, its viewsheds, its gathering places, and its historic and cultural resources, as well as by environmental characteristics such as natural quiet and dark night skies. Maintaining this character is important—not only for promoting economic development and diversification, but also for protecting our living spaces, quality of life and open lands. In addition, preserving rural character is a core value of a majority of Lyon County residents.

This Chapter describes the factors that combine to create community character in our county. It also discusses the Guiding Principle, goals, policies and other mechanisms that help us to protect the community characteristics we value. This Community Character and Design Chapter seeks to define, preserve, and enhance the quality of the places where we live, work, and enjoy our leisure time. Its goals include protecting the unique characteristics of our communities.

Each community has distinct features that contribute to its physical character. Many of these features reflect common values for preserving a community's rural character, appearance, natural resources, open spaces, recreation areas, scenic views, vegetation, historic architecture, development patterns, and activity centers. These features promote quality of life and economic well-being. Preserving them should not prohibit development; however, the County needs to consider them to ensure that new development fits into the existing community fabric.

County residents have expressed a desire for well-designed communities through their participation and comments throughout the preparation of this Plan.

Community Character and Design

Lyon County will respect and promote the distinct character and heritage of its communities, strive to retain its rural and agricultural culture and promote cohesive and high quality development to improve the overall image and function of its communities.

County-wide Goals, Policies and Actions

Goal CC 1: Quality Design

New development in Lyon County will improve the appearance and function of our communities.



Policy CC 1.1: Quality New Development

New development in the communities of Lyon County should create inviting places for locals and visitors to live, shop, eat, visit, and do business.

Strategies:

- ◆ Develop minimum residential design standards that address quality and variation in housing types in new subdivisions in community core and urbanizing areas.

- ◆ Develop non-residential design standards to improve the image of Lyon County communities and to enhance property values.
- ◆ Revise road width and improvement design standards for traffic calming.



Policy CC 1.2: Pedestrian Friendly Communities

As Lyon County communities grow, new development will be designed to be pedestrian friendly, and to connect with community attractions.

Strategies:

- ◆ Update County development standards to require that all new development in the community core and urbanizing areas include basic pedestrian-friendly features such as adequate sidewalks and lighting.
- ◆ Revise subdivision standards to include efficient pedestrian access to public services and gathering places such as schools, libraries, parks, and trails.
- ◆ Require that new commercial development provide amenities such as shade structures, seating areas, benches, and bicycle racks, landscaped parking, and location of parking to rear and sides.



Policy CC 1.3: Design Tailored to Communities

New development in Lyon County should address and respect the unique character of communities within the county.

Strategies:

- ◆ Develop Community Plans to identify typical or desirable design elements that maintain or promote the community's desired image.
- ◆ Adopt county-wide standards that allow the flexibility to address specific design needs for individual communities in Lyon County.

Goal CC 2: Rural Character

Outside of the community core and urbanizing areas, Lyon County will be primarily rural in appearance and function.

Policy CC 2.1: Rural Land Uses and Structure

Lyon County will maintain rural, low-density land use patterns outside of community core areas.



Strategies:

- ◆ In the Land Use section of the comprehensive plan, designate land uses in appropriate locations and patterns to maintain rural appearance and function of lands outside the community core and urbanizing areas.
- ◆ Develop design standards for clustered development in rural areas that encourage western/agricultural building forms, such as deeper setbacks from main roads, traditional designs and colors, and preservation of rural/scenic character.

Goal CC 3: Heritage

Historic places, structures, and landmarks in the county will be preserved and will provide an opportunity for resident and visitors to learn about and celebrate our heritage.

Policy CC 3.1: Maintain and Restore Historic Resources

Lyon County will encourage and support efforts to preserve and restore registered historic structures, and landmarks, and districts.

Strategies:

- ◆ Revise zoning to encourage historic use and development patterns including mixed-use structures and districts.
- ◆ Support organizations in the county that apply for historic designation or grant funding for inventory or rehabilitation of historic structures, efforts to identify receiving sites for historic structures that cannot be maintained in their original locations, and similar historic preservation purposes and efforts.
- ◆ Work with knowledgeable organizations and individuals to ensure that building and development standards allow for adaptive reuse of valued historic structures, including those without official historic designation.
- ◆ Within historic districts, promote historic design elements, features and context, and prohibit building design that compromises the integrity of the historic community character.
- ◆ Within historic districts, limit new land uses that would pose a risk to historic structures or the historic character of the district.
- ◆ Promote the preservation of historic landscape features to maintain historic settings and the integrity of historic resources within historic districts.



Goal CC 4: Agricultural Character

Through the continuing presence of active, irrigated agricultural lands, and undivided ranch and range lands the County will maintain its agricultural character.

Policy CC 4.1: Viable Agriculture

Lyon County will work to create conditions that encourage property owners to maintain irrigated farmland in productive, agricultural use.

Strategies:



- ◆ Continue to educate new residents in rural and semi-rural subdivisions about living near working agriculture and the County's Right to Farm ordinance.
- ◆ Address maintaining and expanding agricultural businesses and support services as a key aspect of the County's economic development strategy.
- ◆ Adopt land use regulations that increase private land owners' choices and ability to continue agricultural uses, such as allowing clustered rural housing, agricultural easements, transfers of development rights, and similar voluntary mechanisms.
- ◆ Work with property owners to keep water in the Carson and Walker River Basins available for agricultural uses, including irrigation.
- ◆ Facilitate and support cooperative efforts of independent farmers or ranchers that seek to retain agricultural support services in the county, to reduce costs, and to increase profitability.
- ◆ Encourage alternative agricultural operations such as hydroponic and geothermal agricultural applications, specialty and niche products.
- ◆ Lyon County will work to ensure that federal land management policies continue to support and encourage active agricultural uses, including preservation of grazing allotments and access to traditional water sources.

Principles for Design and Development

Mixed-Use Centers

Intent and Locational Criteria

A key direction of this Plan is to develop mixed-use centers as a focus for economic and social activity in the county and its communities. The intent is that different kinds of centers will serve different needs in the community. Centers will range from small-scale local community-oriented centers to regional centers.

These will all be places with high quality site design, containing a mix of complementary land uses, such as retail and some higher density housing. Depending on the character district, site design also should include some public or quasi-public spaces such as plazas, natural open space, or outdoor seating associated with restaurants. Site and building design should be cohesive and designed with people in mind. Finally, the location of mixed-use centers must be coordinated with the street system and transportation, as defined in the criteria that follow.



Mixed-Use Centers will contain a mix of retail and services and will be pedestrian-oriented and relate to surrounding neighborhoods.

The intent of the designation on the Character Districts map is to provide a general framework for mixed-use centers organized around a roadway network and near neighborhoods. Community mixed-use centers are anticipated within each of the character districts described earlier in this chapter. Specific locations will be determined during the Community Plan process and will be located in close proximity to higher density residential development and major arterial and collector roadways.

All proposals for development of mixed-use centers will be considered using the following criteria:

Regional Mixed-Use Centers

Regional Mixed-Use Centers are located in several locations throughout the county to serve the day-to-day commercial needs of nearby communities. This type of center should:

- Be located in a city or within the county on one to two quadrants of a highway interchange or on one quadrant of a major highway intersection.
- Range in size up to 100 acres.
- Serve a trade area up to 20 miles.
- Typical format consists of one to two anchor stores, such as a supermarket or drug store, or can consist of regional shopping, “lifestyle” centers, outlet mall, and “big box” configurations.
- Contain amenities such as a pedestrian plaza and landscaping as well as sign and access control to create a cohesive development.

Local Mixed-Use Centers

Not all local Mixed-Use Centers are designated on the Character Districts Plan. The intent is to locate them to serve the convenience shopping needs of a suburbanizing neighborhood or nearby rural areas.

Local Mixed-Use Centers in Rural Districts

Local Mixed-Use Centers in Rural Districts are meant to serve the day-to-day needs of nearby communities and rural settlement areas. The county will use the following criteria in determining the location of this type of center. This type of center should:

- Occur in an area designated for Commercial Mixed-Use.
- Have frontage on an arterial or collector road
- Serve a trade area up to 5 miles.
- Contain landscaping amenities as well as signs and access control to create a cohesive development.
- Ensure that commercial development is integrated with and enhances the surrounding rural area. It may also include some housing.
- Additional Local Mixed-Use Centers can be located in the rural district provided that traffic impacts are mitigated and transitions are provided for nearby areas.

Local Mixed-Use Centers in Suburbanizing Districts

Mixed-Use Centers are located throughout the county to serve the day-to-day commercial needs of surrounding neighborhoods. The county will use the following criteria in determining the location and design of Local Mixed-Use Centers in Suburbanizing Districts. This type of center should:

- Occur in an area designated for Suburbanizing Residential or Commercial Mixed-Use.
- Be located on one quadrant of a highway or arterial roadway intersection or in places designated for “Mixed-Use Center” on the Character Districts map.
- Vary in size depending on the mix of uses.
- Serve a trade area up to 10 miles.
- Typical format consists of one anchor store, such as a supermarket or drug store, and smaller retail and services. The project could also contain some residential development (either vertically or horizontally mixed).
- The main part of the development should contain amenities such as a pedestrian plaza, sidewalks, and landscaping as well as sign and access control to create a cohesive development.
- Additional Local Mixed-Use Centers can be located in the suburbanizing district provided that traffic impacts are mitigated and transitions are provided for nearby residential areas.

Highway Corridor Mixed-Use

Locational Criteria

The Highway Corridor Mixed-Use designation generally applies to lands along Highway 50 and along Highway 95A. However, lands are designated along other State Highways and significant County Roads.

General Character

Outside of centers, much of the region’s existing commercial development is located along highways and roads in a “strip” development pattern. The Highway Corridor Mixed-Use category encompasses a mix of lands either developed for commercial purposes or vacant. It is intended that over time these areas have a higher percentage of residential and office uses and that lots and parcels could be consolidated to

prevent multiple entrances onto highways — to improve circulation and access to these sites. The intent is that overall intensity of commercial and residential development will be lower than in the Mixed-Use Centers.

Rural District Character

The Highway Corridor Mixed-Use designation will be applied to limited areas within the Rural Character Districts. Rural area Highway Corridor Mixed-Use designations are limited to arterial/major collector roadways that have existing commercial development or commercially zoned land.

Suburbanizing Districts

The Highway Corridor Mixed-Use designation will be applied to those areas within suburbanizing districts characterized by limited depth commercial zoning (less than 400' on either side of a major arterial highway) and limited commercial development. The Highway Corridor Mixed-Use designation may be applied to limited areas of arterial/major collector roadways with existing commercial development and commercially zoned land.

Neighborhood Design Principles

Neighborhoods in Suburbanizing Districts

The following principles apply to all new residential developments in suburbanizing areas:

- Incorporate a variety of home styles, models, setbacks, lot sizes, elevations, and location of garages to avoid visual monotony (e.g., “cookie cutter subdivisions”).
- Provide a focal point in new neighborhoods, such as a school, park, or community center.
- Interconnect local streets, sidewalks, bicycle paths, and trails to allow for ease of mobility with built in “open space” design elements, such as detached and meandering sidewalks, streetscape, planted buffer yards along major streets, and open fencing.
- Protect natural features (such as river corridors, wetlands, steep slopes, and ridgelines), visual amenities, and open space through the strategic placement of open space within the development.
- Provide a range of housing types to allow for varied incomes, lifestyles, and age groups.

Neighborhoods in Rural Districts

If development is to occur in agricultural or rural areas, it should minimize its impacts on natural areas and on nearby ranching and agricultural operations. The following design principles are appropriate for all rural residential development:

- Minimize cut and fill for roads and site grading.
- Use native plants for landscaping.
- Steer development away from geologic features, such as rock outcroppings or steep slopes.
- Use appropriate setbacks, and placement of structures that are compatible with adjacent agricultural activities.
- Design buildings that reflect the architectural heritage.
- Incorporate wildlife friendly fencing or “rural” open fencing rather than solid fencing.
- Preserve existing ranch buildings and other features of the site, when appropriate.



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The impact of future growth and development on Lyon County's natural resources and environmental quality is an issue of increasing public concern. Effects accompanying population growth, such as new homes and commercial development, manifest themselves on the natural environment in many ways including:

- Reducing public access to open lands, lakes and rivers;
- Clearing of natural vegetation, and the loss of plant and wildlife habitat;
- Degradation of surface water quality in streams and rivers, and groundwater contamination;
- Air pollution;
- Encroachment into floodplains, areas of high wildland fire hazard and steep slopes;
- Increases in overall energy use and the use of fossil fuels;
- Disruption of natural water drainage systems; and
- Loss of scenic natural views.

Development to accommodate growth should occur without unduly threatening the County's natural resources and environmental quality if steps are taken to ensure that new development is designed and built in an environmentally-sensitive and resource conserving manner. Certain areas of Lyon County are more susceptible to environmental degradation or are more hazardous than others due to the presence of sensitive natural features or natural hazards. Future development should be directed away from sensitive and hazardous areas and guided to areas of the County where environmental impacts will be less detrimental.

Natural Resources and Environment

The proximity of the natural environment will continue to be an important part of life in Lyon County, where residents will enjoy sustainable supplies of clean water for drinking and agriculture; clean air; wildlife; access to rivers, lakes and public lands; scenic views, and dark night skies. Lyon County will work to reduce or mitigate natural hazards such as wildfire, flooding, earthquakes and dust.

County-wide Goals, Policies and Actions

Goal NR 1: Public Access

Public lands, lakes, and rivers in Lyon County will be easily accessible by residents and visitors for recreation and enjoyment.



Policy NR 1.1: Access Points

New development should not close off key access points to recreation areas and attractions such as public lands, lakes and rivers.

Strategies:

- ◆ Encourage private property owners and developers



to dedicate easements that allow for public access to recreation areas and attractions, and provide incentives in the subdivision ordinance.

- ◆ Consider acquiring strategic lands where necessary to protect public access to key recreation areas.

Goal NR 2: Wildlife

Lyon County will contain adequate habitat for viable populations of a variety of desirable wildlife species.

Policy NR 2.1: Protect Critical Wildlife Habitat

Lyon County will work to protect critical habitat that is necessary to maintain viable wildlife populations, including but not limited to the Fernley and Mason Valley Wildlife Management Areas.



Strategies:

- ◆ Recognize species identified through community planning processes, such as wild horses and sage grouse, as species of community-wide importance, and prioritize habitat protection efforts and resources for these species.
- ◆ Identify the habitat of species of community-wide importance and identify critical habitat areas.
- ◆ Periodically review information and conditions to reveal changes in the range of species and amount of available habitat.
- ◆ Encourage land use patterns on private property that allow for new development while sustaining wildlife populations.
- ◆ Promote programs that educate residents about practices that can promote or endanger wildlife, such as waste disposal, land development, fencing, weed control, and others.
- ◆ Consider acquiring strategic habitat where necessary to protect, sustain, and allow migration of wildlife.

Goal NR 3: Adequate, Clean Water

Adequate water supply will be available for current and future needs in Lyon County, including safe, healthy drinking water for all Lyon County residents.



Policy NR 3.1: Water Supply and Quality

Recognizing that clean water is a precious resource necessary to maintain our health, economy, and quality of life, Lyon County will protect the water supply and encourage efficient use of water resources.

Strategies:

- ◆ Maintain and expand the piped municipal water and sewer systems within community core and urbanizing areas of the County as designated on the Future Land Use map.
- ◆ Control development density in semi-rural and rural areas to avoid contamination of wells by septic systems through adoption of density standards based on factors such as hydrology, soil structure, and other scientifically recognized parameters.
- ◆ Encourage a nitrate reduction program(s) to protect groundwater and public drinking water supplies.
- ◆ Encourage conservation and efficient use of water, through utility rate structure, landscaping standards, education, and other programs.
- ◆ Encourage each incorporated city to provide water and sewer to all new development within its area of influence.
- ◆ Require that new development install stormwater control features to offset increase in flood hazard created by development and facilitate groundwater recharge.
- ◆ Adopt low-impact development standards to reduce runoff and improve water quality.
- ◆ Enforce federal, state, and local regulations designed to keep pollutants out of waterways.

Goal NR 4: Clean Air

Lyon County residents will breathe clean air.

Policy NR 4.1: Clean Air

Lyon County will seek to maintain and improve the quality of our air.

Strategies:

- ◆ Undertake strategies in the Transportation section of this Plan that are designed to encourage an efficient transportation system and reduce vehicle miles



traveled, including coordinated land use and transportation planning.

- ◆ Require compliance with federal and state air pollutant emissions standards.
- ◆ Adopt standards and enforcement measures to control dust produced through development, construction practices and cessation of agricultural production.
- ◆ Encourage reduced consumption of energy through lighting standards, incentives for efficient buildings, and education, and encourage development of low pollution energy resources.

Goal NR 5: Renewable Energy

Lyon County will encourage private efforts to develop and use renewable energy resources, such as solar and geothermal.

Policy NR 5.1: Geothermal, Solar and Wind

Lyon County will encourage utilization of available renewable energy resources, such as solar radiation, geothermal heat, and wind.

Strategies:

- ◆ Define solar panels, geothermal, and small-scale wind turbines as permitted accessory uses on residential and commercial property in all compatible zoning districts.
- ◆ Identify sites in the county with significant solar, geothermal, or wind resources that may be suitable for future utility-scale development. Consider measures to encourage alternative energy development on these sites.

Goal NR 6: Natural Hazards

The County will work to prevent and reduce natural hazards to residents and businesses, including risks from flooding, wildfire, earthquakes, and dust.

Policy NR 6.1: Educate About Natural Hazards

Lyon County will strive to inform residents about natural hazards that exist in the county and how to reduce the risk that such hazards may pose.

Strategies:

- ◆ Make information available about high natural



hazard risks such as location of earthquake fault lines, floodplain areas, and high wildfire danger rating.

- ◆ Attempt to inform citizens when conditions are known to exist that can lead to substantial danger from hazards such as fire, earthquakes, flooding, or fugitive dust.
- ◆ Develop incentive programs and/or restrictions to minimize development in high hazard areas.

Policy NR 6.2: No Increase in Risk from Natural Hazards

To the extent possible, Lyon County will avoid or mitigate increased risk from natural hazards to persons or property that are caused by development.

Strategies:

- ◆ Limit new development on steep slopes, along seismic fault lines, and in flood-prone areas.
- ◆ Strengthen floodplain management ordinance to prohibit development within the floodway and floodplain.
- ◆ Revise development standards to require stormwater control features in new subdivisions and new commercial and industrial development.
- ◆ Adopt provisions to reduce fire hazards in Urban-Wildland Interface areas in cooperation with the County's fire districts.
- ◆ Establish development buffer zones along all waterways and drainages subject to flooding.
- ◆ Adopt provisions that require hazardous fuels management and fire resistive landscaping practices for development in Urban-Wildland Interface areas.

Goal NR 7: Open Space

Lyon County will identify and protect unique natural resources as permanent open space.



Policy NR 7.1: Unique Natural Resources

Identify unique natural resources of community-wide interest using the community planning process.

Strategies:

- ◆ Encourage and facilitate voluntary conservation easements on private property that protect unique natural resources.
- ◆ Update the subdivision ordinance to encourage and provide incentives for subdivision design that

accommodates new development while protecting unique natural resources.

- ◆ Consider acquiring strategic open space where necessary to protect unique natural resources of community-wide interest.

Goal NR 8: Views

Lyon County will protect scenic views of mountain backdrops and nighttime views of stars.



Policy NR 8.1: Mountain Backdrop

Recognizing that views of the mountains in and around the county provide a unique scenic value for residents and visitors, Lyon County will strive to preserve such views.

Strategies:

- ◆ Provide standards or incentives in the subdivision regulations so that streets, lots, and buildings in new developments are aligned to maintain and maximize views of residences both within and around the new development.
- ◆ Restrict development on ridgelines and promontories to minimize impacts on the scenic quality of the mountain backdrop visible from existing and future communities in the County.
- ◆ Consider setbacks, height limitations, or other regulations in urbanizing areas to minimize undesirable impacts to the views enjoyed by existing residences.
- ◆ Coordinate with the cities, counties, that control lands outside the county that are part of the scenic backdrop, and with public agencies that regulate and manage lands within the county, and encourage them to maintain the scenic quality of these areas.



Policy NR 8.2: Dark Nighttime Skies

Lyon County will minimize light pollution while allowing for adequate lighting for safety and security.

Strategies:

- ◆ Adopt lighting standards for commercial and industrial properties to address issues such as avoiding light intrusion onto neighboring properties, parking lot lighting scale and intensity, minimal security lighting outside of hours of operation, and similar.



- ◆ The County will not provide or require street lights outside of community core and urbanizing areas.
- ◆ Within community core and urbanizing areas, street lights will be designed with a shielded, downcast design that focuses light where it is needed and reduces light pollution.

Goal NR 9: Mining and Resource Extraction

Lyon County will promote the continued development of mineral and aggregate resources while working to prevent and reduce conflict between mining and other resource extraction activities and residential, commercial and industrial development.

Policy NR 9.1: Guide Development

Lyon County will endeavor to guide development away from areas where minerals and aggregate extraction is currently occurring and where significant resources are known to exist.

Strategies:

- ◆ Consider the location of known resources when reviewing new development.

Policy NR 9.2: Educate About Mining and Other Extraction Activities

Lyon County will encourage the distribution of information for residents regarding mining and other resource extraction activities that exist or may be developed in the county.

Strategies:

- ◆ Strive to provide information to potential property owners by establishing disclosure practices for real estate transactions within defined distances from mining and other resource extraction activities.
- ◆ Encourage mining operations to provide public education and information materials about hazards, hours of operations, traffic, etc.

Policy NR 9.3: Mitigate Operations

To the extent possible, Lyon County will require resource extraction projects to mitigate adverse operational impacts on such items as public infrastructure, traffic, agricultural

operations, residential and commercial land uses, the visual character of the area, etc.

Strategies:

- ◆ Promote “limited impact”/environmentally safe resource extraction practices to protect the natural environment, enhance the quality of life of residents, and limit impacts on present and future public facilities and services.
- ◆ Work in close cooperation with the Nevada Division of Environmental Protection and other regulatory agencies to help ensure that State laws and regulations are being adhered to during exploration, development, and reclamation activities associated with mineral extraction projects.

Policy NR 9.4: Mitigate long-term impacts

To the extent possible, Lyon County will promote long-term reclamation and rehabilitation of extractive sites.

Strategies:

- ◆ Require resource extraction projects to submit detailed long-term reclamation and reuse plans and to provide adequate funding mechanisms to implement plans



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Lyon County's scenery and natural environment provide diverse recreational opportunities; these amenities also factor strongly into its economy and quality of life. As our population increases, we face a growing need to maintain adequate open space, recreational opportunities and access to public lands. We also need to adequately plan to minimize the potential for open space, recreation areas and public lands to become overused.

The County's residents are fortunate to have access to open lands within and surrounding their communities, as well as a range of community and neighborhood parks and sports facilities. However, there are park and recreation needs and desires in the County that remain unmet. Lyon County seeks to create equitable (not equal) recreational resources for each of its communities, recognizing that the types of resources available in each area will vary based on the community character, and the specific needs and wants of each community.

Since growth will continue in the County and new residents will desire additional facilities, parks will continue to have an important impact on the quality of life — which is related to the County's economic development objectives. Businesses and skilled workers are often attracted to communities that have a high level of parks, open space, pathways, and recreational opportunities.

The County can help ensure that we not only retain our parks and open space, but also that they remain accessible to all users for their scenic, recreational, ecological and educational values. This Chapter provides guidelines for managing and improving the County's recreational and open space amenities, including its parks and trails. The policies strive to balance our need for providing diverse recreational opportunities with our need to preserve the county's scenic character and the County's budgetary limitations.

Parks, Recreation and Open Space

Access to publicly-owned lands will provide opportunities for hiking, horseback riding, bicycling, off-road vehicle uses and other activities, while playgrounds, sports fields and recreation facilities will be available to children and families within communities.

County-wide Goals, Policies and Actions

Goal PR 1: Recreation in Communities

Parks, sports fields and playgrounds will be available for recreation in communities and areas of higher density development.



Policy PR 1.1: Recreation Facilities in Communities

Lyon County will provide park and recreation facilities and services based on sound financial and management planning.

Strategies:

- ◆ Focus Lyon County efforts and investments on improving and creating community parks and recreation facilities, and special use facilities to make the most efficient and cost effective use

Parks, Recreation and Open Space

ADOPTED – December 23, 2010



of public funds and personnel.

- ◆ Identify alternatives to public development, operation and maintenance of new local parks required for new residential development.
- ◆ Coordinate with other public entities to promote the efficient location, design and use of sites and facilities.
- ◆ Complete development of planned and programmed facilities within existing parks and multi-use facilities.

Policy PR 1.2: Recreation Facilities in Suburbanizing Communities and community core areas.

Lyon County will provide for park and recreation opportunities such as sports fields and playgrounds within suburbanizing communities and community core areas, and as new development occurs.

Strategies:

- ◆ Identify existing and target levels of service for parklands and facilities in suburbanizing communities, and in community core and urbanizing areas.
- ◆ Require that new residential development in suburbanizing communities and community core and urbanizing areas provide for parkland at the target service level for the additional residential capacity created.

Policy PR 1.3: Recreation Facilities in Rural Communities

Lyon County will provide for park and recreation opportunities such as sports fields and playgrounds for rural communities and as new development occurs.

Strategies:

- ◆ Identify existing and target levels of service for parklands and facilities in rural communities.
- ◆ Coordinate with other entities, such as cities, to promote the efficient location, design and shared use of sites and facilities.
- ◆ Require that new residential development in rural communities and areas outside a community core provide for parkland and/or park improvements at target service levels for the additional residential capacity created.

Policy PR 1.4: Planning and Guidance for Parks and Recreation Facilities

Lyon County will provide further guidance on park and recreation facility development through Community Plans and the development of standards.



Strategies:

- ◆ Identify and establish standards for the design and construction of facilities at local and community parks that meet the basic needs of area residents.
- ◆ Include policies and strategies within Community Plans to identify deficiencies, and general types and locations of parks to meet target levels of service for each community.

Goal PR 2: Recreation in Rural Areas

Residents will have access to a variety of recreation opportunities on public lands.

Policy PR 2.1: Recreation on Public Land



In semi-rural and rural areas, Lyon County recreation opportunities will be on public lands, including federal and state-owned and managed lands and privately held lands with easements or other agreements that ensure public access.

Strategies:

- ◆ Pursue strategies identified in the Natural Resources section of this plan to secure adequate public access to public land.

Goal PR 3: Trails

Lyon County will have trails for recreation and alternative transportation.



Policy PR 3.1: Trails

Trails in Lyon County will be designed to accommodate a variety of desirable uses, tailored to the preferences of the community(s) in which they are located.

Strategies:

- ◆ Within and among communities in Central Lyon County, efforts to develop multi-use trails will be focused toward providing opportunities for non-motorized transportation, and for recreational uses such as biking, roller-blading, and walking.
- ◆ In South Lyon County, efforts to develop multi-use trails will be focused toward providing both motorized and non-motorized recreation.
- ◆ Encourage development of equestrian trails and riding areas in semi-rural and rural areas and on public lands in Lyon County.
- ◆ Encourage the development of non-motorized multi-



use trails along portions of the Carson and Walker Rivers.

- ◆ Encourage the development and use of an aquatic trail in and along the Carson River.
- ◆ Encourage the development of non-motorized multi-use trails along drainages and irrigation ditches, and through open space lands where the paths will not conflict with agricultural and other property uses.
- ◆ Encourage the conversion of former irrigation ditches and ditch easements to non-motorized multi-use trails.

Policy PR 3.2: Trails Implementation and Management.

Lyon County will provide further guidance on the development and management of trails through Community Plans and the development of standards.

Strategies:

- ◆ Include policies and strategies within Community Plans to identify general types and locations of trails.
- ◆ Incorporate planning and provision of trail systems in the review and approval of development projects which include or are adjacent to planned routes.
- ◆ Coordinate with other public and quasi-public entities to create, maintain and operate trail systems within Lyon County and the region.
- ◆ Consider the use of incentives to encourage development projects to contribute to the acquisition or improvement of identified trail systems.
- ◆ Identify and establish guidelines for the location and design of trails to appropriately retain the natural character of the area, minimize impacts on adjacent lands and uses, properly orient and educate the public, and coordinate trail design with other public objectives such as drainage or wetland protection.
- ◆ Identify and establish guidelines for trailheads and staging areas to provide adequate improvements for users and to minimize impacts of trail use on adjacent properties.
- ◆ Manage use of off-highway vehicles within road rights-of-way and on public lands to minimize negative traffic and environmental impacts.

Goal PR 4: Capital Improvement Plan

Lyon County will fund the acquisition and maintenance of public park and recreation facilities based on an adopted Capital Improvement Program and based on sound financial and management planning.



Policy PR 4.1 Identification, acquisition and development

Identification, acquisition and development of parks and recreation facilities will be based on adopted standards and criteria.

Strategies:

- ◆ Establish basic level of service needs based on population and community character.
- ◆ Develop a Capital Improvement Program (CIP) for public parks and recreation facilities and use the CIP to guide public parks and recreation facilities priorities, acquisitions and development.



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Lyon County desires to have adequate public facilities and services to support desirable land use and development patterns, to contribute to the quality of life and to encourage economic development. Ensuring that the provision of community facilities and services is phased with the demand or need is a major component of managing the future development and growth of communities.

Public facilities and services are those minimum facilities and services the County and other entities provide for the common good. Many entities provide community facilities and services — the County, state and federal agencies, special districts, and the private sector. Maintaining a high degree of coordination between these providers helps ensure that adequate facilities are available and improvements keep pace with development.

Generally, public facilities include land, buildings, equipment and whole systems of activity provided by the County on the behalf of the public. This Chapter addresses public facilities and services related to water and sewer systems, public safety, schools and libraries. The goals and policies are designed to ensure that we plan for adequate services and facilities, either during the land development process or through appropriate government programs.

Public Facilities/Services

Lyon County residents will have access to excellent schools and libraries, and effective response from well-equipped emergency services. The timing and location of future development will be coordinated with improvements to services and infrastructure to provide cost-effective services to existing and future residents.

County-wide Goals, Policies and Actions

Goal FS 1: Provision of Services

Municipal water and sewer systems will be expanded only in areas where they are cost effective.



Policy FS 1.1: Location of New Development

New urban development will occur in areas that are served by, or are adjacent to, areas with existing utility systems to avoid distant and costly extensions.

Strategies:

- ◆ Develop a Capital Improvements Plan and budget for Lyon County utility system expansion that is consistent with the Land Use Map in this Plan.
- ◆ Revise the County's development regulations in order to create incentives to build according to the Land Use map in this Plan.
- ◆ Require the developer to pay the full cost of utility system extension, in order to discourage inefficient utility system development, and provide for



reimbursement mechanisms where appropriate.

- ◆ Explore development impact fees, ensuring that they are structured to accurately address the cost of providing utility services based on distance from the existing utility services.
- ◆ Develop criteria defining prerequisites for utility expansion, including maximum capacity levels, delivery cost factors, etc.

Goal FS 2: Public Safety

Public safety providers will be available and equipped to respond effectively to potential threats to the safety of individuals and the public.



Policy FS 2.1: Public Safety

Ensuring the safety of the citizens is, and will continue to be, a central function and a high priority for Lyon County.

Strategies:

- ◆ Promote the adoption of minimum level of service standards for law enforcement and fire services.
- ◆ Develop evaluation criteria and cost of services thresholds for use in development evaluations.
- ◆ Require land dedication (or a fee in lieu) from new development in order to pay for the increase demand for public safety services and to maintain adopted level of service standards for average response time.
- ◆ Recognize the important role that the independent fire departments play in ensuring the safety of its citizens and seek ways to cooperate with and help support them.

Goal FS 3: Schools

Lyon County public schools will maintain high performance standards.



Policy FS 3.1: Quality Schools

Lyon County will support efforts by the Lyon County School District to provide adequate school facilities and quality education for all children.

Strategies:

- ◆ Coordinate development review with the School District and actively seek School District comments and requirements.
- ◆ Cooperate with the School District in facilities planning.

Goal FS 4: Libraries

Lyon County libraries will provide educational resources and programs that meet residents' needs.



Policy FS 4.1: Library Services

Lyon County will support efforts by the Lyon County Library System to provide library services that meet county-wide and local community needs.



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It is essential for the success of the Lyon County Comprehensive Master Plan that the County coordinates with the cities of Fernley and Yerington, surrounding jurisdictions, special districts, tribes, and state and federal agencies. The complexities of the modern world, the impacts of growth and development, and the opportunities for economic development within the county and region demand that agencies coordinate with each other.

Jurisdictions must work together successfully, recognizing that a cooperative approach is necessary to create strong communities and protect the environment we share. Planning activities need to cross jurisdictional boundaries successfully because of the high degree of coordination needed between the County, cities, and other entities. Lyon County supports good, multi-use resource-management practices, a process facilitated by interactions with state, federal, and tribal agencies during the development of each other's plans and policies. Building on its successes, the County can promote strategic partnerships to implement plans that enhance the values expressed by the people of Lyon County.

The Lyon County Comprehensive Master Plan recognizes the need for interagency coordination and the proactive discussion and planning for regional solutions to the impacts and opportunities of growth and development. The Master Plan establishes policies that promote coordination among jurisdictions and agencies.

Regional Coordination

Lyon County will coordinate with other jurisdictions, including incorporated municipalities, adjoining counties, state and federal agencies, and tribal authorities that manage lands and other resources in or near the county, to coordinate planning efforts and provision of services.

County-wide Goals, Policies and Actions

Goal RC 1: Cooperation with Agencies

When developing and approving policies for lands or resources that are also managed by other agencies, Lyon County will confer with those agencies.



Policy RC 1.1: Confer with Cities

Lyon County will coordinate with incorporated cities regarding land uses and other matters that are within the city's area of influence or "cooperative planning area", or where joint services may be a more efficient use of resources for the County and/or the city.

Policy RC 1.2: Confer with State and Federal Agencies

Lyon County will inform State and Federal Agencies that manage public resources and lands within the county of the needs and desires of residents with regard to such lands and resources.

Policy RC 1.1: Confer with Adjoining Counties

Lyon County will coordinate with adjoining counties regarding land uses and other matters that are within the adjoining county's area of influence, or where joint services may be a more efficient use of resources for the County and/or the adjoining county.

Goal RC 2: Cooperation with Tribes

Lyon County will coordinate with tribes regarding tribal lands and interests within the County.

Policy RC 2.1: Coordinate with Pauite Nations

Lyon County recognizes the sovereignty of tribes on land within tribal boundaries, and will confer with and strive to cooperate with tribes on matters of mutual interest, such as land uses, land use impacts, economic development, and similar.

Goal RC 3: Regional Water Districts

Lyon County will coordinate with other agencies for responsible and equitable management of water resources.



Policy RC 3.1: Manage Regional Water Resources

Lyon County will participate in regional efforts to manage water resources in a manner to protect the best interest of our residents and businesses.

Strategies:

- ◆ Encourage sound regional stewardship of water resources to meet the needs of residents, businesses, and a healthy natural environment.
- ◆ Discourage water transfers out of the basin, to ensure that adequate water is available to meet the irrigation and watering needs of farmers and ranchers in Lyon County.

Goal RC 4: Cooperation with Special Districts

When developing and approving policies for services or land use, and when reviewing development proposals that impact services managed by other agencies, Lyon County will confer with those agencies.

Policy RC 4.1: Confer with Special Districts

Lyon County will coordinate with special districts regarding land uses and other matters that are within the district's service mandates, or where joint services may be a more efficient use of resources for the County and/or the district.



Contents – Glossary

Acronyms	G.2
Definitions	G.3

Acronyms and terms used in the County-wide Component of the Lyon County Comprehensive Master Plan are defined below.

Acronyms

ADT – Average Daily Traffic
BIA – Bureau of Indian Affairs
BLM – Bureau of Land Management
BMRR – Bureau of Mining Regulation and Reclamation
BOC – Board of Commissioners
BOR – Bureau of Reclamation
CIP – Capital Improvements Plan
COF – City of Fernley
COY – City of Yerington
CAC – Community Advisory Councils
EF – Engineering and Facilities
EMC – Emergency Management Coordinator
EPA – Environmental Protection Agency
FAA – Federal Aviation Administration
FD – Fire Districts
FEMA – Federal Emergency Management Agency
FHWA – Federal Highway Administration
GIS – Geographic Information System
LOS – Level of Service
LEED – Leadership in Energy Efficiency and Design
LULU – Locally Undesirable Land Use
NSP – Nevada State Parks
OHV – Off-Highway Vehicle
PC – Planning Commission
PD – Planning Department
PR – Parks
RD – Road Department
SHPO – State Historic Preservation Office
TDR – Transfer of Development Rights
TES – Threatened & Endangered Species
TG – Tribal Governments
TIF – Tax-Increment Financing
TSM – Transportation System Management
USFW – U.S. Fish and Wildlife Service
USFS – U.S. Forest Service
USGS – U.S. Geological Survey

Definitions

Access: The means for pedestrians, vehicles, and other travel modes to enter or leave a property safely and effectively.

Access Management: A planning technique used to maintain the capacity and safety of roadways by regulating the way vehicles enter and leave adjacent properties.

Action Item: A task designed to implement one or more policies and that identifies who will perform the task, when and how the task will be completed.

Active Recreation: A type of recreation that requires areas and facilities for activities such as softball, baseball, football, soccer, golf, tennis, basketball, and various forms of children's play. See also: **Passive Recreation**.

Aquifer: An underground geologic formation that contains sufficient saturated, permeable material to yield significant quantities of **Groundwater** to wells and **Springs**.

Arterial Roadway: An arterial is a major regional roadway facility that serves interregional, intraregional, and intercity travel. An arterial should primarily serve through traffic and access should be managed (i.e., limited driveways).

Average Daily Traffic (ADT): The average number of vehicles passing a fixed point during a 24-hour time-frame; a convention for measuring traffic volume.

Background Conditions: As used in the discussion about traffic analysis in Chapter 4, Transportation, background conditions are those pertinent projected future traffic conditions not including the traffic generated by the subject project.

Board of Commissioners (BOC): The five elected officials, each representing a geographic district, that govern Lyon County.

Bureau of Indian Affairs (BIA): The federal government responsible for managing the 56 million acres of land held in trust by the United States for American Indians, Indian tribes, and Alaska Natives.

Bureau of Land Management (BLM): The federal agency within the U.S. Department of the Interior that administers 262 million acres of America's public lands, located primarily in 12 western states.

Bureau of Mining Regulation and Reclamation (BMRR): A division of the Nevada Division of Environmental Protection that regulates mining activities in Nevada in cooperation with other state, federal and local agencies.

Capital Improvement Plan (CIP): An annually updated document that describes capital projects and expenditures, such as transportation, flood control, and park improvement projects, that are programmed for a set period, usually 5 years.

Circulation System: Transportation infrastructure that fulfills access and mobility needs for people and goods.

Collector Roadway: A collector provides access between **Arterial Roadways** and **Local Streets**. Collectors may provide direct access to abutting properties. Collectors have a lower level of access management than arterials. See also: **Minor Collector** and **Major Collector**.

Community Core: As used in the Lyon County Comprehensive Master Plan, community core has two basic uses: 1) in a countywide context, community core is the area within the defined community boundaries of each of the identified communities; and 2) within each community, a community core or cores, also referred to as a mixed-use center(s), is an area of focus for economic and social activity located in close proximity

to higher density residential development and arterial and collector roadways. “Community core focused” is a concept where growth is more compact and development occurs in and around the community cores with more focus on balancing residential, employment, and retail land uses.

Community Plan: An official element of the *Lyon County Comprehensive Master Plan* for one of the eight communities identified in the *County-wide Component of the Comprehensive Master Plan*. Community Plans present the specific vision, goals and policy direction, and land use pattern for each identified community as determined through a community planning process. Community Plans are designated for existing, established communities. These plans provide detailed views of the community’s desired growth and development for the future taking into consideration each community’s unique character, opportunities and constraints.

Commuter: A person who travels regularly from one place to another place (for example, from a rural area to a city) and back.

Comprehensive Plan: A statement of a community’s/county’s desired future, intended to serve as the primary decision- making guide for growth and development in a county.

Conservation: The protection and management of resources and the natural environment to ensure the continued integrity of healthy, functioning **Ecosystems**.

Conservation Easement: A legal property interest or right granted by the landowner to another party to maintain or limit use of the land to **Conservation** or **Agricultural** purposes, typically to maintain its natural state, allow continued farming or ranching and preclude future development.

County-wide Component: A portion of the Comprehensive Master Plan providing the overall foundation and framework for directing the County’s future growth and development. The County-wide Component is the umbrella document that applies to all of the unincorporated area of Lyon County. It presents the overall vision, goals and policy direction, generalized land use patterns for the entire County, and the land use designations for lands outside of defined communities. The County-wide Component provides guidance for the preparation of the more specific Community Plans.

Critical Habitat: A federally designated area that is determined to be essential for the **Conservation**, management, and survival of **Threatened and Endangered Species**.

Cultural Landscape: A visual demonstration of traditional interactions between humans and the natural environment over time.

Cultural Resources: An aspect of a cultural system that is valued by or significantly representative of a culture, or that contains significant information about a culture.

Defensible Space: The area between a structure and a potential oncoming wildfire where the vegetation has been modified to reduce the threat of ignition and/or the intensity of the fire. This area provides an opportunity to “defend” the structure. See also: **Survivable Space**.

Density Bonus: An additional number of units or development capacity allowed in exchange for providing certain public benefits, such as removing density from the floodplain, or amenities, such as parks, open space, or affordable housing.

Developed Land: Land that has been subjected to construction, reconstruction, conversion, structural alteration, or relocation; mining, excavation, grading, landfill, or significant land disturbance; or any use or extension of the use of land. See also: **Undeveloped Land** and **Unimproved Land**.

Development: Any human-made change to **Improved Land** or **Unimproved Land**.

Development Project: A project that requires approval by the **Planning Commission** and/or the **Board of Commissioners**.

Discharge: The flow of water in a stream, ditch, or canal, or the outflow of **Groundwater** from a flowing well or **Spring**.

Disturbed Site: An area of land that has been subject to clearing, cutting, excavating, filling, or grading; a site that has altered land topography or vegetative cover.

Easement: The property interest or use right granted to a non-owner across a specific portion of land for a specific or limited purpose such as access, utilities, water conveyance, etc.

Ecosystem: The naturally interacting community of plant and animal **Species** and their physical environment.

Effluent: A discharge of (treated or untreated) wastewater into the environment. See also: **Wastewater**.

Element: A component or “chapter” of a comprehensive plan describing a set of related planning themes.

Emergency Egress: An alternate means or path for leaving an area or structure in the event of an emergency.

Energy Star: an international standard for energy efficient consumer products originated in the United States of America

Environmentally Sensitive Lands: Areas characterized by **Floodplains**, **Springs**, stream corridors, **Wetlands**, **Threatened And Endangered Species** habitat, rare vegetation, steep slopes, or other critical natural resources as determined by best available science.

Erosion: The wearing away of soil and rock by weathering, mass wasting, and the action of streams, glaciers, waves, wind, and underground water.

Fault: A geologic fault.

Fee-Simple Lands: Privately owned lands.

Federal Aviation Administration (FAA): The federal agency charged with primary responsibility for the safety of civil aviation.

Federal Emergency Management Agency (FEMA): The federal agency responsible for reducing the loss of life and property and protecting the nation’s critical infrastructure from hazards.

Federal Highway Administration (FHWA): The federal agency responsible for developing, maintaining, and funding the federal roadway system.

Floodplain: Any land area (typically adjoining a river, stream, lake, or other body of standing water) that is susceptible to inundation by a **100-Year Flood**.

Full Access Driveway: See: **Full movement driveway**

Full movement driveway: A driveway that is designed and permitted for right-in, right-out, left-in and left-out turning movements.

Functional Classification System: An established roadway hierarchy that accounts for the roadway’s purpose, its character given the adjacent land uses, and its role in supporting **Multimodalism**.

Gateway: An entrance into a community or a specific area, typically along a major transportation corridor.

Geographic Information System (GIS): A means of displaying and analyzing data associated with points or areas on maps. This data management system may be used to describe land uses or physical attributes such as soil or vegetation type.

Goal: A broad statement of desired outcomes to which effort is directed in order to bring a community closer to its overall vision of the future. Statements about what the County aims to achieve over the life of the Comprehensive Plan. Goals are intended to give decision-makers and citizens a clear idea about the County's intended direction.

Grazing: The consumption of standing forage (edible plants) by wildlife and livestock on rangelands or fenced pasture. Livestock grazing is usually associated with commercial uses related to ranching.

Greenway: A linear open space established for **Conservation**, recreation, or circulation purposes.

Groundwater: The water stored under the surface in an **Aquifer** that forms a natural reservoir. Groundwater typically **Discharges** via wells or **Springs**. See also: **Surface Water**.

Guideline: A statement of considerations that directs the decision-making process.

Guiding Principles: Represent the broad values and ideals for the County.

Habitat: The physical and biological environment where an organism lives. Often characterized by a dominant plant form or physical characteristic, habitat includes such components as cover, food, shelter, water, and breeding sites.

Heritage Area: An area or site where cultural monuments, natural areas or features, historic trail systems, or historic land use patterns may have cultural significance, provide a physical link to historic events, or be of exceptional value.

Historic Preservation: The use of measures that foster conditions under which modern society and prehistoric/historic resources can exist in harmony and fulfill the social, economic, and other requirements of present and future generations.

Historic Trail: A nationally or regionally significant historic route, along with the remnants and artifacts of its historical use.

Impact Fee: A fee imposed on new development to help finance the cost of improvements or services necessary for the development.

Impermeable: A term describing a medium such as unfractured rock that cannot transmit water.

Implementation Plan: A list of action items designed to accomplish the objectives of a comprehensive plan.

Implementation Strategies: Suggested measures that are designed to achieve the stated Comprehensive Master Plan goals and objectives. These strategies constitute a menu of actions that provide the County with specific direction that can be followed over the life of the Plan.

Improved Land: See: **Developed Land**.

Improvement District: An independent, local unit of government (other than a city or county), authorized and regulated by Nevada Revised Statutes (NRS 318), that is established for streets and alleys, water facilities, fire, emergency medical services, recreation, sanitary sewer, storm drainage and flood control, and other specified purposes.

Incentives: A reward-based system to encourage development that meets established development goals.

Infill: The development of new housing or other structures on scattered vacant sites within built-up areas.

Inholding: Private property that is surrounded on all four sides by land managed by the **U.S. Forest Service, Bureau of Land Management** or other public agency.

Inter-Basin Transfers: The transfer of water from one **Groundwater** basin to another.

International Building Code (IBC): International standards for protecting life and property by regulating the design, construction, quality of materials, use, and occupancy of structures.

Irrigation: A means of providing water to agricultural or landscaped areas, typically involving a system of canals and/or pipes and sprinklers.

Land Use: A term describing how land is occupied or utilized.

Landscape: The unique patterns, structures, and features such as landforms, vegetation, soil, and waterways that distinguish one part of the earth's surface from another.

Landscaping: The placement of vegetative cover, trees, rocks, or other materials to improve environmental quality, mitigate land use impacts, and enhance the visual appearance of development. See also: **Xeriscape**.

Leadership in Energy Efficiency and Design (LEED): "LEED is an internationally recognized green building certification system, providing third-party verification that a building or community was designed and built using strategies aimed at improving performance across all the metrics that matter most: energy savings, water efficiency, CO₂ emissions reduction, improved indoor environmental quality, and stewardship of resources and sensitivity to their impacts. Developed by the U.S. Green Building Council (USGBC), LEED provides building owners and operators a concise framework for identifying and implementing practical and measurable green building design, construction, operations and maintenance solutions." U.S. Green Building Council (USGBC)

Level of Service Standards (LOS): A methodology for determining a community's need for new facilities or infrastructure based on existing conditions, demand, population, and land area.

Local Street: A local street's primary function is to provide access to abutting properties including single family residences. Local streets are typically lower volume and lower speed facilities and connect to **Collector Roadways**. Local streets have minimal access management and serve travel over relatively short distances. See also: **Major Collector**, **Minor Collector**, and **Collector Roadway**.

Locally Undesirable Land Use (LULU): A site or facility such as a landfill, communications tower, or and high-voltage transmission line that constitutes a real or perceived nuisance. See also: **NIMBY**.

Lyon County Building Department (BD): The County department responsible for building permits and inspections.

Lyon County Planning Department (PD): The County department responsible for planning, **Zoning**, and **Floodplain** management.

Major Collector: A type of roadway that links major areas of development—including regional activity centers and residential, commercial, and industrial land uses—and connects **Minor Arterials**, **Minor Collectors**, and **Local Roads**. See also: **Collector Roadway**.

Manufactured Home: A dwelling unit built after June 1976 to standards established by the U.S. Department of Housing and Urban Development. Manufactured homes are designed for year-round use.

Memorandum of Understanding (MOU): An agreement of cooperation that defines the roles and responsibilities related to an issue over which several organizations have concurrent jurisdiction.

Minor Arterial: A type of roadway or transportation corridor that links cities, towns, and other traffic generators. Minor arterials attract travel over long distances, provide inter-county and some intracounty service, and generally connect to other **Arterial Roadways** or **Collector Roadways**.

Minor Collector: A type of roadway that primarily routes traffic from local roads to **Major Collectors** or **Minor Arterials**. See also: **Collector Roadway**.



Mitigation: The act of eliminating, reducing, minimizing, or compensating for an impact to the environment using measures that directly or indirectly reduce the impact. Applicants must attempt mitigative actions in the following order: (1) avoid impacts by not taking part or all of a certain action; (2) minimize impacts by limiting the degree or magnitude of the action; (3) rectify impacts by repairing, rehabilitating, or restoring the environment; and (4) compensate for unavoidable impacts by replacing or providing substitute resources or environments.

Mobile Home: A dwelling unit built on a permanent chassis prior to June 1976. Designed to be used without a permanent foundation, mobile homes can be transported in one or more sections.

Modular Home: A dwelling unit that is preassembled in a factory prior to delivery and final assembly. Built to **International Building Code** standards with the same exterior materials customarily used on sitebuilt dwellings, modular homes have a permanent foundation, a minimum roof pitch of 3 in 12, a width of at least 20 feet width, and at least 1 foot of roof overhang on all four sides.

Multimodal Corridor: Physical, linear areas containing the infrastructure that supports travel by both motorized and nonmotorized **Circulation**. See also: **Multimodalism**.

Multimodalism: A holistic view of **Circulation** in which individual modes work together or within their own niches to provide users with the best choices of service. Multimodalism considers how policies for a single mode affect all other modes.

Natural Hazard: A significant threat to life and property produced by natural conditions or processes such as tornadoes, faults, severe soil erosion, slumping, wildfire, or floods.

Neighborhood Commercial Use: A use that generates most of its business from local residents.

NIMBY: An expression meaning “Not In My Back Yard” that reflects local opposition to new development proposals or nearby land uses. See also: **Locally Undesirable Land Use**.

Nonconforming Use: A use or activity that was lawful prior to the adoption, revision, or amendment of the **Zoning Ordinance** or applicable **Zoning** classification that does not conform to present requirements.

Nonpoint-Source Pollution: **Pollution** that originates from many diffuse sources (such as urban areas, parking lots, agriculture, recreation, and construction) and that is carried by rainfall, snowmelt, **Irrigation**, and local **Runoff**.

Noxious Weeds: Any parasitic or foreign plant that can injure crops, other useful plants, agriculture, livestock, fish or wildlife resources, or public health; any plant on the Federal Noxious Weed List or the Nevada State Noxious Weed List.

Off-Highway Vehicle (OHV): A motorized vehicle used for travel in areas that are normally inaccessible to conventional highway vehicles. OHVs include dirt motorcycles, dune buggies, jeeps, fourwheel-drive vehicles, snowmobiles, and all-terrain vehicles.

Open Space: A primarily undeveloped **Landscape** that provides scenic, ecological, or recreational values or that is set aside for resource protection or **Conservation** that is essentially free of visible obstructions.

Overdraft: The removal of more **Groundwater** from an **Aquifer** than is naturally replenished through **Recharge**.

Land Use Overlay: A land use designation that encompasses one or more underlying land use designations and that imposes additional requirements above that required by the underlying designations. See also: **Airport Influence Area Overlay** and **Planning Incentive Overlay**.

Parcel Map: A division of land for transfer or development into four lots or less pursuant to NRS 278.461-278.469. See also: **Subdivision**.

Park: An area set aside for public enjoyment, typically managed by a government entity. Parks may include facilities for recreation.

Passive Recreation: A type of recreation or activity that does not require the use of organized play areas or developed facilities. See also: **Active Recreation**.

Percolate: To flow downward to the water table through the soil or other porous medium.

Planning Commission (PC): A 7-member advisory board in Lyon County responsible for reviewing and making recommendations to the **Board of Commissioners** regarding applications for such matters as **Special Use Permits, Subdivisions**, rezoning, and public **Right-Of-Way** abandonment requests. Members are appointed by the **Board of Commissioners**.

Performance Based Use: A concept where a land use(s) and/or land development(s) is regulated by a series of established performance standards relating to the mitigation of specific impacts of a proposed use or development as opposed to specification standards. The performance standards can be negative or positive. For example, they can set a maximum level for the noise impacts on adjacent property, require visual screening, or require other specified types of buffers to be established between certain types of land uses. Performance standards can also limit the intensity of development, control the impacts of development on nearby land uses, limit the effects of development on public infrastructure, and protect the natural environment.

Policy: A specific, guiding statement that outlines the process for achieving a goal. They provide ongoing guidance for elected and appointed officials, staff, and administrators as these community leaders make decisions about specific development, programs, and capital investments in the County.

Pollution: The presence of contaminants in concentrations that degrade the natural environment or impact people's health, safety, and comfort.

Potable Water: Water suitable for drinking and cooking purposes.

Private Inholding: See: **Inholding**.

Private Roadway: A roadway that is located within an easement or **Right-Of-Way** and has not been accepted for ownership or maintenance by a public entity.

Public Land: In general, lands managed by cities, counties, states, and the federal government. In common usage, the lands held in trust for the American people by the federal government and managed by agencies such as the U.S. Forest Service (USFS) and the Bureau of Land Management (BLM)

Public/Semipublic Uses: Uses such as government offices, fire stations, hospitals, educational institutions, libraries and museums, and utilities.

Rangelands: Grasslands, scrublands, and **Forestlands** that provide **Habitat** for wild or domestic grazing.

Recharge: The addition to, or replenishing of, **Groundwater** in an **Aquifer** by natural or artificial means.

Reclaimed Water: Wastewater that has been treated for reuse for purposes other than human consumption. See also: **Effluent**.

Right-of-Way: A strip of land acquired by reservation, dedication, purchase, prescription, or condemnation that is intended for the purpose of providing access and/or the ability to construct, use and maintain improvements such as roads, cross-walks, railroads, power lines, pipelines, water lines, sanitary sewers, or other similar structures.

Riparian Area: An area surrounding a river or stream that supports an **Ecosystem** of wildlife, vegetation, soils, and water.

Runoff: The portion of rainfall, snowmelt, or other water that flows along ground surface and eventually collects in basins or contributes to the flow of a stream.

Rural: Of or relating to the country, country people or life, or agriculture.

Rural Activity Center: A centralized, concentrated area of locally oriented commercial, public, and semipublic services and activities located in a rural character area.

Rural Character: The pastoral or rustic setting of a location, including its low development density, as defined by local residents according to their preferences and needs.

Scenic Byway or Scenic Corridor: Exceptional roads that are worthy of preservation because they traverse areas with distinctive cultural, historic, natural, or other unique qualities.

Section: One of 36 units of land within a given township; usually about 1 square mile (640 acres) in area.

Semipublic Uses: See: **Public / Semipublic Uses.**

Sheet Flow: Overland flow that occurs outside of defined drainage channels over large areas at a uniform, shallow depth.

Special Use Permit: A permit issued by the County for a use that is allowed within a **Zoning** district after a public hearing. With approval, the Board of Commissioners typically applies certain conditions on the location and operation of this use.

Species: Plants or animals grouped by common genetic attributes and assigned a scientific name. Species may also have common names.

Sprawl: The unplanned, uncontrolled, haphazard growth or spreading of urban development into areas adjoining the edge of a city or community, regarded as undesirable. It is a multifaceted concept, which includes low-density and auto-dependent development on rural land, high segregation of uses (e.g. stores and residential), and various design features that encourage car dependency.

Spring: A point on the earth's surface where **Groundwater** discharges from an **Aquifer**.

State Historic Preservation Office (SHPO): A division of the Nevada Department of Cultural Affairs that is responsible for encouraging the preservation, documentation, and use of cultural resources through state and federal programs. The agency works to educate the public about the importance of the State's cultural heritage so that Nevada's historic and archaeological properties are preserved, interpreted, and reused for their economic, educational, and intrinsic values and for future generations to appreciate.

Stewardship: The long-term responsibility for and careful management of the environment, resources, and land.

Strategy: A detailed action and method for implementing the plan. Some strategies will be possible to accomplish in the near term, while others will be on-going, or will take place later in the life of the Comprehensive Master Plan.

Subdivision: The division of land into five or more lots, parcels, sites, units or plots, for the purpose of any transfer or development, or any proposed transfer or development, except as exempted in NRS 278.320; also, the resulting site of subdivided land. See also: **Parcel Map.**

Surface Water: Water found in lakes, ponds, and reservoirs or flowing on the earth's surface within a stream, wash, creek, or other natural drainage channel. See also: **Groundwater.**

Survivable Space: The area surrounding a structure that has been designed or modified to increase its likelihood of surviving a wildfire without active intervention by fire protection services. See also: **Defensible Space.**



Sustainable Building: Building techniques and materials that minimize the use of nonrenewable natural resources.

Tax-Increment Financing (TIF): A public financing method which dedicates tax increments within a certain defined district to finance debt issued to pay for a project. It has been used as a subsidy for redevelopment and community improvement projects. TIF is a method to use future gains in taxes to finance current improvements. It is based on the concept that an increase in site value and investment will generate increased tax revenues. The increased tax revenues are the "tax increment." TIF creates funding for "public" projects that may otherwise be unaffordable to localities, by borrowing against future property tax revenues.

Threatened & Endangered Species (TES): Species listed by the U.S. Fish & Wildlife Service that have declined to a point where federal action is necessary for protection. Endangered species are considered more at risk than threatened species.

Tiers: A series of layers, ranks, etc. arranged one above another; one of two or more levels, or ranks arranged one above another.

Trail: A linear, multiple-use, public-access route for recreation or circulation.

Trailhead: A designated public-access point to a Trail that may feature informational signs as well as parking and restroom facilities.

Transect Style Development Code: A development code based on the urban-to-rural transect; an urban planning model created by New Urbanist Andrés Duany. The Transect is a categorization system that organizes all elements of the urban environment on a scale and defines a series of zones from rural to urban. A major feature of transect planning is that it incorporates a variety of residential and commercial spaces into a single neighborhood. Moving outwards from the center, residential density gradually decreases to fully detached houses. The transect is an important part of the New Urbanism and smart growth movements.

Transfer of Development Rights (TDR): A transfer of the right to develop or build from one portion of a property to another portion, or from one property to another property.

Transit: A transportation mode that moves larger numbers of people than an automobile; generally refers to passenger service provided to the public along established routes with fixed or variable schedules at published fares.

Transportation System Management (TSM): Cost-effective methods of improving existing transportation systems by reducing vehicle use, facilitating traffic flow, and improving internal transit management.

Undeveloped Land: Land that is not developed or used. See also: **Developed Land and Unimproved Land.**

Unimproved Land: Land in a natural, predeveloped state. See also: **Undeveloped Land.**

U.S. Bureau of Reclamation: The federal agency established in 1902 best known for the dams, power plants, and canals it constructed in the 17 western states. It is the largest wholesaler of water in the country and the second largest producer of hydroelectric power in the western United States.

U.S. Department of Energy's Building America Program: Building America is an industry-driven research program, sponsored by the U.S. Department of Energy, designed to accelerate the development and adoption of advanced building energy technologies in new and existing homes.

U.S. Environmental Protection Agency (EPA): The federal agency established in 1970 to consolidate a variety of federal research, monitoring, standard-setting, and enforcement activities related to protecting the natural environment.



U.S. Fish & Wildlife Service (USFW): The federal agency whose mission is to conserve, protect, and enhance fish, wildlife, and plants, along with their habitats.

U.S. Forest Service (USFS): The federal agency charged with managing public lands in designated national forests and grasslands for multiple use.

U.S. Geological Survey (USGS): The federal agency that conducts research to provide geologic, topographic and hydrologic information.

Urban: A highly developed area that contains a variety of residential, commercial, industrial, and cultural uses; usually an area where access to infrastructure is readily available.

User Fee: A charge for the use of a product, facility, or service.

Vacant Land: See: **Undeveloped Land.**

Vision: An overall image of what the community wants to be and how it wants to look in the future.

Vision Statement: A desired picture of the future of Lyon County representing a future toward which the County will strive.

Wastewater: Used water drained from homes, business, and industries; primarily sewage flow. See also: **Effluent.**

Water Conservation: Any beneficial reduction in water loss, waste, or use.

Water Supply System: The system for the collection, treatment, storage, and distribution of **Potable Water** from the supply source to the consumer.

Watershed: The land area that contributes **Runoff** to a given stream, river, or reservoir.

Water Transfers: The exchange of water or water rights through willing buyers and sellers; also, the physical transfer of water—by truck, pipe, or other conveyance system—from one area to another. Water transfers typically involve movement from one **Watershed** to another or from one **Aquifer** to another.

Wetlands: Areas that are inundated often enough to support plants and animals adapted to saturated soil conditions.

Wilderness Area: A congressionally designated area of undeveloped land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions.

Wildland/Urban Interface: The area in and around a community where the immediate or secondary effects of a wildfire would threaten a community's environmental, social, and economic values, causing serious detriment to the area's overall health and viability.

Xeriscape: Landscaping incorporating drought-tolerant, low water using, typically native vegetation.

Wildlife Corridor: An often limited or constrained area providing connectivity to larger animal **Habitats.**

Zoning: The delineation of districts and the establishment of regulations governing the use, placement, spacing and size of land and buildings.

Zoning Ordinance: A set of legally binding provisions adopted by the **Board of Commissioners** to govern **Zoning** and used to implement the goals, objectives, and policies of the comprehensive plan.



APPENDIX A

Land Use Maps

ADOPTED – December 23, 2010

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Land Use Maps

County-wide Land Use Plan Map(s)

The intent of the County-Wide Land Use Map(s) is to show the generalized land use patterns for the entire County and the land use designations for lands outside of defined communities. The Maps provide an overall view of the County's desired development pattern.

County-wide Land Use Categories

The maps show the following land use categories which are grouped under five major types. For each category, the Land Use Plan, in Chapter 3 – Land Use, Economy and Growth, describes uses, density, and general characteristics.

1. Agriculture and Resource Lands

Includes:

- Agriculture
- Resource
- Public Lands

2. Residential

Includes:

- Rural Residential
- Low Density Residential
- Suburban Residential

3. Commercial / Mixed-Use

Includes:

- Commercial,
- Commercial Mixed-Use, and
- Highway Corridor Mixed-Use

4. Employment

Includes:

- Industrial, and
- Employment

5. Public / Community Facilities and Other Lands

Includes:

- Parks,
- Open Space,
- Public/Quasi-Public
- Tribal Lands, and
- Specific Plan

6. Overlay Designations

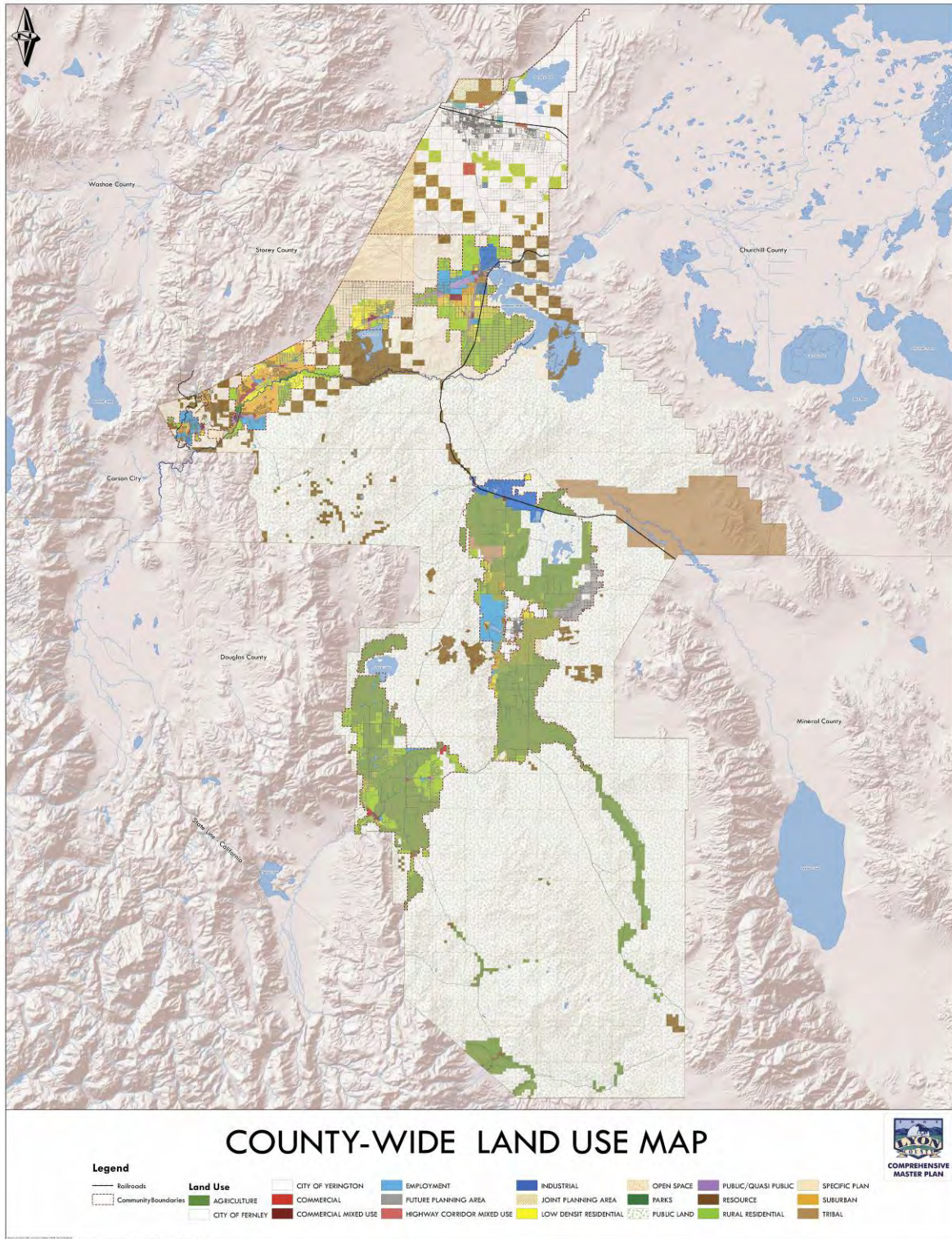
The plan also includes provisions for Overlay Designations, including:

- Airport Influence Area
- Cooperative Planning Area
- State-Designated Historic Areas
- Future Plan Areas, and
- Planning Incentive Areas

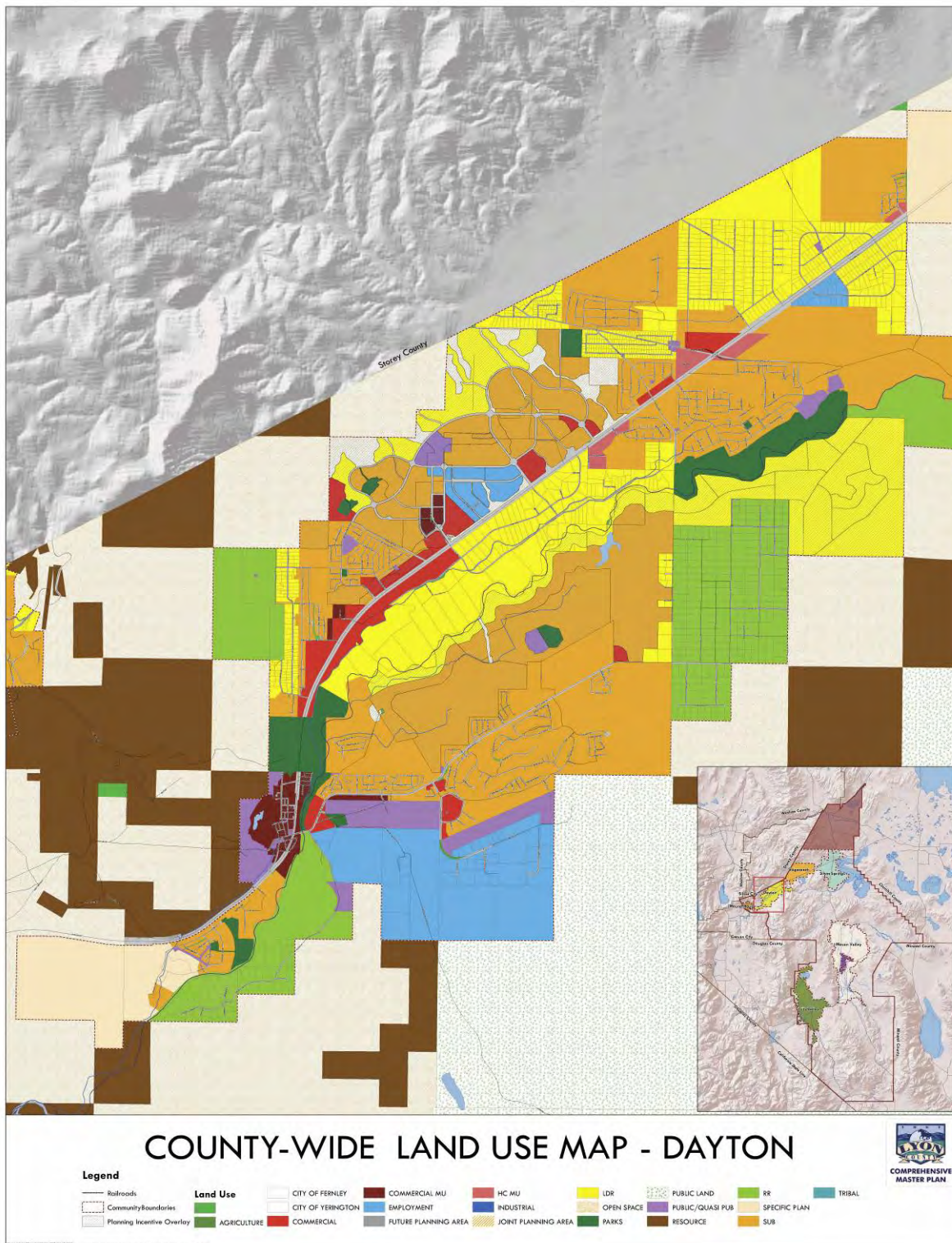
The County-wide Land Use Map(s)

The pages that follow contain reduced versions of the official County-wide Land Use Map(s). The Map(s) have been reduced in size to fit the County-wide Component page format and are for illustrative purposes only. The reduced maps may not show all of the details of the official County-wide Land Use Map(s). The official Map(s), as maintained by the Lyon County Planning Department and GIS Coordinator, should be consulted in their full size printed format or through the Lyon County Geographic Information System (GIS).

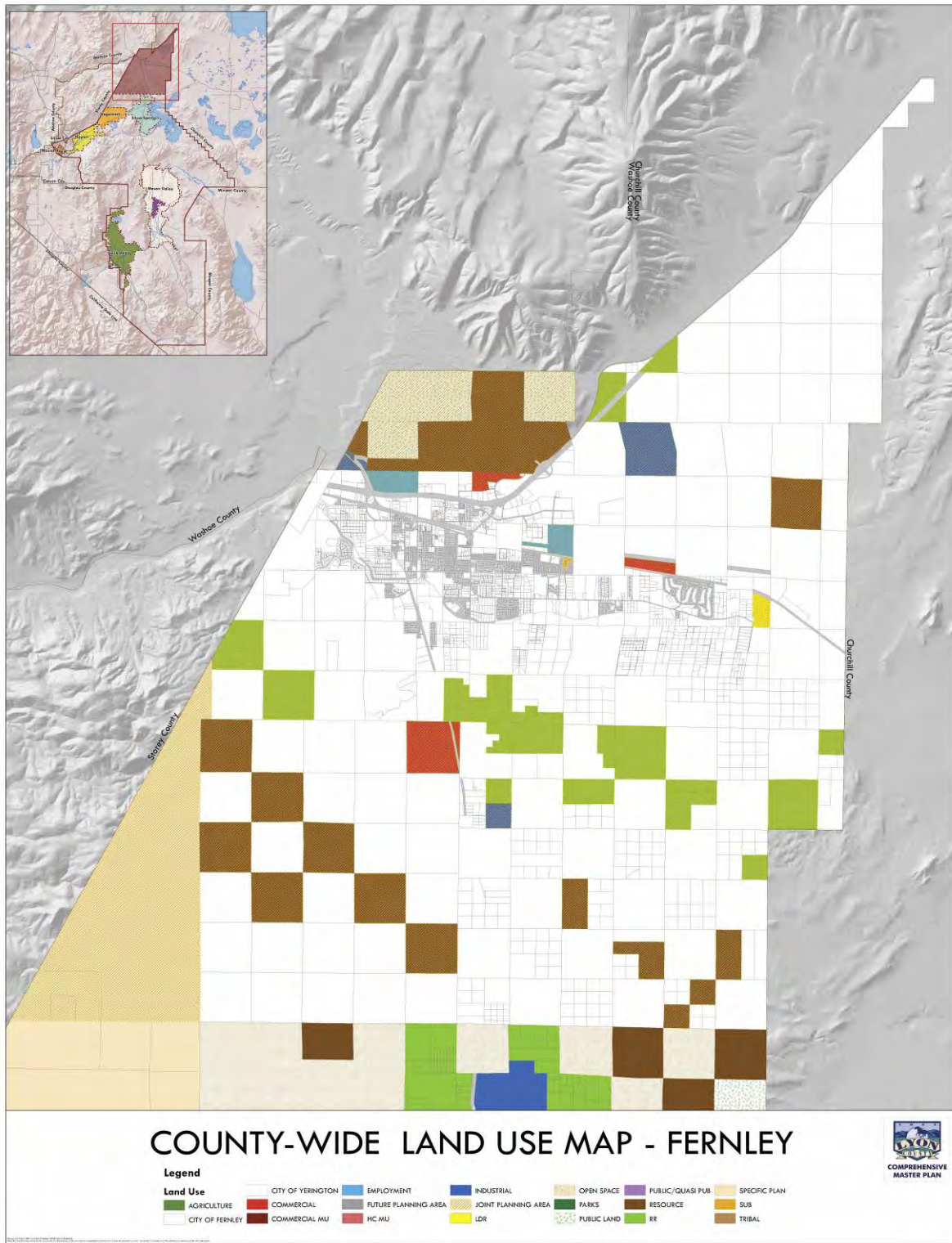
County-wide Land Use Map



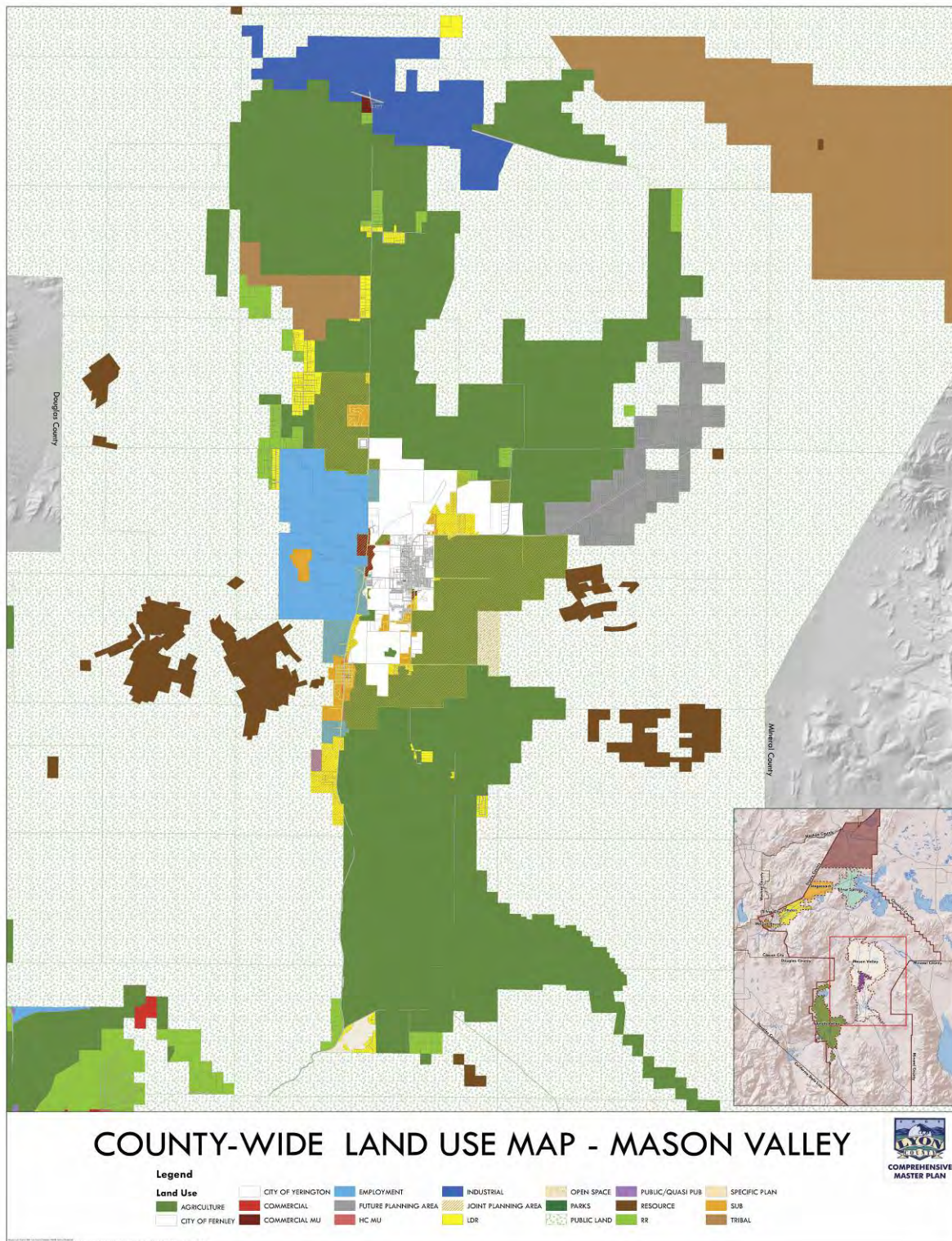
County-wide Land Use Map – Dayton



County-wide Land Use Map – Fernley



County-wide Land Use Map – Mason Valley



Note: Map for illustrative purposes only; consult the official full size printed format or GIS map for details.

County-wide Land Use Map – Mound House



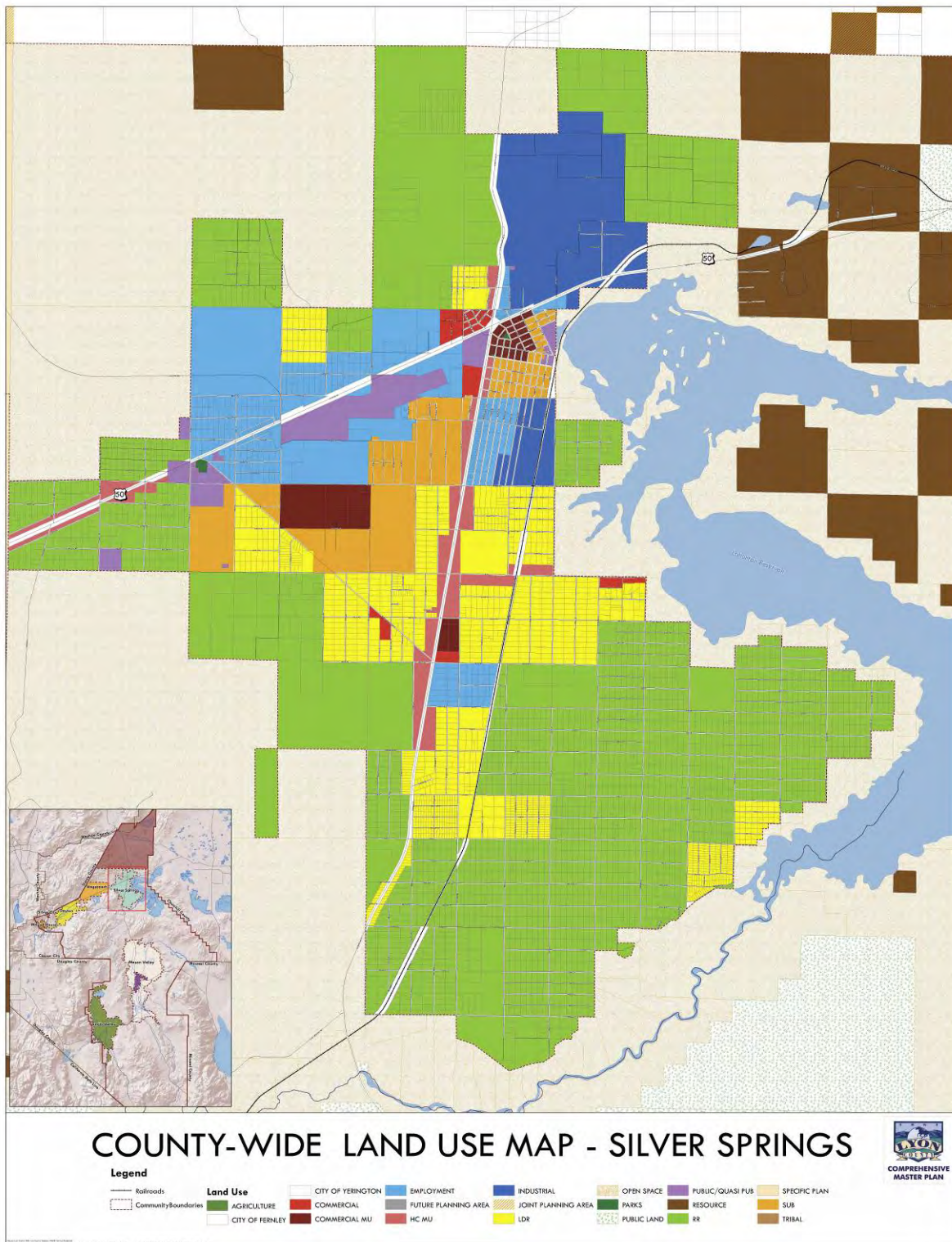
Note: Map for illustrative purposes only; consult the official full size printed format or GIS map for details.

County-wide Land Use Map – Silver City

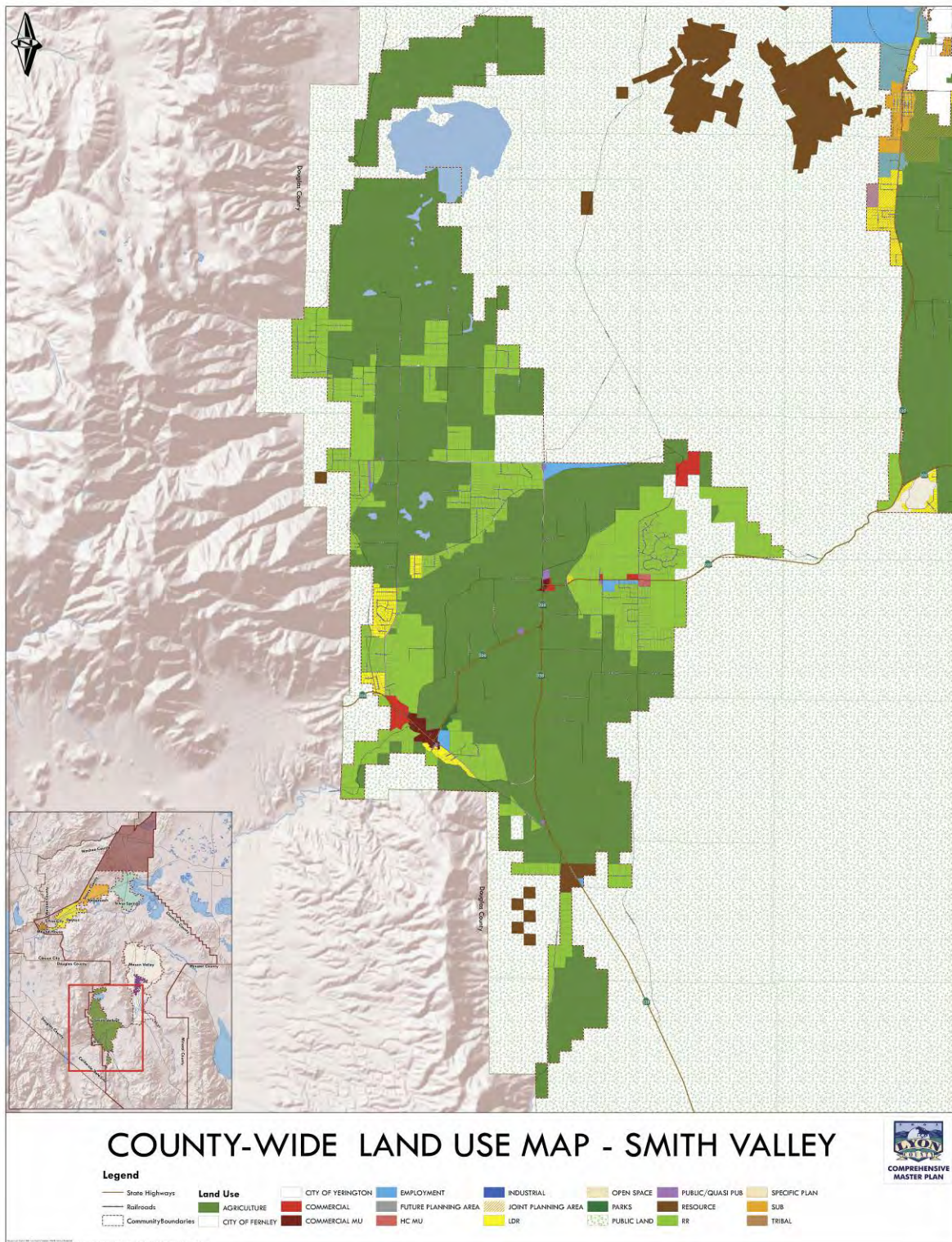


Note: Map for illustrative purposes only; consult the official full size printed format or GIS map for details.

County-wide Land Use Map – Silver Springs

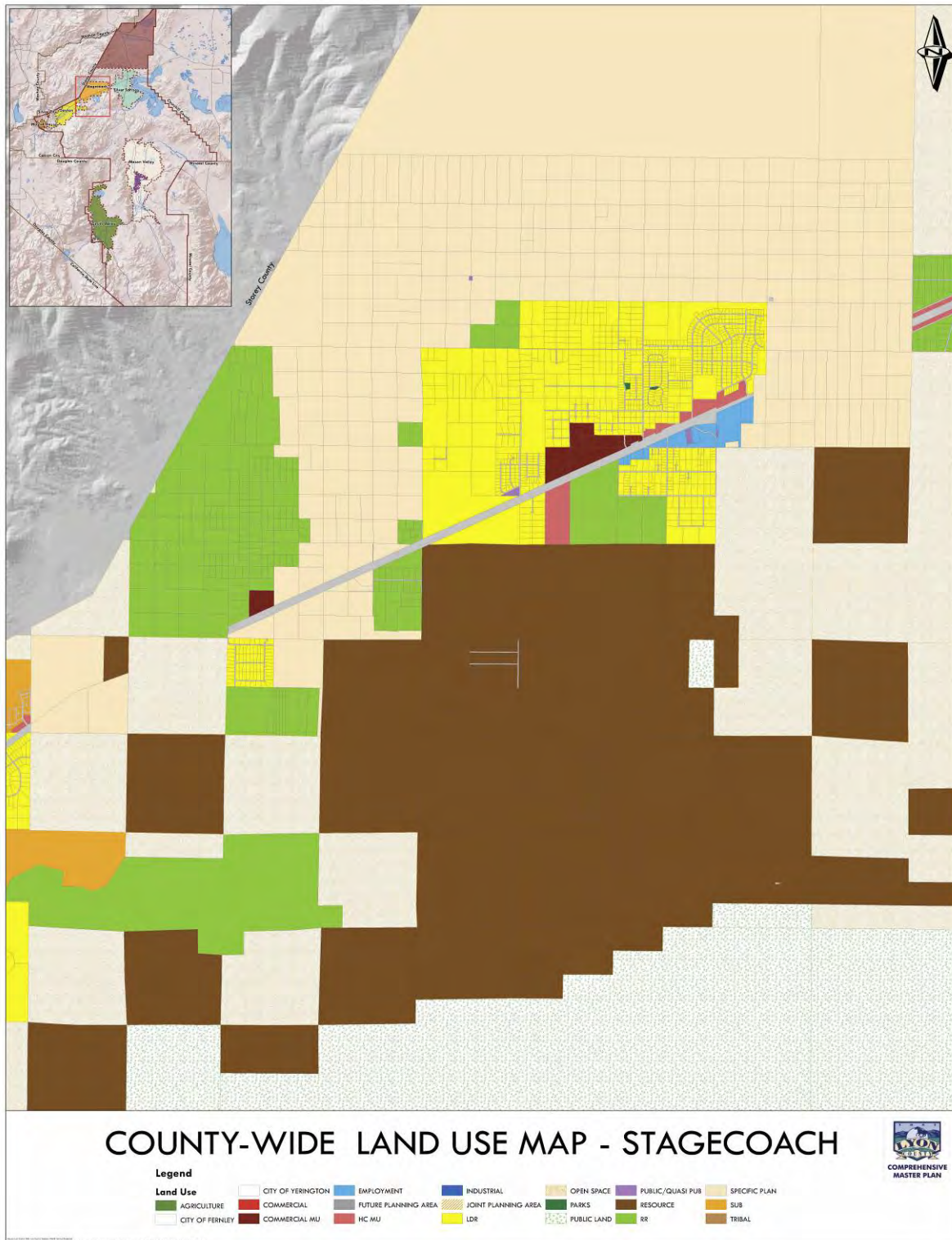


County-wide Land Use Map – Smith Valley



Note: Map for illustrative purposes only; consult the official full size printed format or GIS map for details.

County-wide Land Use Map – Stagecoach



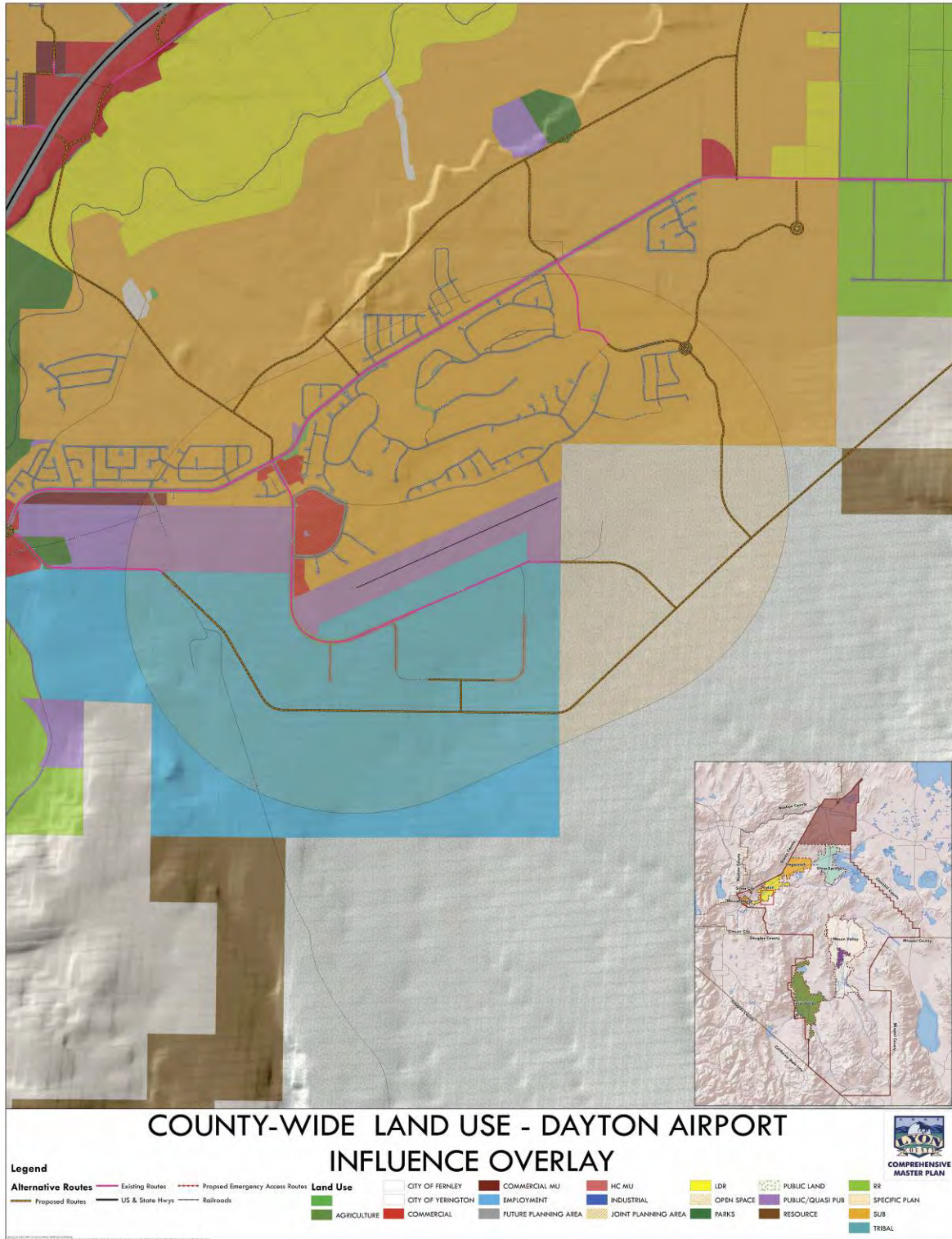
Note: Map for illustrative purposes only; consult the official full size printed format or GIS map for details.

Airport Influence Area Map(s)

The pages that follow contain the County-wide Airport Influence Area Map(s). These Maps, which are conceptual in nature, are refined in the more specific Community Plans. The basis for and a discussion of the Maps are contained in Chapter 3 – Land Use, Economy and Growth.

The pages that follow contain reduced versions of the official County-wide Airport Influence Area Map(s). The Map(s) have been reduced in size to fit the County-wide Component page format and are for illustrative purposes only. The reduced maps may not show all of the details of the official County-wide Airport Influence Area Map(s). The official Map(s), as maintained by the Lyon County Planning Department and GIS Coordinator, should be consulted in their full size printed format or through the Lyon County Geographic Information System (GIS).

County-wide Land Use Map – Dayton Airport Influence Overlay



Note: Map for illustrative purposes only; consult the official full size printed format or GIS map for details.



**COUNTY-WIDE LAND USE - MASON VALLEY
AIRPORT INFLUENCE OVERLAY**

Legend

State Highways
City of Yerington
City of Yerington
Community boundaries

Airport Influence Area 6000ft Land Use

AGRICULTURE
CITY OF YERINGTON
CITY OF FERNSEY
COMMERCIAL
COMMERCIAL MIXED USE
CITY OF YERINGTON
EMPLOYMENT
INDUSTRIAL
FUTURE PLANNING AREA
JOINT PLANNING AREA
LOW DENSITY RESIDENTIAL
OPEN SPACE
PUBLIC/QUASI PUBLIC
PARKS
RESOURCE
PUBLIC LAND
RURAL RESIDENTIAL
SPECIAL PLAN
SUBURBAN
TRIBAL

COMPREHENSIVE MASTER PLAN

Note: Map for illustrative purposes only; consult the official full size printed format or GIS map for details.



Legend

Alternative Routes
 Existing Routes
 Proposed Routes
 US & State Highways
 Railroads

Land Use
 CITY OF EBBWY
 CITY OF YERINGTON
 AGRICULTURE
 COMMERCIAL
 EMPLOYMENT
 FUTURE PLANNING AREA
 COMMERCIAL MIX
 EMPLOYMENT
 INDUSTRIAL
 JOINT PLANNING AREA
 HIGH MIX
 OPEN SPACE
 PUBLIC LANDS
 PUBLIC/QUASI-PUB
 RESOURCE
 PARKS
 SUB
 TRAIL

COUNTY-WIDE LAND USE - SILVER SPRINGS AIRPORT INFLUENCE OVERLAY

COMPREHENSIVE MASTER PLAN

Lyon County Comprehensive Master Plan



**COUNTY-WIDE LAND USE - SMITH VALLEY
AIRPORT INFLUENCE OVERLAY**

Legend

<ul style="list-style-type: none"> Roadroads Airport Runway Airport Influence Area 4500 ft 	Land Use <ul style="list-style-type: none"> AGRICULTURE COMMERCIAL COMMERCIAL MU EMPLOYMENT HC MU INDUSTRIAL FUTURE PLANNING AREA JOINT PLANNING AREA LDR OFFEN SPACE PARKS PUBLIC LAND PUBLIC/QUASI PUB RESOURCE RR SUB SPECIFIC PLAN TRIBAL 	<ul style="list-style-type: none"> CITY OF PERINLEY CITY OF YERINGTON
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COMPREHENSIVE MASTER PLAN

Note: Map for illustrative purposes only; consult the official full size printed format or GIS map for details.