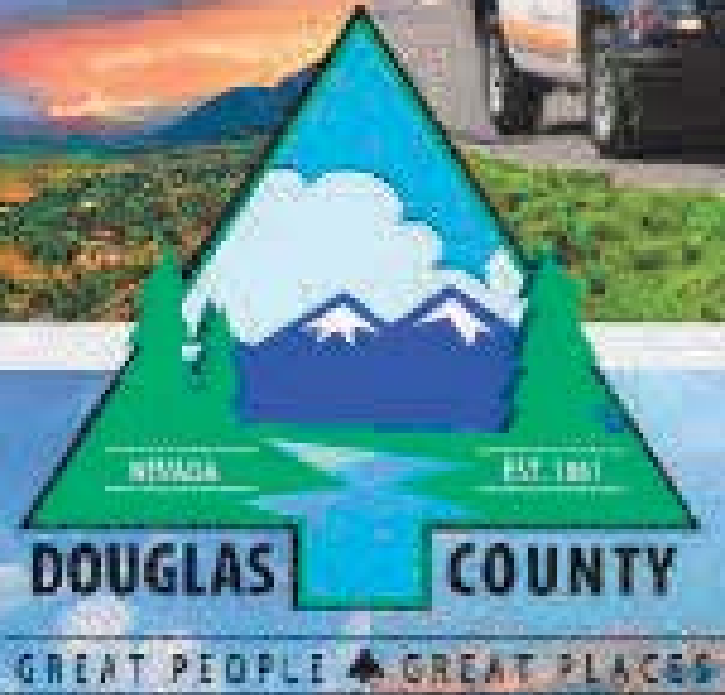


MASTER PLAN UPDATE



2019



What is the Master Plan ?

A Master Plan is required by State Law, Nevada Revised Statute Chapter 278.150, for the purpose of providing long-term guidance on the development of cities, counties and regions in Nevada. The current Master Plan was adopted in 1996 and last updated in 2011.

The most recent process to update the 2011 Master Plan was started after a joint workshop of the Planning Commission and the Board of County Commissioners in February 2016. Draft changes to the 2016 Master Plan Update were reviewed and approved by the Planning Commission but never fully adopted by the Board of Commissioners.

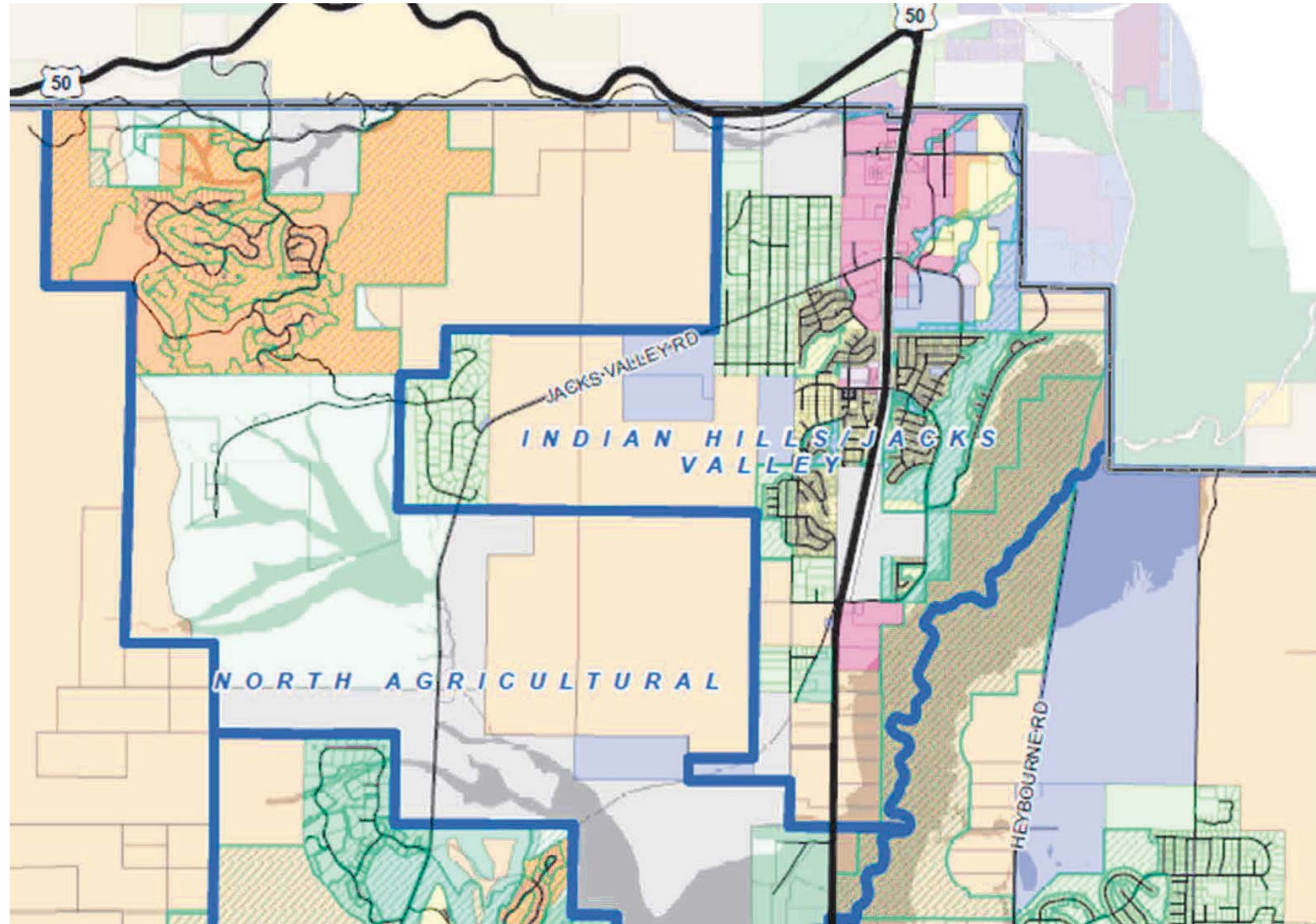
At a second joint workshop of the Planning Commission and the Board of County Commissioners on May 23, 2019, direction was given to re-visit and finalize the plan for approval by December 2019. The minutes of the workshop are available on the Master Plan Update webpage.

What's is being proposed?

- A) A text amendment to the existing 2011 plan Chapter 2, Land Use Policy 3.2 to establish a single Future Land Use Map
- B) A Future Land Use Map Amendment to change the Community plan boundaries to conform to current and future land uses
- C) A Future Land Use Map Amendment to change and correct the current land use designation to match the present use of the land
- D) A Future Land Use Map Amendment for Park Ranch Holdings to remove 1,044 acres of Receiving Area from the TRE/Holbrook Community Plan and to create 1,044 acres of new Receiving Area in the Minden and Gardnerville Community Plans

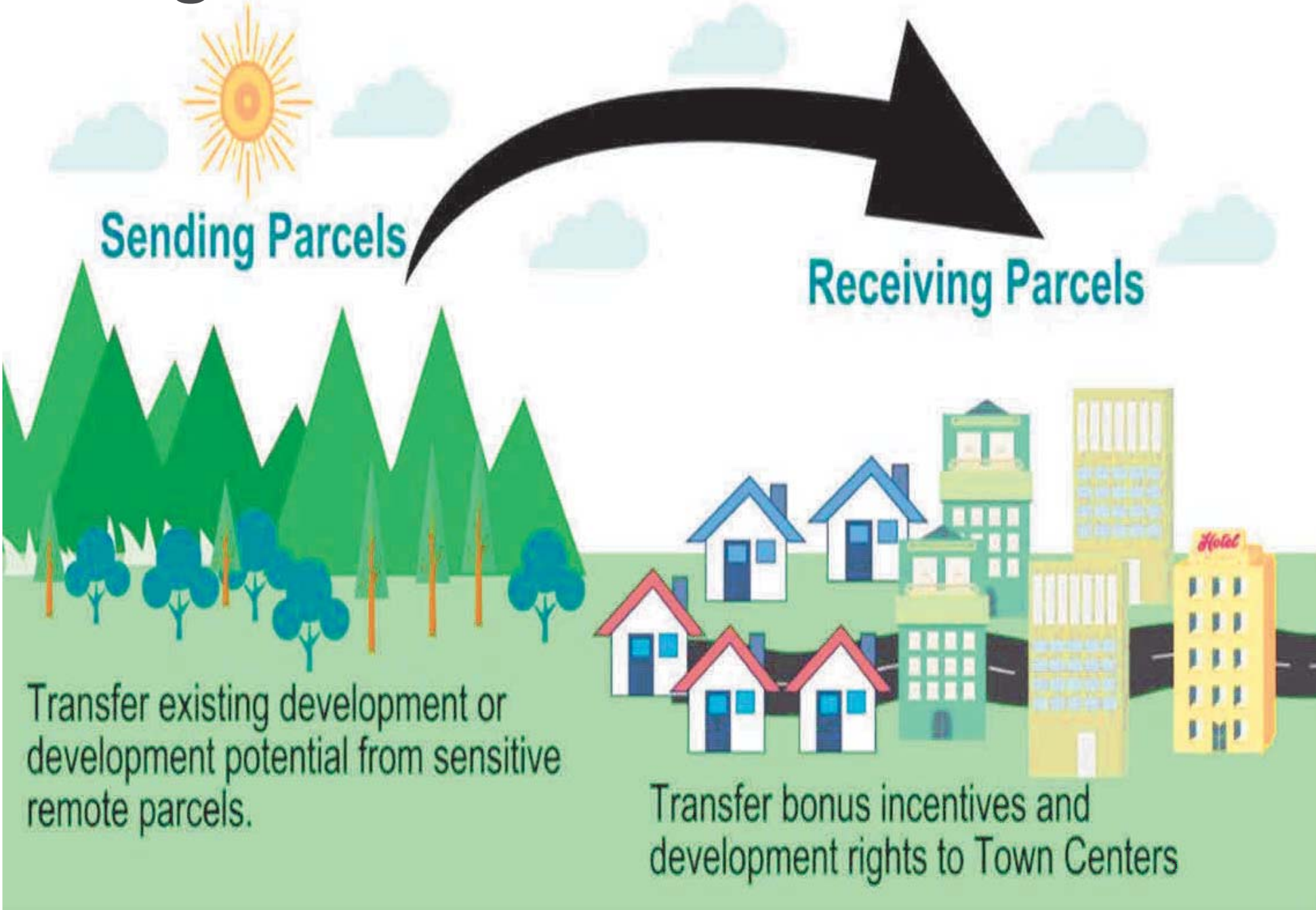
What's is a Community Plan Area?

- Within the Master Plan Community Plans contain information about each region of community within the county. The purpose of each is to ensure that the distinctive character of each area is established, maintained, and enhanced through goals and policies.



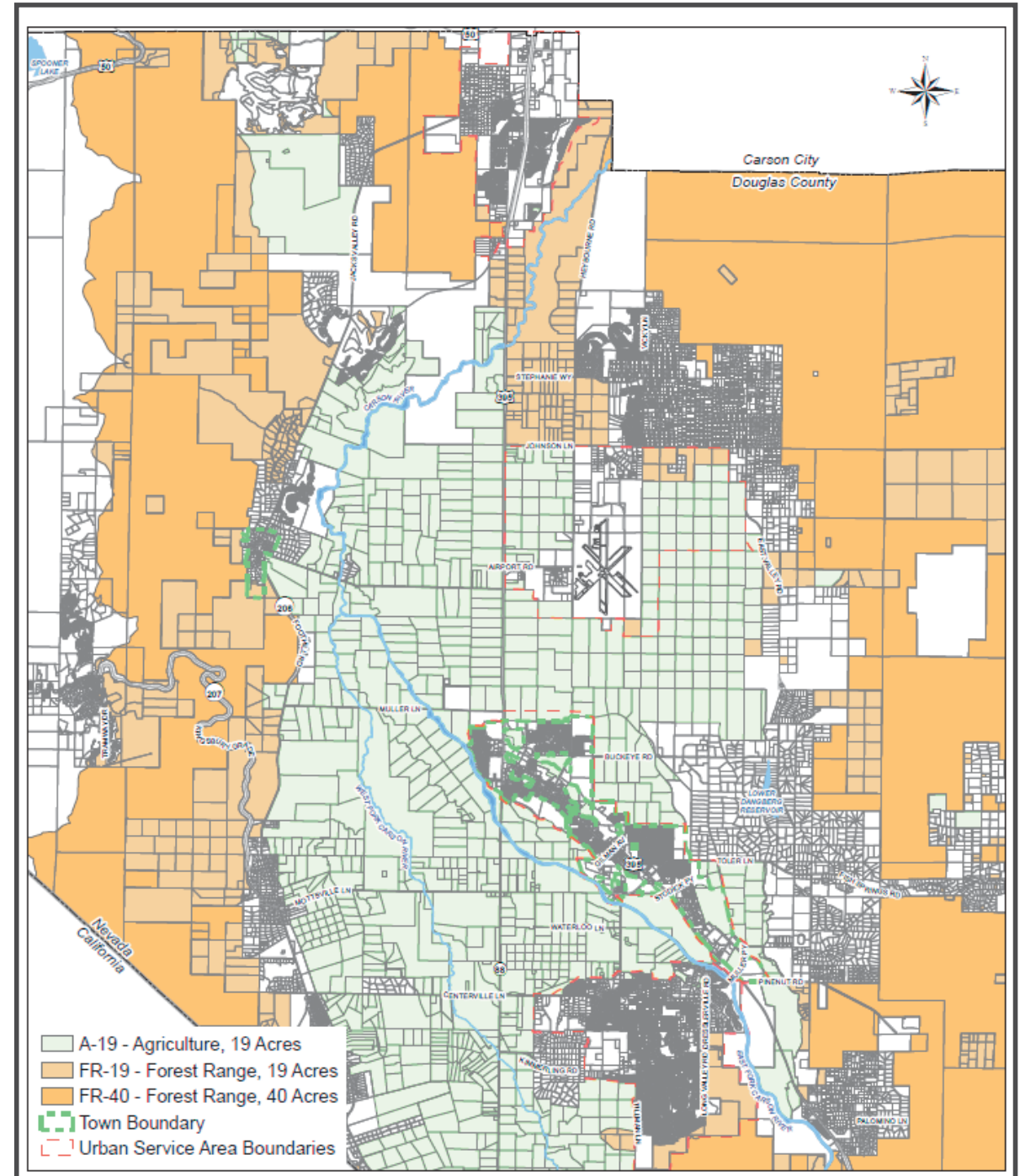
What's is a Receiving Area?

- Receiving Areas are an important requirement of the Transfer of Development Rights Program (TDR) the county has in place to incentivize the conservation of open space and agricultural lands in the community.



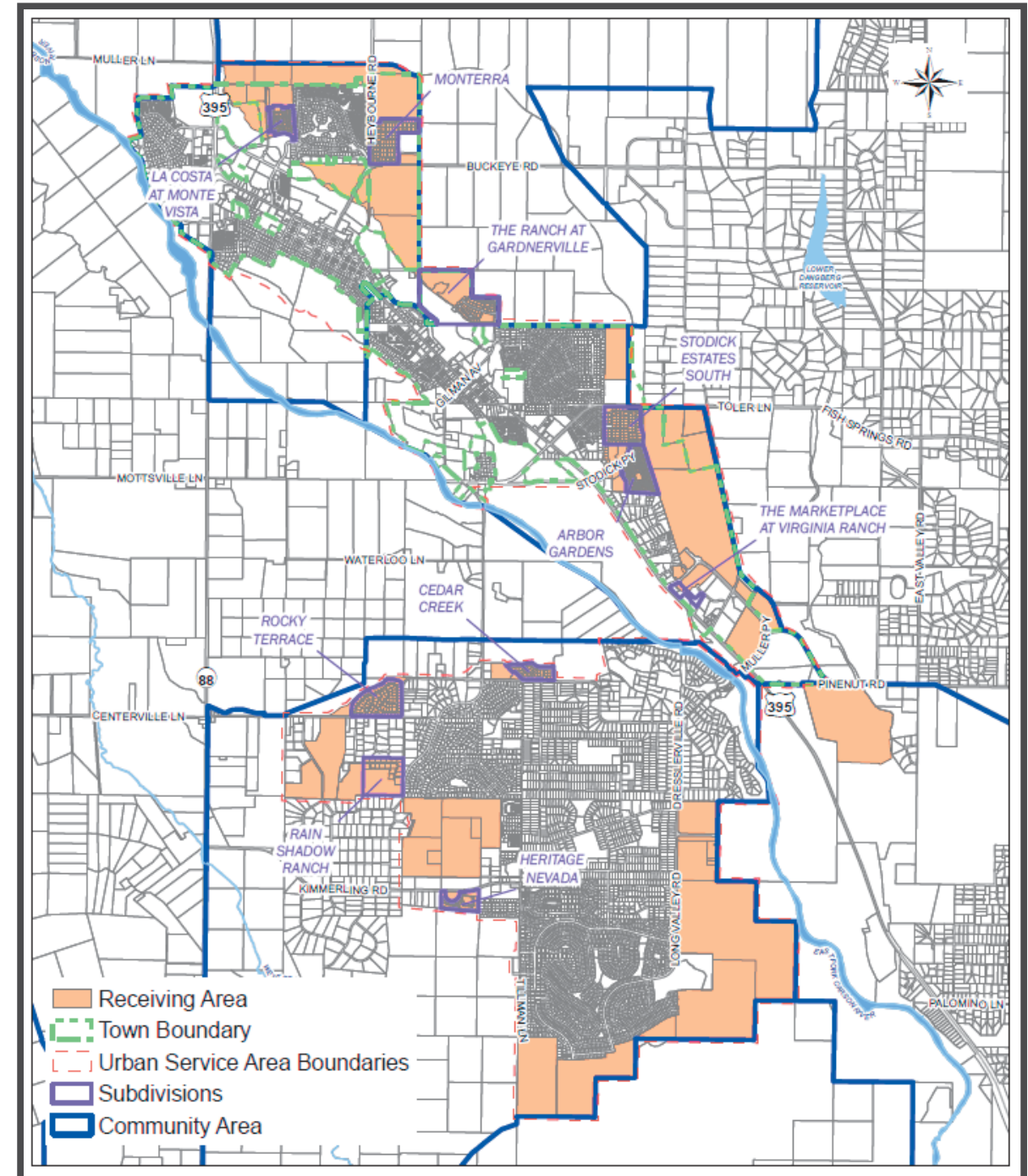
TDR Sending Areas

- FR-19, Forest and Range
- A-19, Agricultural



TDR Receiving Areas

- Adjacent to or within Urban Service Boundary
- Areas of expected growth
- Permits up to 16 units/acre

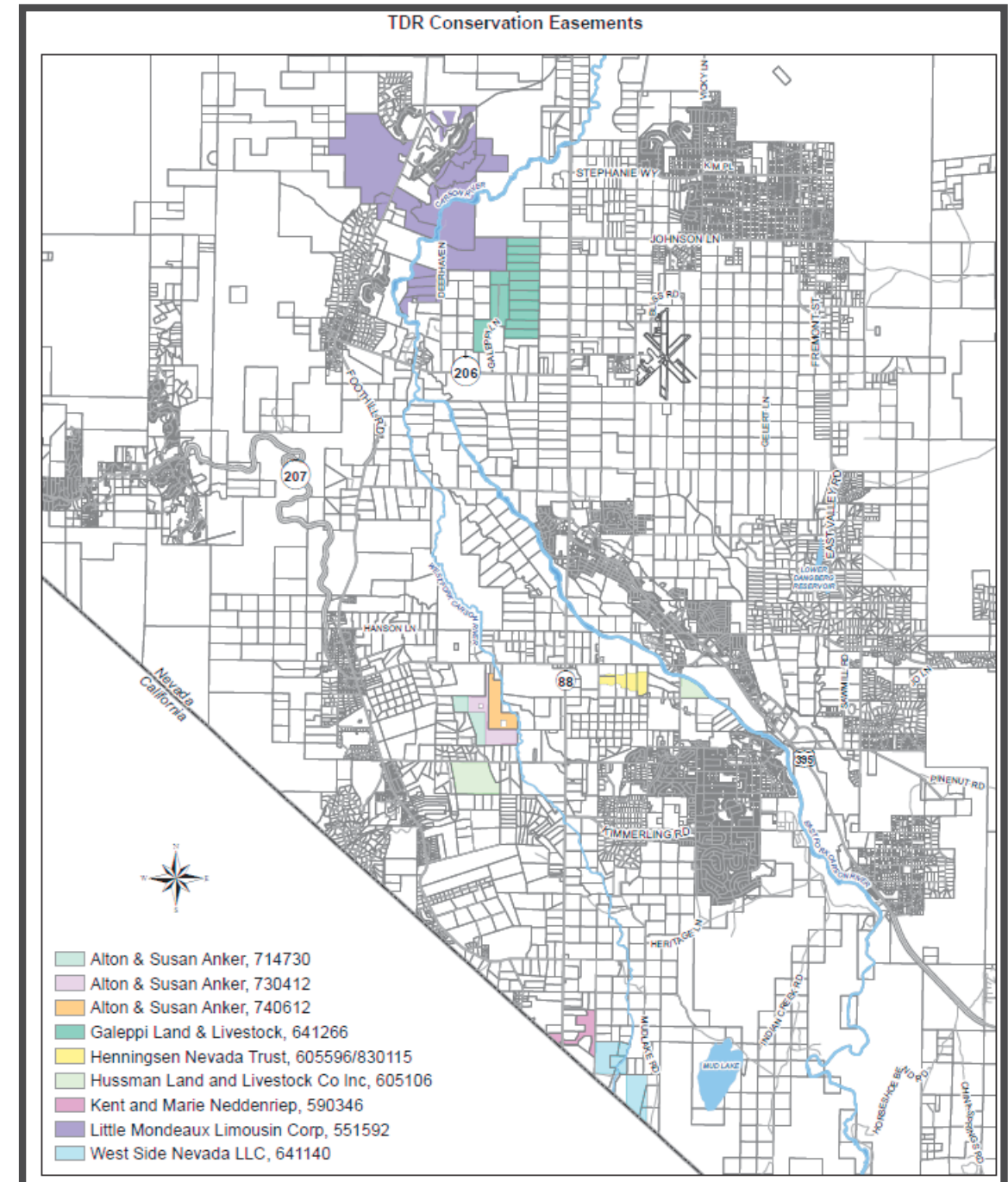


TDR Program – Land Conserved

TDR Easements Protecting Floodplains:

- 73% of all land conserved is within the floodplain

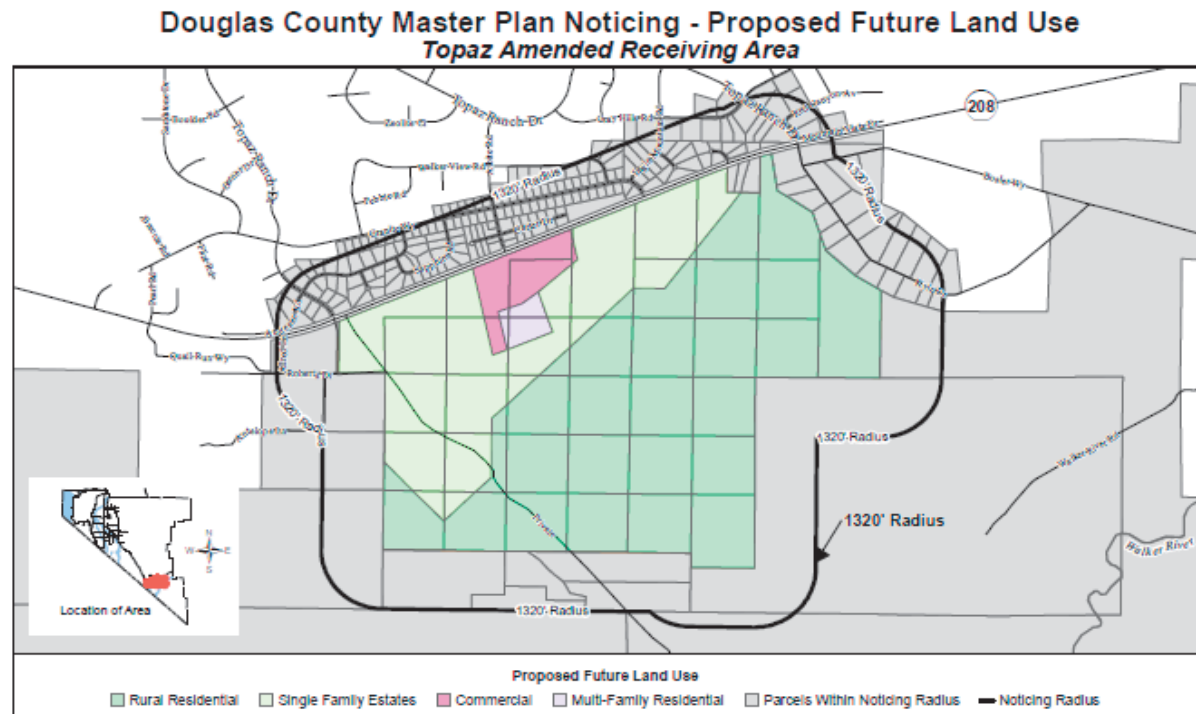
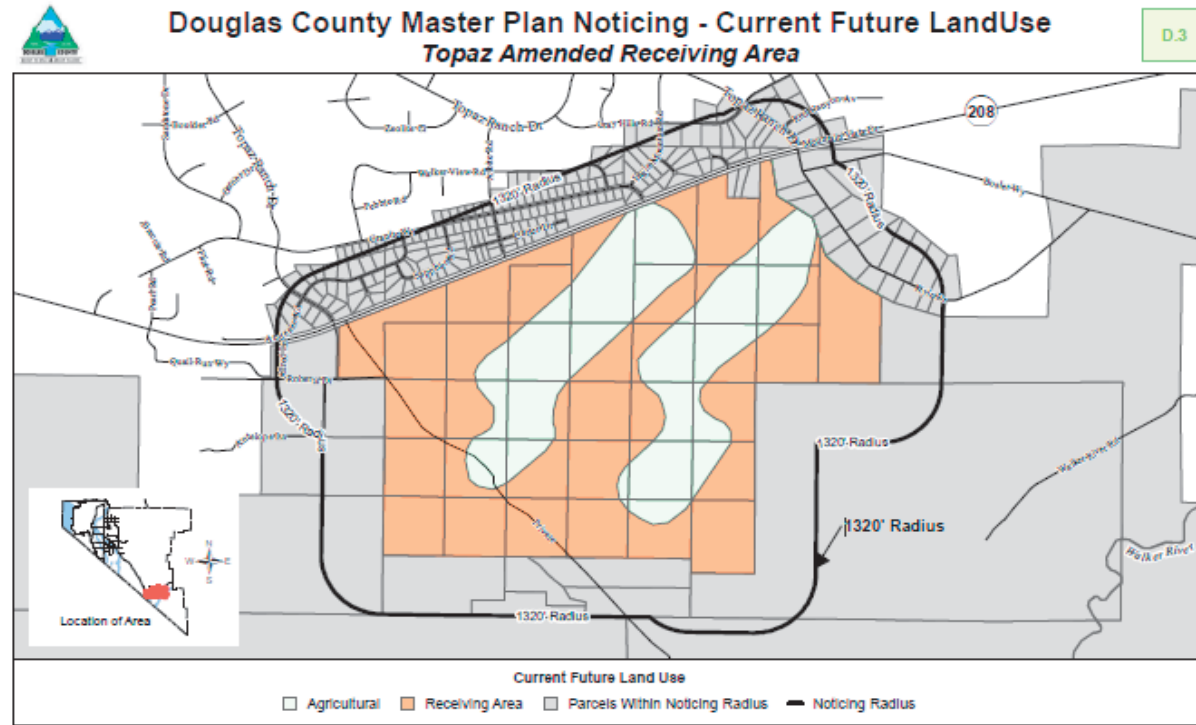
Property Owner	Conservation Easement (Acreage)
Alton and Susan Anker	375.77
Galeppi Land & Livestock	700.02
Henningsen Nevada Trust	100.48
Hussman Land & Livestock	260.74
Kent and Marie Neddenriep	100.42
Little Mondeaux Limousin Corp.	2,137.81
West Side Nevada LLC	289.16
Total	3,964.40



Proposed TRE Receiving Area Land Use Modifications

RECEIVING AREA AND AGRICULTURAL LAND
USE REMOVED
TRE Plan & is updated to reflect the current
zoning of the property

The updated land use will allow for 1-5 acre
single family uses, commercial uses, and
multifamily uses.

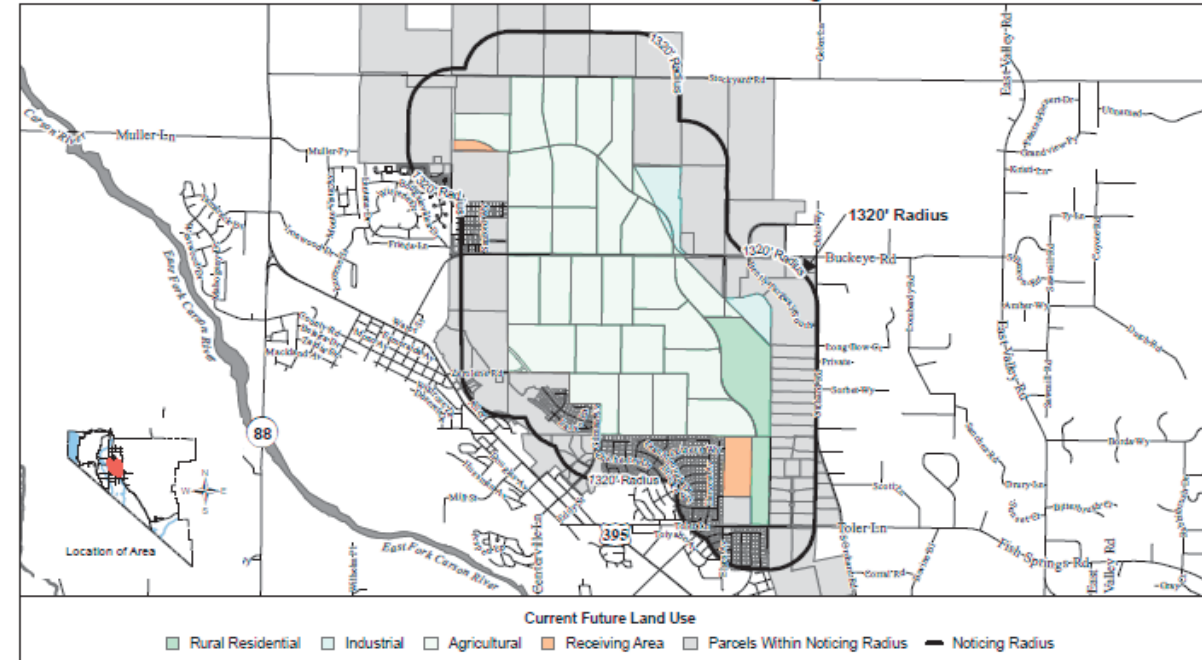


Proposed Minden/Gardnerville Receiving Area Addition

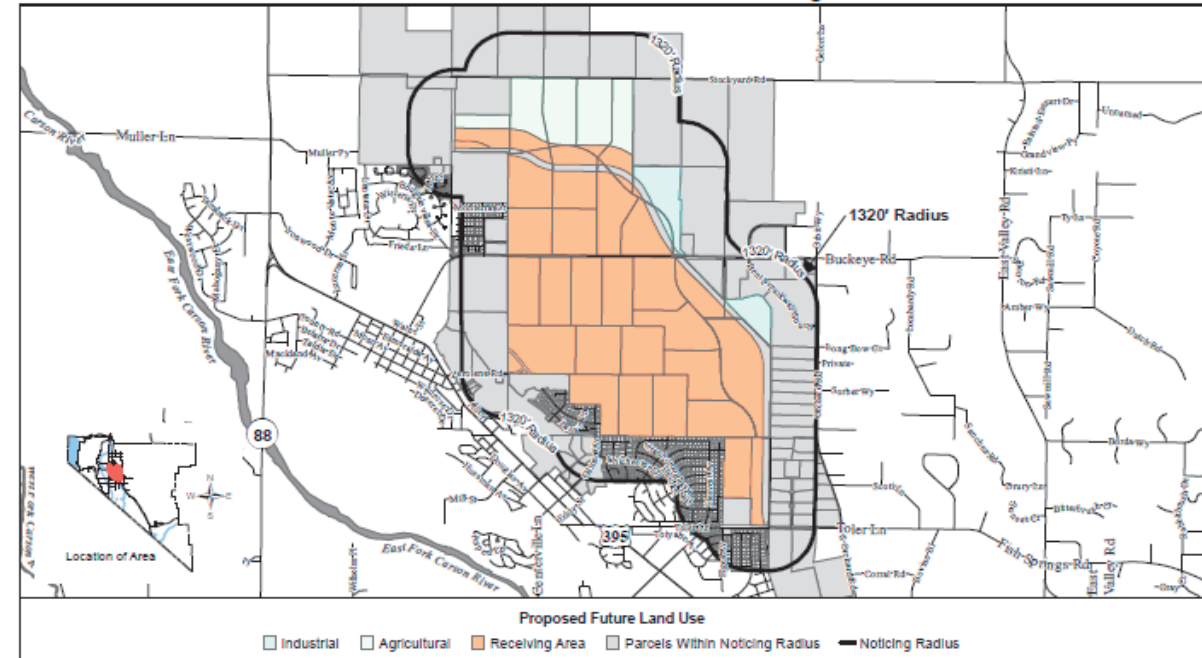
New Receiving Area added east of the towns adjacent to existing development and utilities



Douglas County Master Plan Noticing - Current Future Land Use
Minden/Gardnerville Amended Receiving Area



Douglas County Master Plan Noticing - Proposed Future Land Use
Minden/Gardnerville Amended Receiving Area



What basis did staff have to recommend relocation/amendment of receiving area?

The community has been discussing a route around town since 1964

5-Day Weather Forecast

No precipitation. Temperatures near normal. Normal high: 73. Normal low: 33.

The Record Courier

1972 Expressway to Bypass Towns

395 Thru Towns Set For Four Lanes in '65

Within ten years, Carson Valley will, in all probability, see an interstate highway system skirting the east side of the Valley and bypassing Minden-Gardnerville.

That opinion, brought forth by Engineer Otis Wright of the Nevada Highway Department, preceded a detailed discussion of reconstruction work on Highway 395 through Minden and Gardnerville, at a joint meeting Monday afternoon at the Courthouse in Minden.

In his opening remarks, Mr. Wright said he had recently returned from a San Francisco meeting concerning future extensions of the Interstate Highway System, during which California indicated it wished to tie into Highway 395 at Topaz on the south and north of Stead.

Within three years, Mr. Wright said, the overall state highway plans will be submitted to the Bureau of Public Roads, at which time he would recommend that Nevada be placed on the Interstate Highway System.

According to present plans, the Interstate Highway System can be expected after 1972, Wright said, very probably an expressway type system, bypassing the towns, thus changing previous thinking on large scale highway construction of the present 395 route.

Although bypassing towns which have been on a highway route almost always causes consternation, the engineer pointed out, most towns had found it beneficial. Within a 10-year period, it is almost certain the route through the towns would be unable to handle the traffic flow, he said, and the towns would be unable to police a through road adequately.

By bypassing, it would provide a fast throughway on the Interstate System, allowing the town streets to handle town traffic.



Nevada Highway Engineer Otis Wright, Monday afternoon at the Courthouse in Minden, described the growth of an era, with the coming proposed Interstate Highway, after 1972, which would bypass the towns in an Expressway System through the state.

Douglas Not Assured Equal Representation—

Bi-County Hospital Prospects are Dim

Although there was no way to assure Douglas County it would receive equal representation by participating in the bi-county operation of the Carson-Tahoe Hospital, General Manager John McGlade of the hospital spoke to a large group of Carson Valley Chamber of Commerce members recently, describing the plight of the hospital and its hopes for bi-county operation.

Historically, Mr. McGlade traced the Carson-Tahoe Hospital from its founding, in 1949, built on a Fleischmann Foundation grant, to its present critical financial period which he ascribed to the amount of money "on the books" and the lack of actual cash flow in the operation.

Stating that he believed the Carson-Tahoe Hospital has done an excellent job in providing services to the community, McGlade said the operation has been maintained by the Carson-Tahoe Hospital Association since its founding, but that, little by little, the income has not matched the outgo.

To date, he declared, maintenance costs have been met out of income, but at present the building is old, and upgraded requirements for patient safety have been such, that the need for expanded and modernized facilities is urgent, and cannot be accomplished by the Association.

New Grant Denied A request for funds was made again to the Fleischmann Foundation, the speaker said, but was denied, without stating a reason, by Foundation officials.

greater than that of Ormsby, election of the board of directors would be on a population basis, under present regulations.

Citing figures, Mr. McGlade said on the basis of a million dollar bond, with money to be used for expansion and modernizing, the cost to Ormsby County would be at approximately 27 cents per \$100 assessed valuation. Douglas' assessment would be higher, but it would amount to an approximate average of 14 cents, if it were to go bi-county.

At 4½ percent, such a million dollar bond could be paid off in 20 years, the speaker said, on the assumption that the facility would be able to meet its own operating costs out of income.

Declaring that the new structure would be connected to the old hospital, it was noted from the floor that when a hospital is needed, all arguments cease, and that it is necessary to have a hospital in the general area.

Mr. McGlade pointed out that (Continued on Page 3)

Western Nevada Waterfowl Season Opens Saturday

Saturday, Oct. 10, one half hour before sunrise, will see the opening of the waterfowl season in western Nevada.

Good news to local waterfowl hunters is the fact that the federal framework for the duck sea-

Advertised Minden Land Auction Unleashes Buzzing Controversy

A 13-foot hornet's nest was stirred up two weeks ago, with publication of announcement of sale at public auction of 13 feet of Lot 6, adjoining Lot 7, Block H, Town of Minden; said property to be auctioned at 1:30 p.m. on Oct. 20, 1964, on the steps of the Douglas County Courthouse in Minden, with the County reserving the right to reject any or all bids, and to accept the bid deemed in the best interest of the Town of Minden, Douglas County, Nevada.

According to County Clerk Earnhart W. Thran, the 13-foot parcel in question is that between the Douglas County Fire Depart-

ment, and on grounds that future expansion plans of the Douglas County Engine Company call for use of the additional 13 feet.

In addition, a number of individual townspeople have registered objection to the announced sale of the odd, sized parcel of land, on the grounds that no town hearing was called prior to the announcement of sale, and that townspeople had a right to be apprised of such action prior to the official publication of auction intent.

Within ten years, Carson Valley will, in all probability, see an interstate highway system skirting the east side of the Valley and bypassing Minden-Gardnerville.

That opinion, brought forth by Engineer Otis Wright of the Nevada Highway Department, preceded a detailed discussion of reconstruction work on Highway 395 through Minden and Gardnerville, at a joint meeting Monday afternoon at the Courthouse in Minden.

In his opening remarks, Mr. Wright said he had recently returned from a San Francisco meeting concerning future

extensions of the Interstate Highway System, during which California indicated it wished to tie into Highway 395 at Topaz on the south and north of Stead.

Within three years, Mr. Wright said, the overall state highway plans will be submitted to the Bureau of Public Roads, at which time he would recommend that Nevada be placed on the Interstate Highway System.

According to present plans, the Interstate Highway System can be expected after 1972, Wright said, very probably an expressway type system, bypassing the towns, thus changing previous thinking on large scale highway construction of the present 395 route.

Although bypassing towns which have been on a highway route almost always causes consternation, the engineer pointed out, most towns had found it beneficial. Within a 10-year period, it is almost certain the route through the towns would be unable to handle the traffic flow, he said, and the towns would be unable to police a through road adequately.

By bypassing, it would provide a fast throughway on the Interstate System, allowing the town streets to handle town traffic.

For those reasons, Wright said, no major changes were planned at this time for realignments on Highway 395 through Minden and Gardnerville, although extensive improvements were on the drawing boards, and work is expected to be done during the second quarter of next year, beginning approximately in May.

Aerial Photos

Turning the discussion over to Assistant Engineer Mel Fodrin, a number of 8-foot, low altitude aerial photos were set up for the large number of persons gathered for the hearing.

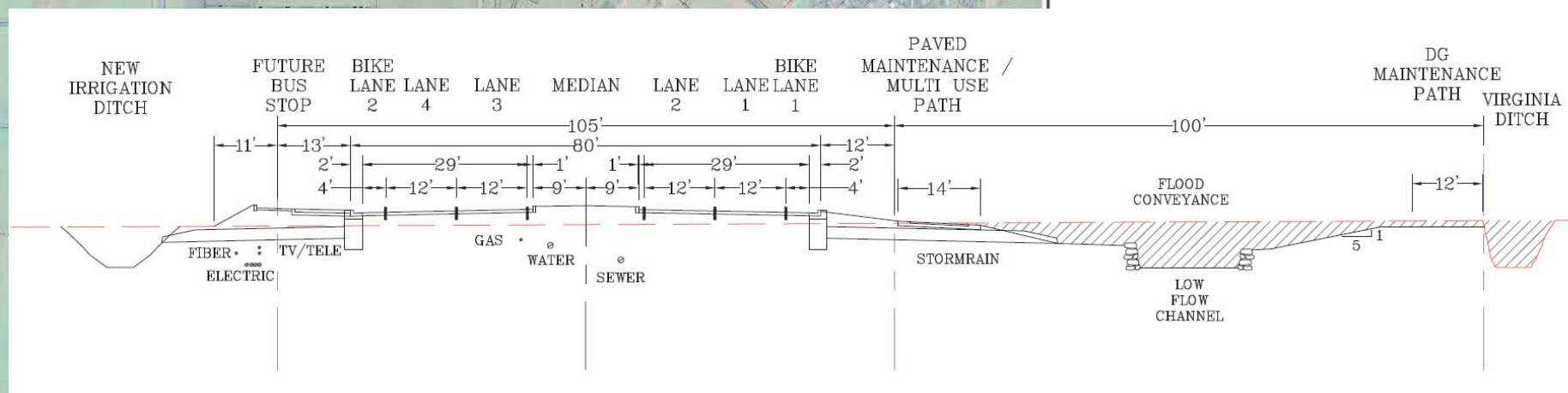
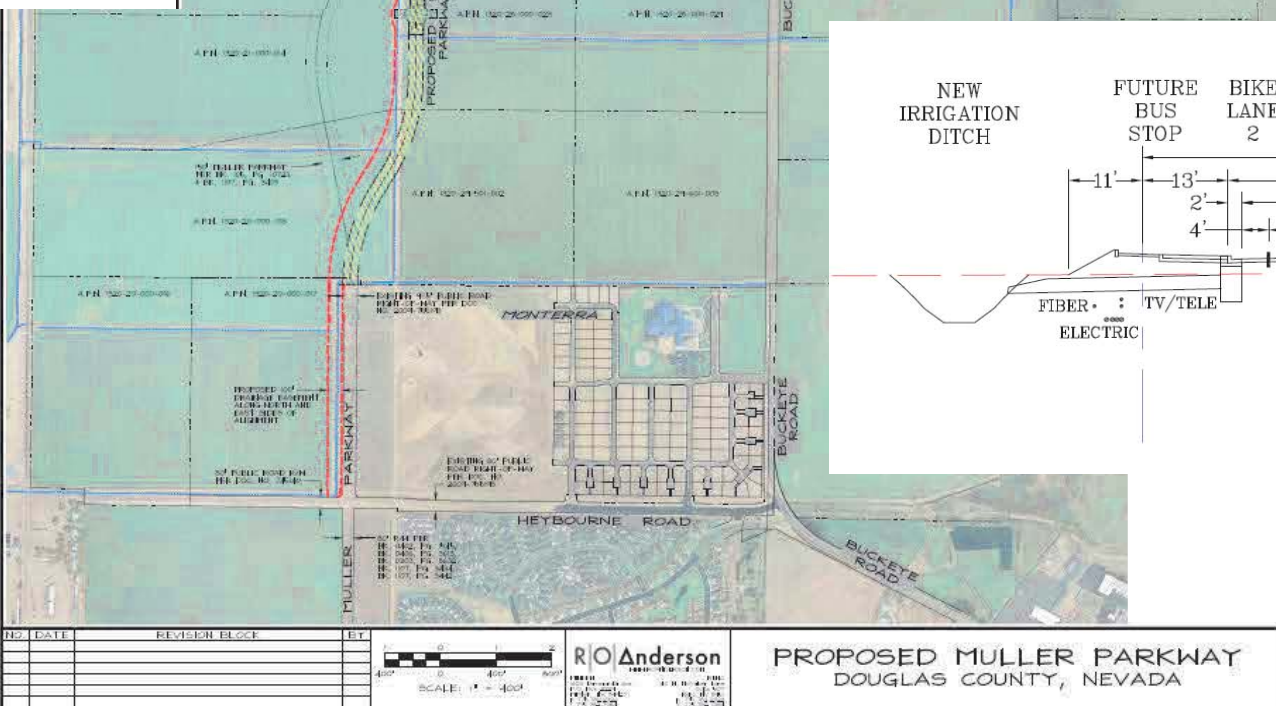
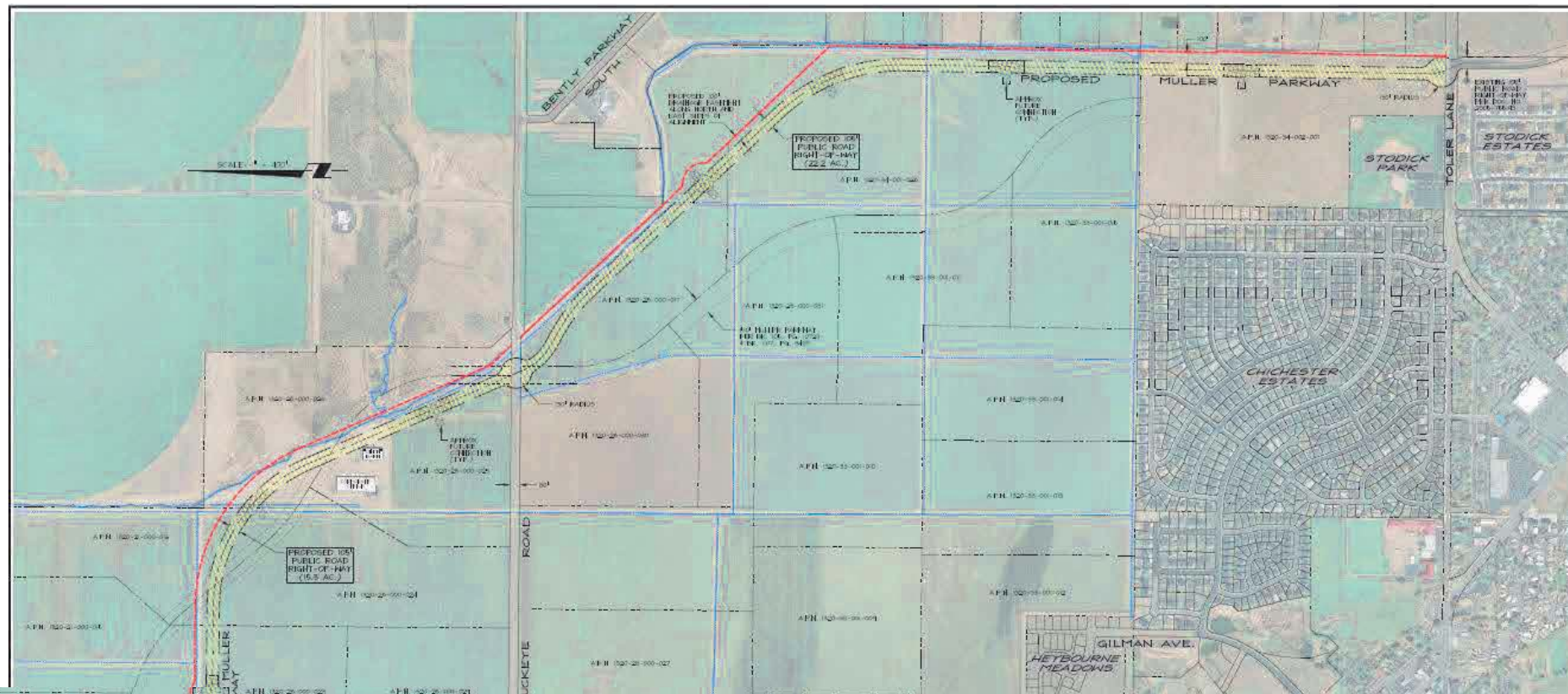
Showing, in clear detail, the highway and through streets of the towns, Mr. Fodrin said there were only a few areas of major concern to the Highway Department, mainly the curve at the north end of Minden, the highway entryways of County Road

Muller Parkway

November 20, 2018 BOCC Meeting, Board affirms the County's priority for constructing Muller Parkway, four lanes to maintain LOS C (Penzel/Walsh 5-0).

April 30, 2019, Board adopts the 2017 Douglas County transportation plan as presented (Rice/Nelson 5-0). The Plan requires construction of 4 lane Muller Parkway by 2025 to maintain LOS C.

- 105' right of way
4 lanes
Curb and Gutter
- 100' Drainage/
maintenance and multi
modal path
- 14' path – 10' paved 2' DG
- Bike lanes each side
- Utilities if needed



Proposed Muller Parkway Concept



DOUGLAS COUNTY VALLEY VISION

A VISION FOR A COMMUNITY TO MATCH THE SCENERY

SEPTEMBER 2013

Prepared by:
DESIGNWORKSHOP

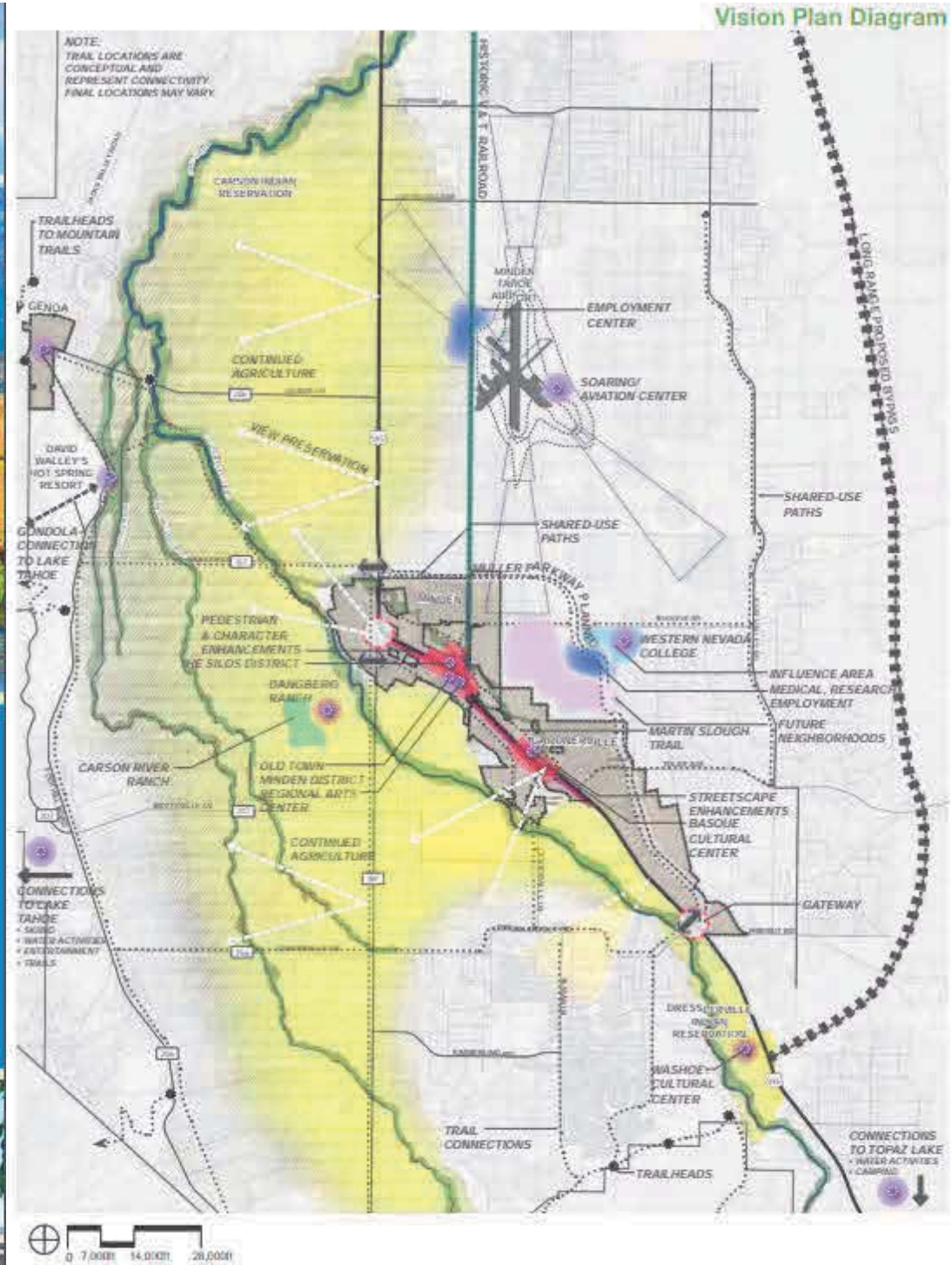
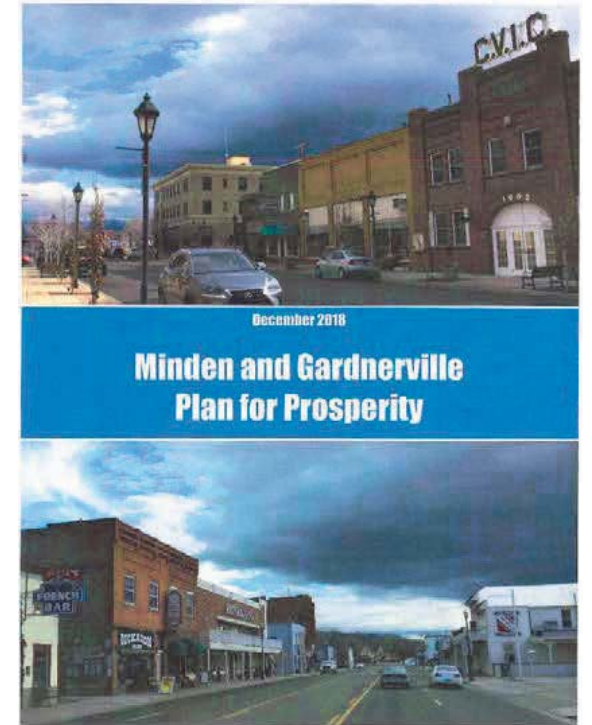
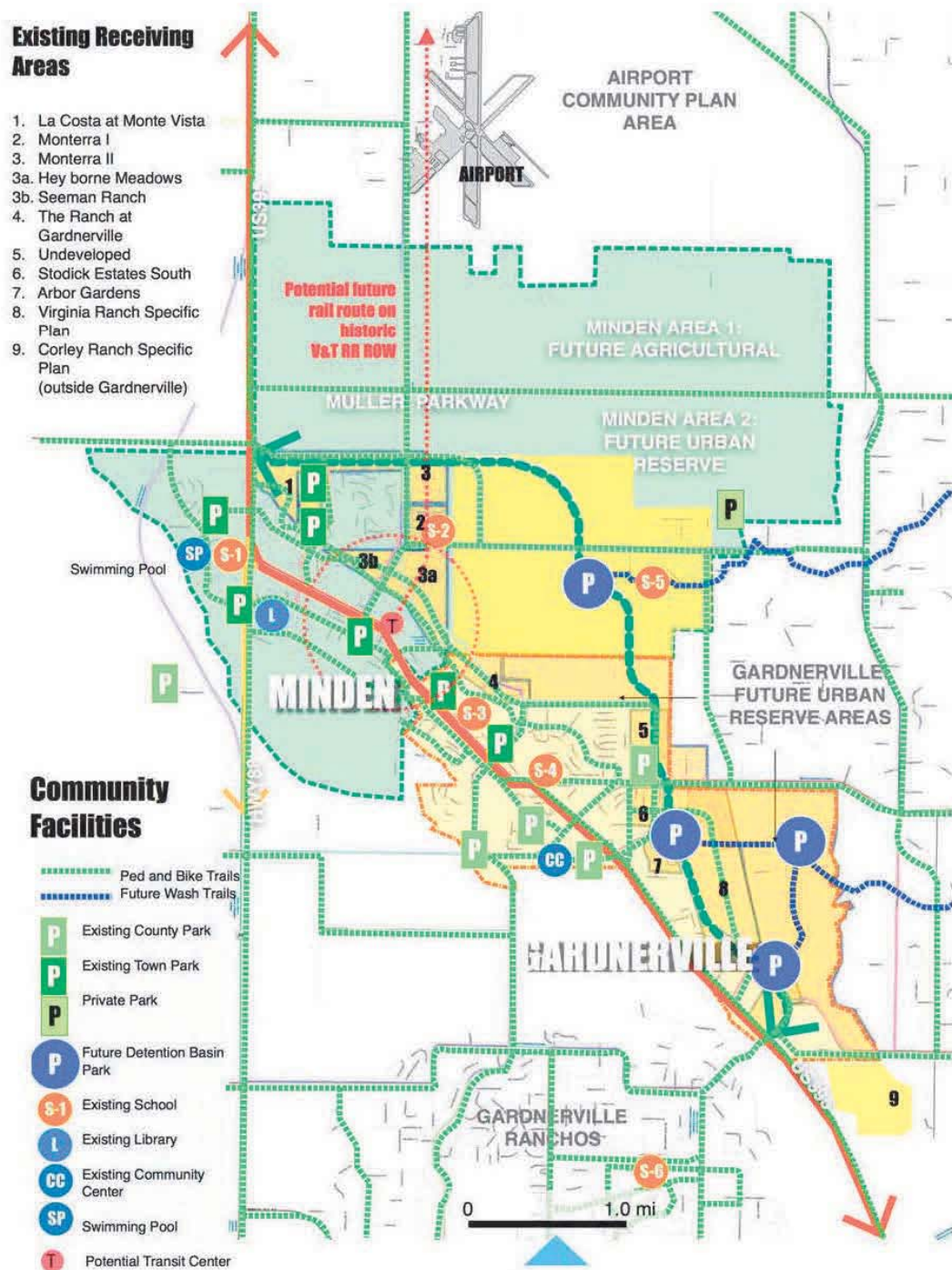


Figure 1.4 Centered and Connected Neighborhoods



Map detail from the Minden and Gardnerville Plan for Prosperity

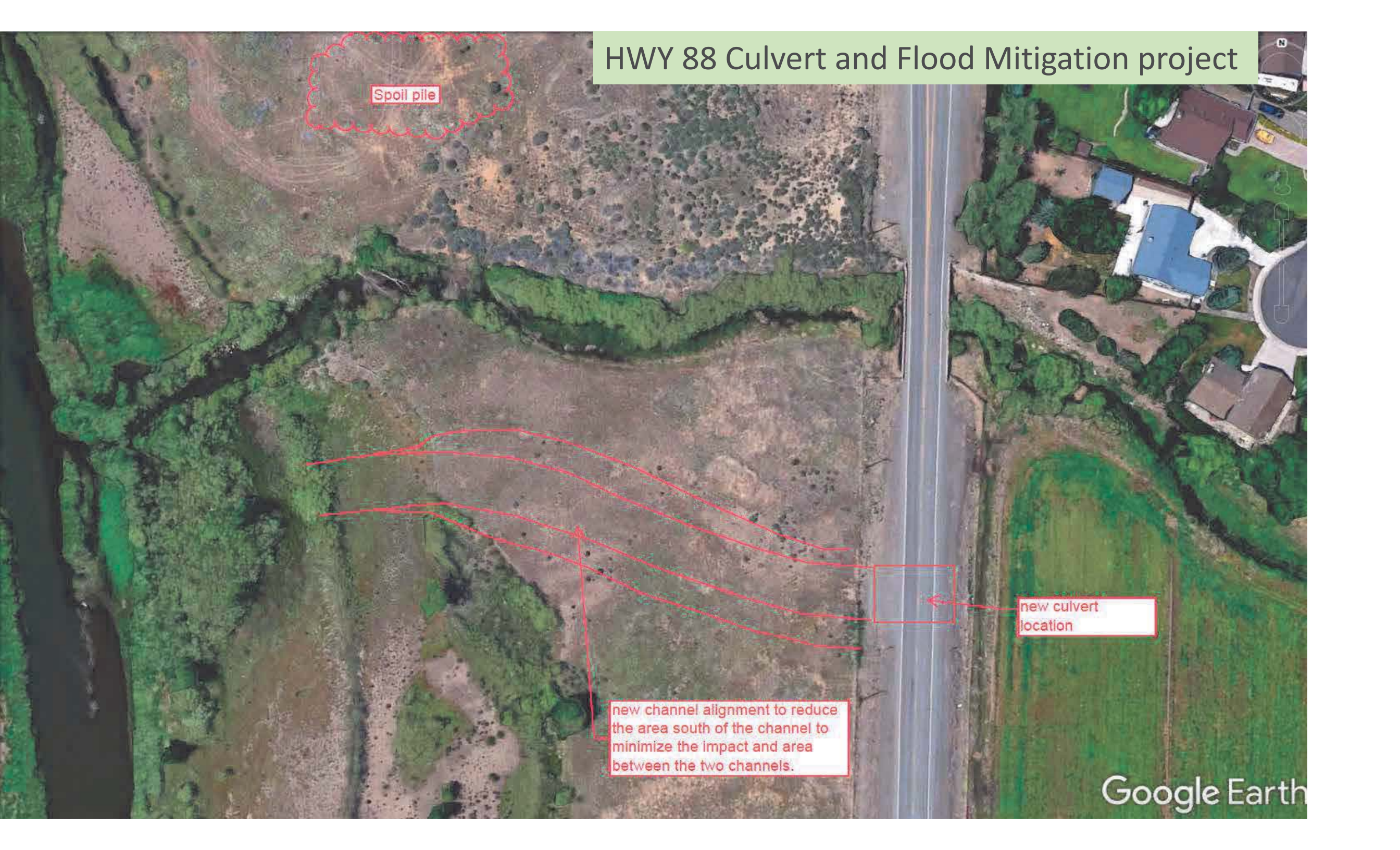
Adopted by the Towns November 2018. Accepted by the Planning Commission on November 2018 (Walder/Oland, 4-1). Accepted by the BOCC on December 6, 2018 (McDermid/Nelson, 5-0). The Plan identifies a “Future Urban Reserve Area.”

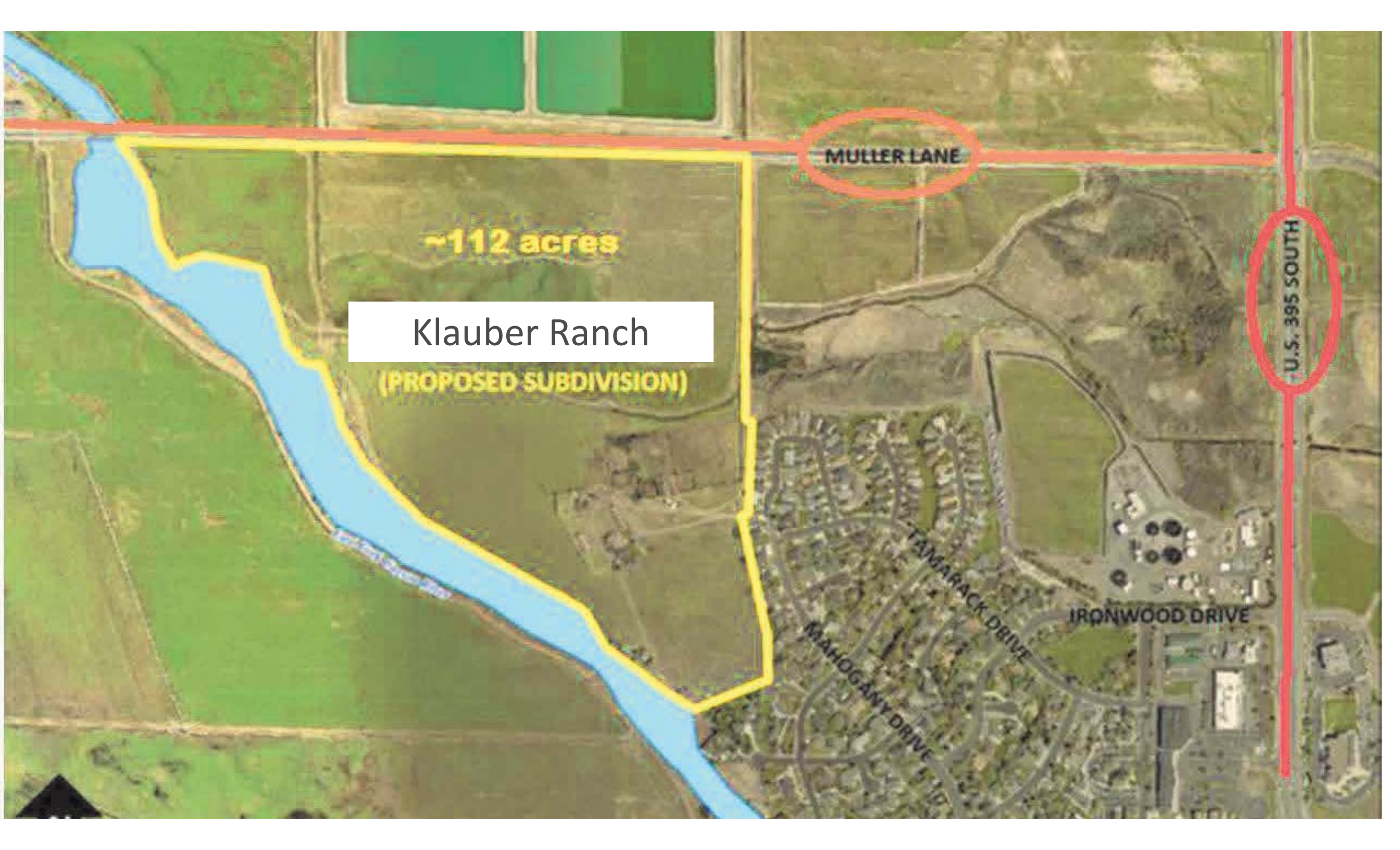
HWY 88 Culvert and Flood Mitigation project

Spoil pile

new culvert location

new channel alignment to reduce the area south of the channel to minimize the impact and area between the two channels.





Klauber Ranch

(PROPOSED SUBDIVISION)

~112 acres

MULLER LANE

U.S. 395 SOUTH

TAMARACK DRIVE

IRONWOOD DRIVE

MAHOGANY DRIVE

Project: 187 SFR lots + 5 common area lots, open spaces, trails
Per Condition B 4: future subdivision not allowed

Development Summary

Project Area:	111.94 acres
Residential Lots:	187
Smallest Lot:	12,124 sf
Largest Lot:	44,101 sf
Overall Density:	1.70 du/acre

Onsite Amenities

-  Passive Open Space (22+ acres)
-  Future Public Park (9.8+ acres)
-  Trail System
-  Preserved Barn and Historic Jailhouse



Park Ranch Holdings /Douglas County Development Agreement Terms (includes but not limited to)

- Conditioned on Master Plan Land Use Map Amendment changing receiving area designation on approx. 1,044 acres of Park property in the Topaz Ranch Estates to the Minden and Gardnerville;
- Park deed approx. 75.7 acres (205 ft. wide ROW) to the County for construction of Muller Parkway;
- Detention pond(s) must be installed on Park property east of Muller at shared expense to the parties;
- Park must grant a public drainage easement, for Highway 88 drainage culverts (removing approx. 100+ Minden homes from the floodplain);
- County required to construct 2 lanes of Muller within 6 years;
- County must construct approx. 12,691 linear feet of Muller and 7 access points;
- County & Park share construction costs for approx. 2,604 linear feet segment of Muller through Ashland Park;
- Park may develop a maximum of 2,500 residential dwelling units upon the approved receiving area;
- Requires connection to municipal sewer & water providers; Commercial buildings in excess of 30,000 sq. ft. prohibited;

Park Ranch Holdings /Douglas County Development Agreement Terms (includes but not limited to)

- Non-residential zoning uses in the receiving area would result in a proportional reduction in SFR development rights;
- 2,500 units to be developed must utilize TDRs from "Klauber Ranch"; Klauber subject to the terms of a deed restriction/conservation easement & would remain agriculture/open space in the future. Klauber water rights would also be restricted;
- Park grant approx. 7,330' long trail easement across "Klauber Ranch" & 3 parcels west of Klauber opening approx. 7,330 feet of trail, much of it along the Carson River, for recreation use by the public. Eventually providing trail access along the Martine Slough Trail and Muller Parkway all the way to the Nature Conservancy;
- Precludes the County from rescinding the Receiving Area land use designation for 30 years; and
- Supersedes all previous agreements/ordinances.

A copy of the Development Agreement can be viewed on the Master Plan Update webpage. The previous Development Agreements Ordinances 2004R-1097 and 2007-1223 are also available on the County's webpage.

2007 Growth Management Ordinance

DCC Chapter 20.560

Limits the number of new homes that can be built to 2% growth annually (not including exempt projects prior to 2007). Building permit allocations are broken down into 2 categories: individual (70%) & project (30%). Currently just over 200 total allocations are available for use each year. Unused allocations “roll over” from year to year.

Projects with pre-existing Development Agreements (approved prior to 2007) & vested projects are not subject to the Growth Management Ordinance.

Building permits are issued on a 1st come 1st served basis & expire if not used within 1 year of issuance (one single extension may be granted for six months). Unused permits go back into the excess allocation “bank” and become available for future use.

A Project applicant may also borrow against future allocations for permits (requires approval by the BOCC). The cumulative number of allocations taken by all projects may not exceed 40% of any year’s allocations.

Breakout Question and Answer Session