

DOWNTOWN RENO REGIONAL CENTER PLAN



ACKNOWLEDGMENTS

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Adopted by City Council on April 5, 2006
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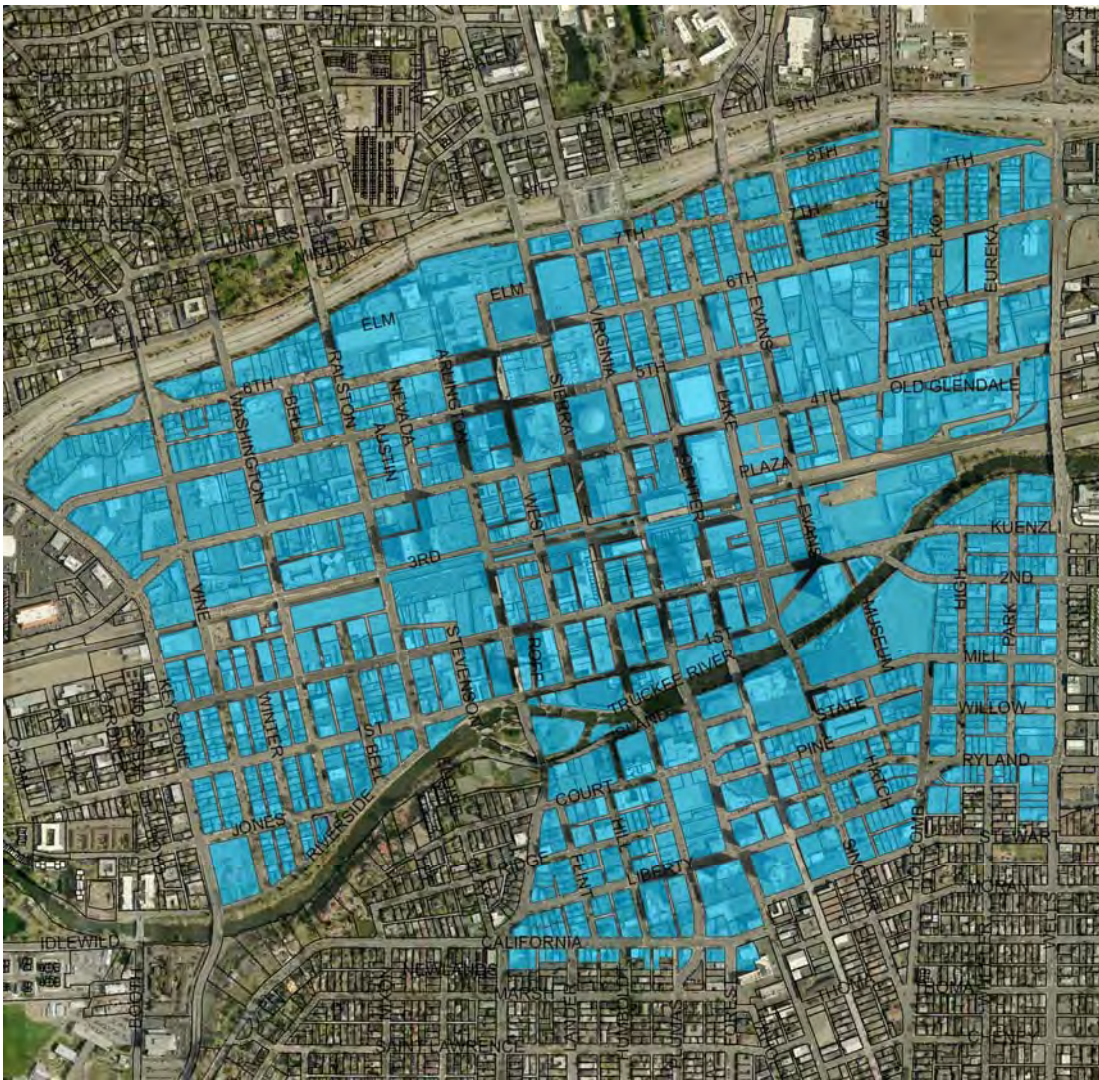
INTRODUCTION

Plan Organization

The Downtown Reno Regional Center Plan is divided into three sections: Introduction, Development Concept, and Implementation. The Introduction includes the boundary, time frame, and relationship to other plans. Development standards and processing provisions are included in the Reno Municipal Code. Maps that are referenced are included in this document.

Boundary

The Downtown Reno Regional Center area is shown below. This area is generally located south of Interstate 80, west of Wells Avenue, north of California Avenue, and east of Keystone Avenue.



Time Frame

The time horizon for this plan is twenty years.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS 278.150 through 278.170).

Policies of the Truckee Meadows Regional Plan are applicable regionwide. The City of Reno Master Plan has three different levels of applicability; Citywide, Center and Transit Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Transit Corridor plans are for the eight regional centers and five transit oriented development corridors in the City and its sphere of influence. This Downtown Reno Regional Center Plan is one of the eight regional center plans. Neighborhood plans cover other areas, not in centers or transit corridors, which have been designated as appropriate for more detailed planning. Policies in center, transit corridor and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center plan areas and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate Municipal Code provisions (e.g., zoning, development standards and processing requirements) must be consistent with these plans.

The Downtown Reno Regional Center Plan was developed with input from the Redevelopment Agency, Regional Transportation Commission (RTC), Truckee Meadows Regional Planning Agency, property owners in the area, and Reno Neighborhood Advisory Boards. This plan replaces the DOWNTOWN Putting It All Together document, but will maintain many aspects of that document. This plan does not replace any documents produced through the Reno Redevelopment Agency.

Need for the Downtown Reno Regional Center Plan

This area has been identified as a Regional Center in the 2002 Truckee Meadows Regional Plan. The Regional Plan states that to “conform with the Regional Plan, Local Government Master Plans must further define the boundary and character of each Regional Center within their respective jurisdiction”.

DEVELOPMENT CONCEPT

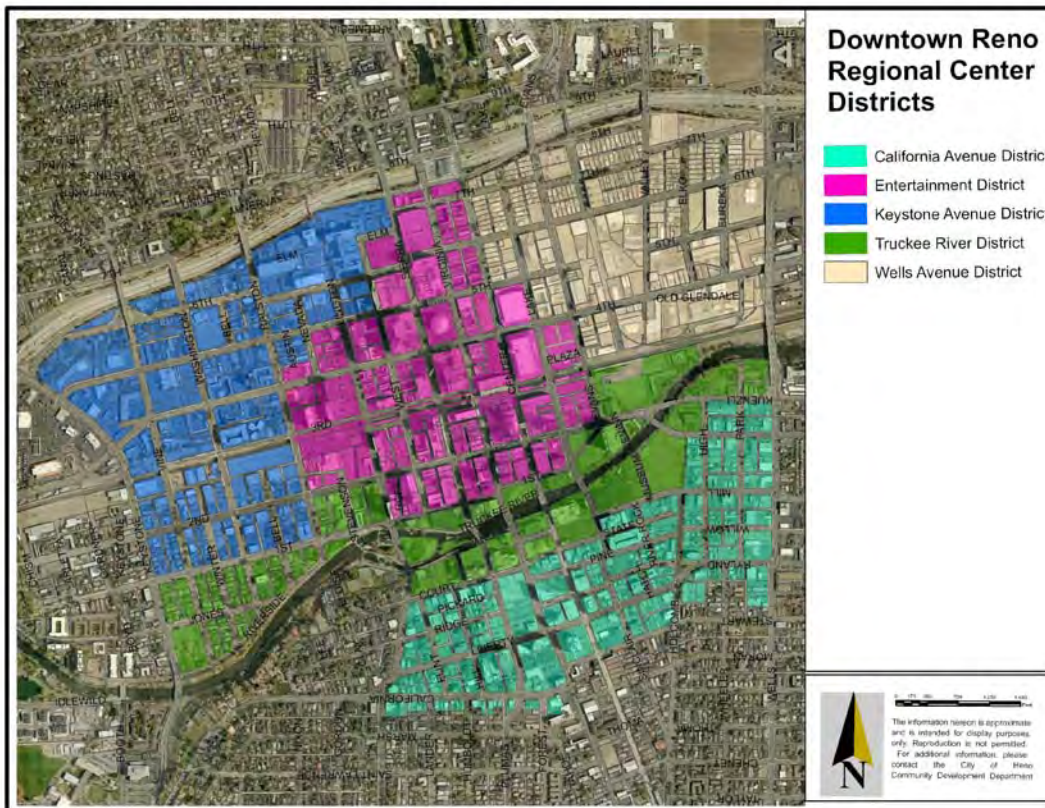
Downtown Reno is the highest density and intensity area in Northern Nevada. This regional center plan proposes to strengthen that by making it the origin to the regional Transit Oriented Development (TOD) Corridor system.

The Truckee Meadows Regional Plan identifies North Virginia, South Virginia, East 4th Street, West 4th Street, and Mill Street as TOD Corridors. Downtown Reno is the central hub of these corridors. The TODs link Downtown to the Stead Airport Regional Center, University of Nevada Regional Center, Sparks Downtown Regional Center, Washoe Medical Regional Center, Reno Tahoe International Airport Regional Center, Convention/Meadowood Regional Center, and the Redfield Regional Center.

Concentrated development and pedestrian safety enhancements are encouraged. Streetscape which supports transit oriented development is needed to accommodate and encourage the use of alternative modes of transportation as the preferred method of travel within the Regional Center. Minimum density and height requirements ensure that development intensities in the Regional Center are transit supportive. A variety of densities and floor area ratios (FAR) are required throughout the regional center. These are reflected in the Policies section and the associated Downtown Reno Regional Center Overlay District section of code. This mix allows for developments that are compatible with existing adjacent neighborhoods while providing the highest densities in the core of the Regional Center.

Districts

Currently the majority of the plan area is developed with a mix of hotel/casinos, commercial, office, and residential land uses. This plan divides the regional center into five districts: Entertainment District, Truckee River District, California Avenue District, Wells Avenue District, and Keystone Avenue District. The map of these districts is shown below.

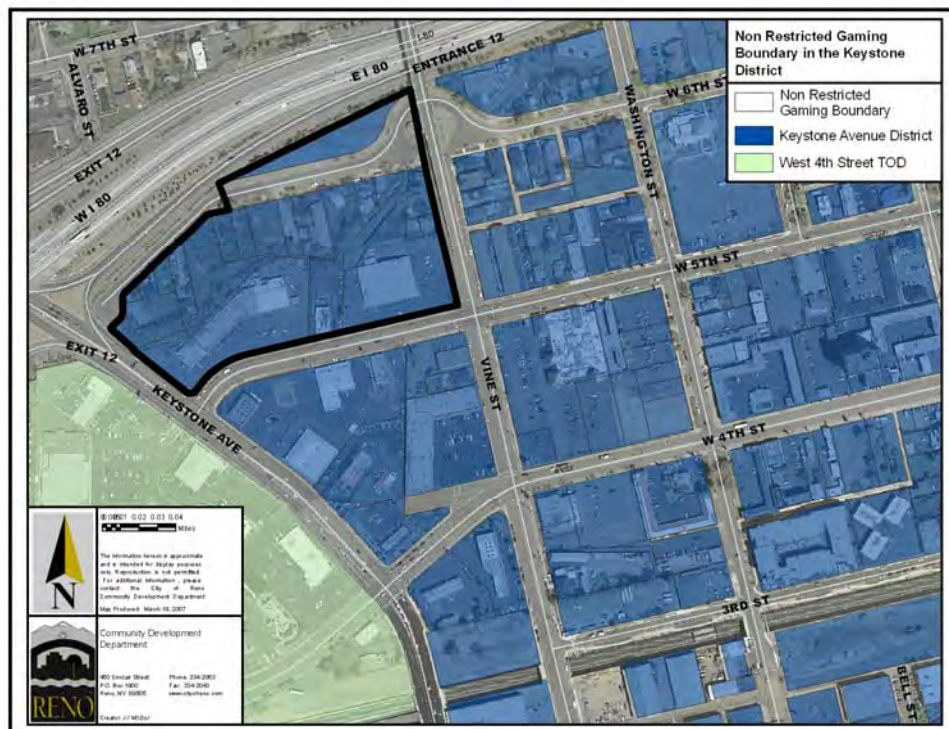


The Entertainment District has been established to maintain the tourist element of Downtown. This district is appropriate for hotel/casinos, destination resorts, major recreational facilities, cultural facilities, and tourist shopping, services and activities. This district is surrounded by the other districts and Interstate 80 to adequately separate the intense land uses and high densities from surrounding single family development. The other districts within the regional center should feature pedestrian access between residential and tourist centers.

The Truckee River District has been established to preserve the Downtown benefits of the Truckee River. Building design and pedestrian corridors which enhance the river corridor are encouraged in this district.

The California Avenue District has been established to preserve the office portion of the district. Although office and other employment land uses are common in this area, supporting land uses including, but not limited to, residential, retail, restaurant, and cultural facilities play a key role in enhancing this vibrant district.

The Keystone Avenue and Wells Avenue Districts have been established to maintain general services within the regional center. Mixed land uses are encouraged throughout the regional center. These two districts encourage mixed land uses at lower intensities and densities to transition into the surrounding neighborhoods. A portion of the Keystone District permits gaming, which is generally located north of the 5th Street, south of Interstate 80, east of Keystone Avenue, and west of Vine Street, as shown in the map below.



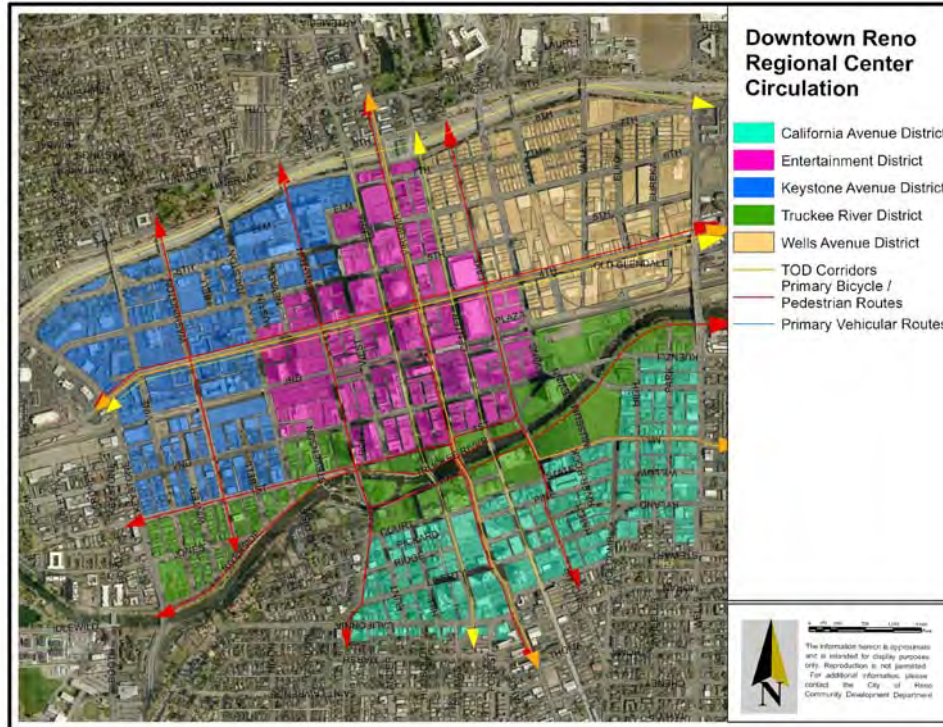
Circulation

Access will continue to be provided through an integrated vehicular, transit, and pedestrian circulation system. The primary vehicular routes within the regional center include Sierra Street traveling south, Center Street traveling north, and 4th Street traveling east and west. Interstate 80 is the northern boundary of the Downtown Reno Regional Center and provides another primary vehicular route.

Strong pedestrian access and circulation are encouraged throughout the regional center and TOD corridors. The primary north-south pedestrian/bicycle routes are located on Washington Street, Arlington Avenue, Virginia Street and Lake Street. These corridors provide pedestrian access from the University of Nevada Regional Center through the Downtown Reno Regional Center to the Truckee River. Washington Street currently functions as a primary bicycle route from the Truckee River to Rancho San Rafael Park. Arlington Avenue crosses Highway 80 via a pedestrian bridge near St. Mary's Hospital. Virginia Street is an identified TOD corridor in the Truckee Meadows Regional Plan and therefore must also be pedestrian oriented. Lake Street links the Downtown Reno Regional Center to one of the gateways identified in the University of Nevada Regional Center. The primary east-west pedestrian routes are located along 1st Street, Mill Street, 4th Street, and the Truckee River. Mill Street and 4th Street are both identified TOD Corridors. The Truckee River has an established pedestrian route along the River Walk.

The Regional Transportation Commission (RTC) is developing a new transit center for downtown Reno. This new center will both relocate and expand the current transit facilities. The purpose is to improve bus operations, prepare for future growth, and support and enhance the transit experience with joint development retail opportunities for passengers and passersby. RTC is reviewing the possibility of providing a rapid transit system along some of these corridors and linking this system through the transit center. The Amtrak station will be located adjacent to the transit center to further expand the multimodal concept. Bus transit is already in place from the Reno-Tahoe International Airport to downtown. This transit center will be the hub for airplane, rail, rapid transit, and bus circulation. This provides an attractive alternative to automobile use in and around this regional center. This plan and the associated code sections allow for development that will support these systems.

Bicycle routes throughout the City of Reno, including the Downtown Reno Regional Center, are addressed in the Open Space and Greenways element of the Master Plan.



Policies

To support the concepts in this plan, the following policies apply in the Downtown Reno Regional Center.

1. The location, construction, and design of new development should be environmentally sensitive to the Truckee River.
2. Development that includes the improvement of key attractions in the area including recreation, businesses, and natural features is encouraged and consistent with this plan.
3. Development should include a mix of land uses.
4. Developments including a significant employment base should be encouraged in order to increase transit use.
5. Multifamily development within the Truckee River and California Avenue Districts should provide a minimum density of 21 units per acre. Multifamily development within the Keystone Avenue and Wells Avenue Districts should provide a minimum density of 30 units per acre. Multifamily development within the Entertainment District should provide a minimum density of 45 units per acre.
6. Nonresidential and mixed use development within the Truckee River and California Avenue Districts should provide a minimum FAR of 1.0. Nonresidential

and mixed use development within the Keystone Avenue and Wells Avenue Districts should provide a minimum FAR of 2.0. Nonresidential and mixed use development within the Entertainment District should provide a minimum FAR of 3.0.

7. Development should be designed to provide a transition between the lower densities and building heights of the existing surrounding neighborhoods and the desired higher densities and building heights in mixed use areas.
8. Development should be designed to provide a variety of building heights and forms to create visual interest and establish a distinct identity with architectural detail that provides a high level of interest at the pedestrian level.
9. Buildings should be oriented toward the primary street frontage or provide a prominent pedestrian access.
10. Development should be designed to provide shared parking in mixed land use development to decrease the amount of parking on the site and decrease the emphasis on private vehicles.
11. Parking should be located inside, underground, or behind buildings.
12. Public spaces should interconnect within the high intensity areas of the regional center. North/south pedestrian connections should be emphasized on Washington Street, Arlington Avenue, Virginia Street and Lake Street. East/west pedestrian connections should be emphasized along the 1st Street, Mill Street, Truckee River and 4th Street.
13. Public space should be used where possible for recreation, entertainment, restaurant, and other commercial land uses.
14. Site, building, and landscape design should strive to reduce energy consumption and provide more comfortable indoor and outdoor spaces.
15. Development should be designed to recognize the natural resources available in order to create energy-conserving site design.
16. Multi-modal connectivity should be provided throughout the plan area, particularly at the Amtrak Station/CitiCenter site where intercity rail, rapid transit, and bus transit converge.
17. Development should be designed to include wide sidewalks, landscaped parkways, street trees, street furniture, and other pedestrian amenities.

18. Streetscapes should be designed to accommodate all modes of transportation comfortably and should provide a separation between incompatible modes, such as bicycles and pedestrians where possible.

IMPLEMENTATION

Amended land use designations and zoning districts, as well as modified Reno Municipal Code provisions, are necessary to implement the development and circulation concepts in this plan.

Land Use

The Downtown Reno Regional Center plan area has been designated as Special Planning Area. This designation recognizes that customized land use and zoning provisions are appropriate in designated regional centers. Provisions of this regional center plan govern land use and development within the Downtown Reno Regional Center. When this regional center plan does not specifically address an issue, provisions of other parts of the Reno Master Plan apply.

Zoning

The entire area of the Regional Center is rezoned to the MU/DRRC (Mixed Use base zoning district /Downtown Reno Regional Center Overlay Zoning District). Mixed use development (i.e., combinations of uses) is permitted by the underlying Mixed Use base zoning district. Specific modifications to allowed land uses, development standards and processing requirements are identified in the Downtown Reno Regional Center Planning Area Overlay in the Reno Municipal Code.

The planning area overlay designation permits continuation of existing uses when a currently established use is going to be maintained or expanded. As long as the use remains the same it is considered a conforming use. Any change in the use must be in conformance with the Downtown Reno Regional Center Planning Area Overlay.

To help encourage new development, most projects within the Downtown Reno Regional Center Plan area are allowed to proceed without discretionary review by the City of Reno. To help encourage transit ridership parking standards for the area have also been reduced.

CONVENTION REGIONAL CENTER PLAN



ACKNOWLEDGEMENTS

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Adopted August 29, 2007

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INTRODUCTION

Plan Organization

The Convention Regional Center Plan is divided into four sections: Introduction, Development and Circulation Concept, Policies, and Implementation. Maps that are referenced are included in this document. Development standards and processing provisions are included in the Reno Municipal Code.

Boundary

The Convention Regional Center Plan area is shown below. This Regional Center Plan generally covers the Convention Center, the existing shopping mall and surrounding commercial and residential neighborhoods. The parcels included are shown below.



Time Frame

The time horizon for this plan is twenty years.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS 278.150 through 278.170).

Policies of the Truckee Meadows Regional Plan are applicable region wide. The City of Reno Master Plan has three different levels of applicability; Citywide, Center and Transit Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Transit Corridor plans are for the eight regional centers and five transit oriented development (TOD) corridors in the City and its sphere of influence. This Convention Regional Center Plan is one of the eight regional center plans. Neighborhood plans cover other areas, not in centers or transit corridors. Policies in center, transit corridor and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center, corridor, and neighborhood plans must conform and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate Municipal Code provisions (e.g., zoning, development standards and processing requirements) must be consistent with these plans.

The Truckee Meadows Regional Plan identifies North Virginia, South Virginia, East 4th Street, West 4th Street, and Mill Street as TOD Corridors. The TODs link Downtown to the Stead Airport Regional Center, University of Nevada Regional Center, Sparks Downtown Regional Center, Washoe Medical Regional Center, Reno Tahoe International Airport Regional Center, Redfield Regional Center, and Convention Regional Center.

The Convention Regional Center Plan was developed with input from the Regional Transportation Commission (RTC), Reno-Sparks Convention Visitors Authority (RSCVA), Truckee Meadows Regional Planning Agency (TMRPA), City of Reno Neighborhood Advisory Boards (NABs), property owners and other interested citizens in the area.

Purpose

This area was identified as a Regional Center in the 2002 Truckee Meadows Regional Plan. The Regional Plan states that to “conform with the Regional Plan, local government Master Plans must further define the boundary and character of each Regional Center within their respective jurisdiction”. The Regional Plan also identifies this area as connecting to the South Virginia Street TOD Corridor on the northern and southern boundaries of the plan.

The concept behind a regional center is a pedestrian friendly form of development that is focused around planned or existing transit access points for rapid transit (RT). Elements usually include compact, mixed use development, and facilities that are designed to enhance pedestrian environment. As defined by the Regional Plan, it

would typically include moderate and high-density housing concentrated in mixed-use developments located along transit routes. A pedestrian oriented streetscape, which supports these principles is needed to accommodate and encourage the use of alternative modes of transportation as the preferred method of travel within the Regional Center. This plan and code section will define and encourage appropriate development to create a successful TOD in association with the regional center. The area of South Virginia Street which is in the boundary of the Convention Regional Center is governed by its standards, not the South Virginia Street TOD standards.

DEVELOPMENT AND CIRCULATION CONCEPT

The primary reason that this area has been designated as a regional center is the location of unique attributes such as the convention center, associated hotel casinos, and the existing shopping mall which all support convention business. While these facilities bring a variety of people to the area, further development and redevelopment needs to occur to form this area into a fully functioning regional center. This plan encourages further hotel casino, residential, and commercial development into the future. To increase residential density, development within this area should have a minimum residential density of 14 dwelling units per acre. To increase the intensity of land uses future non-residential and mixed use development should develop with a minimum floor area ratio (FAR) of 0.33 or greater. These minimum densities and intensities along with the development of transit and pedestrian amenities will facilitate this area to develop as a regional center.

Development Concept

Convention activity is a major focus of this plan. This area was incorporated into the boundary of the plan to assist the promotion of convention and tourism business in the area. The regional center will support the expansion of hotel rooms and visitor facilities. The convention center was built in 1965 and has had three expansions thus far. It encompasses approximately 0.5 million square feet of exhibition and meeting space. Further expansion is planned as the market dictates.

Another major factor in this planning area is the existing shopping mall. Built in 1978 it encompasses approximately 9 million square feet of commercial. The mall has an existing entitlement for an additional 1 million square foot expansion. This expansion was previously entitled through a development agreement and will be honored through this document. In addition to the existing shopping mall, the regional center includes many other commercial activity centers.

The regional center area also consists of many large office components which already have realized the potential of multi-story facilities. The plan will encourage this trend by allowing more intense development and encouraging higher FARs.

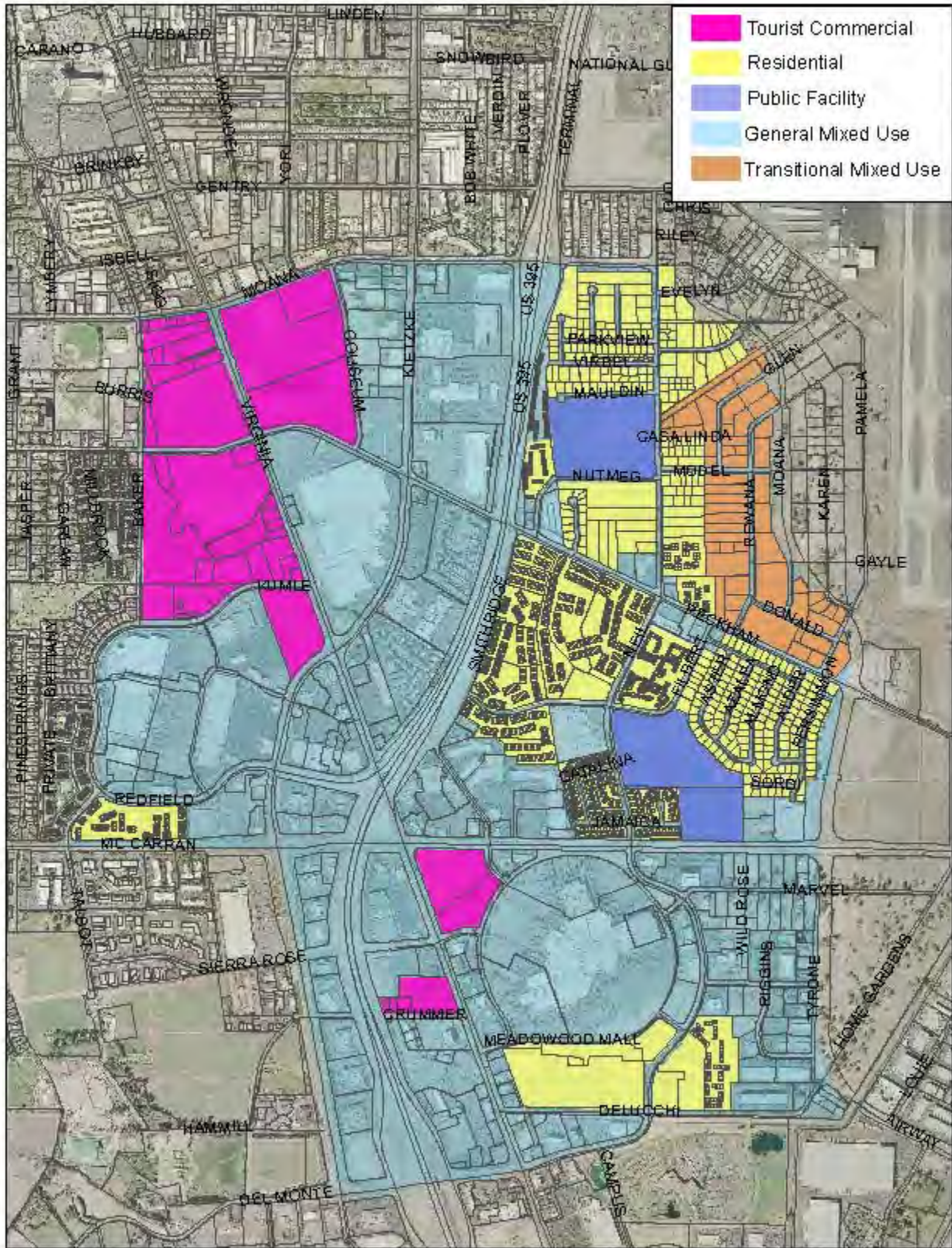
To further promote the Convention Center the plan will also allow non-restricted gaming on certain parcels in the planning area. These parcels are shown on Map 1: Development Concept – Land Use. The overlay district associated with this document

will require any new gaming establishment or expansion of existing establishments to be entitled through the Special Use Permit process. Existing non-restricted gaming operations and previously entitled expansions are allowed to continue by right. Allowing new establishments by land use will support the Master Plan policy adopted in 2006 stating “New and existing non-restricted gaming uses and non-restricted gaming allowed by land use, zoning and/or active special use permits are allowed in the Downtown Reno Regional Center, Reno-Tahoe International Airport Regional Center, Convention Regional Center, Redfield Regional Center, and Boomtown Regional Center (proposed new Regional Center).”

The plan area currently has a good stock of condominium and multifamily complexes, as well as single family development. To protect these residential areas from high intensity uses certain uses are not allowed in the Residential land use designation as shown on Map 1: Development Concept – Land Use and certain uses adjacent to these parcels must be approved through discretionary review. Parks and schools are also included in this district to further protect those uses. The designation of Transitional Mixed Use covers a portion of the area parallel to Rewana Way. This will provide an appropriate buffer between existing single family and the Moana Lane extension. The remainder of the plan area is designated as Mixed Use. The code standards for the Tourist Commercial and Mixed Use designations will require residential units to be built at a density of 14 dwelling units per acre or greater or commercial development to be built at a 0.33 FAR. This will assist in facilitating a high ridership on future rapid transit (RT) systems.

Concentrated development and pedestrian safety enhancements are encouraged throughout the plan area. This regional center plan is further strengthened by its location between the north and south segments of the South Virginia Street Transit Oriented Development (TOD) Corridor system. This system will provide RT between Downtown Reno and Redfield Regional Center.

Map 1: Development Concept – Land Use



Circulation Concept

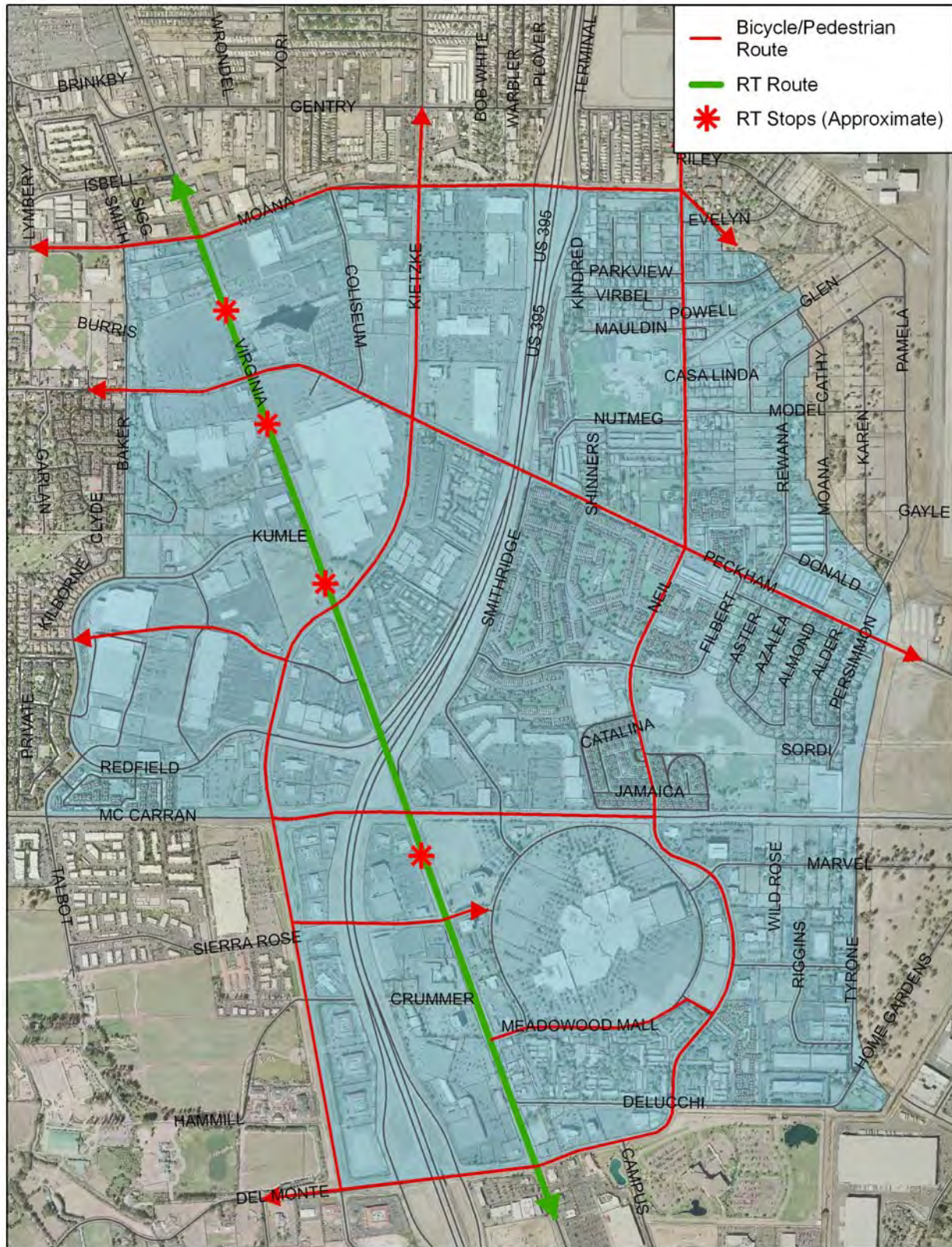
Access will continue to be provided through an integrated vehicular, transit, and pedestrian circulation system. The primary vehicular routes within the regional center include South Virginia Street, Keitzke Lane, Moana Lane, McCarran Boulevard, Peckham Lane, and US Highway 395.

To facilitate walking to transit stations and internal connectivity, pedestrian improvements are needed. Improvements will include sidewalks wide enough for safe and comfortable circulation of pedestrian traffic and dedicated bicycle lanes within the right of way, separated from traffic, or in dedicated lanes. Bicycle routes throughout the City of Reno, including the Convention Regional Center, are addressed in the Open Space and Greenways element of the Master Plan. Any new non-restricted gaming establishment will be required, through the overlay district, to provide a safe and convenient established route to the Convention Center.

The transit circulation concept is shown on Map 2: Development Concept - Transit and Bicycle/Pedestrian Circulation. The RT route will most likely run down South Virginia Street through the Convention Regional Center, and will include feeder bus lines from surrounding areas. In addition, it is anticipated that an additional segment of this RT route will be established looping through the existing shopping mall area until an expansion line can provide one closer to South Virginia Street. This system will provide an attractive alternative to automobile use along the South Virginia Street Corridor and throughout the plan area.

To further alternative modes of transportation in the plan area any new construction will be required to provide one percent of construction cost to pedestrian amenities. These amenities can include, but are not limited to, walkways, plazas, artwork, fountains, seating, additional landscaping, and recreational facilities. These amenities are primary to be focused on the most TOD corridor or major arterial street frontage, but where properties are adjacent to South McCarran Boulevard these amenities can be focused on pedestrian flow in the interior of the site and to secondary accesses. The RT stops shown on the map are conceptual in nature and can be modified as development occurs.

Map 2: Development Concept – Transit and Bicycle/Pedestrian Circulation



POLICIES

To support the concepts in this plan, the following policies apply in the Convention Regional Center:

Development

1. Development that promotes the improvement of key attractions in the area including recreation and businesses are encouraged and consistent with this plan.
2. Development should provide a mix of land uses including a variety of housing types, offices, retail, personal services, hotels, restaurants, urban parks, day care, public facilities, and services.
3. Higher density housing and developments that create a significant employment base should be encouraged in order to increase transit use.
4. Development should provide a minimum density of 14 units per acre or a minimum FAR of 0.33 in the Tourist Commercial, and Mixed Use designations through a variety of building heights and pedestrian oriented structures.
5. Development should provide a transition between the lower densities and building heights of the existing surrounding neighborhoods and the desired higher densities and building heights in Mixed Use Master Plan Land Use.
6. Public spaces such as community centers, parks, and schools should interconnect within the high intensity areas of the plan area.
7. Development should provide a variety of building heights and forms to create visual interest and establish a distinct identity with architectural detail that provides a high level of interest at the pedestrian level.
8. Buildings within the plan area should be oriented toward the primary street frontage, most specifically South Virginia Street, and provide clear pedestrian access from the street.
9. Standards and policies are intended to encourage transit and pedestrian circulation.
10. Parking along South Virginia Street should be appropriately screened using techniques such as landscaping and berming in order to create a pedestrian scale and should compliment pedestrian and transit circulation.
11. Development should provide shared parking in mixed land use development where possible to decrease the amount of parking on the site and the emphasis on private vehicles.

12. Site, building, and landscape development should strive to incorporate green technologies to reduce energy consumption while recognizing the natural resources available to create energy conservation and provide more comfortable indoor and outdoor spaces.
13. Public space should be used where possible for recreation entertainment, restaurant, and other commercial land uses.
14. Greenways and bicycle lanes should be provided and improved in accordance with the Open Space and Greenways Plan.

Circulation

1. Development should accommodate alternative transportation, such as RT routes, stops, bicycles lanes, and pedestrian connections in the plan area and connecting with the South Virginia Street TOD.
2. Multi-modal connectivity should be provided throughout the plan area.
3. Street lighting in the plan area should be improved to further the safety of the pedestrian environment.
4. Development should enhance the identified pedestrian corridor connections in the plan.
5. Sidewalks should be on both sides of each street in the entire plan area.
6. New non-restricted gaming developments should work with other property owners in the area to identify safe routes to the Convention Center for pedestrians.
7. Sidewalks should be a minimum of five feet wide on all minor streets within the plan area. On major streets the sidewalk area should be 12 feet wide and should include pedestrian amenities. On South Virginia Street the sidewalk area should be 18 feet and should include landscaped parkways, street trees, street furniture, and other pedestrian amenities.
8. Truck Traffic should be prohibited in all areas east of Neil Road.

IMPLEMENTATION

Amended land use designations and zoning districts, as well as modified Reno Municipal Code provisions, are necessary to implement the development and circulation concepts in this plan.

Land Use

The Convention Regional Center plan area has been designated as Special Planning Area. This designation recognizes that customized land use and zoning provisions are appropriate in designated regional centers. Provisions of this regional center plan govern land use and development within the Convention Regional Center.

Zoning

The entire area of the Regional Center is zoned MU/CRC (Mixed Use / Convention Regional Center Overlay Zoning District). Mixed use development is permitted by the underlying Mixed Use base zoning district. Specific modifications to allowed land uses, development standards, and processing requirements are identified in the Convention Regional Center Planning Area Overlay in the Reno Municipal Code.

The Overlay designation permits the continuation of existing land uses. Any change in the land use must be to a use included in the list of uses allowed by the Convention Regional Center Planning Area Overlay.

To help encourage new development, most projects internal to the Regional Center are allowed to proceed without further discretionary review and apply for building permits. Incentives for development include lowered setbacks and landscaping standards, as well as decreased minimum parking requirements. Special provisions to mitigate impacts on existing surrounding residential areas are addressed in the overlay district provisions.

MEDICAL REGIONAL CENTER PLAN



ACKNOWLEDGMENTS

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INTRODUCTION

Plan Organization

This plan is divided into three sections: *Introduction; Development and Circulation Concept; and Land Use, Zoning and Code Amendments*. The *Introduction* describes the boundary, time frame, relationship to other plans and why this plan is needed. The physical development pattern and various modes of circulation are discussed in the next section. The *Land Use, Zoning and Code Amendments* section describes the land use and zoning designations that apply to the parcels in this Regional Center and the development standards and processing provisions that are included as part of the Reno Municipal Code. Maps that are referenced are included in the document.

Boundary

This Regional Center Plan generally covers the Renown Regional Center and surrounding area. The parcels included are shown within the plan area boundary on the Medical Regional Center Development Concept (Map 1). The general boundaries are:

- North- Truckee River
- East – Kietzke Lane
- South – Approximately one parcel south of Mill and Ryland Streets
- West – Wells Avenue

Time Frame

This plan is intended to provide guidance for development and redevelopment for the next twenty year period.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS) 278.150 through 278.170.

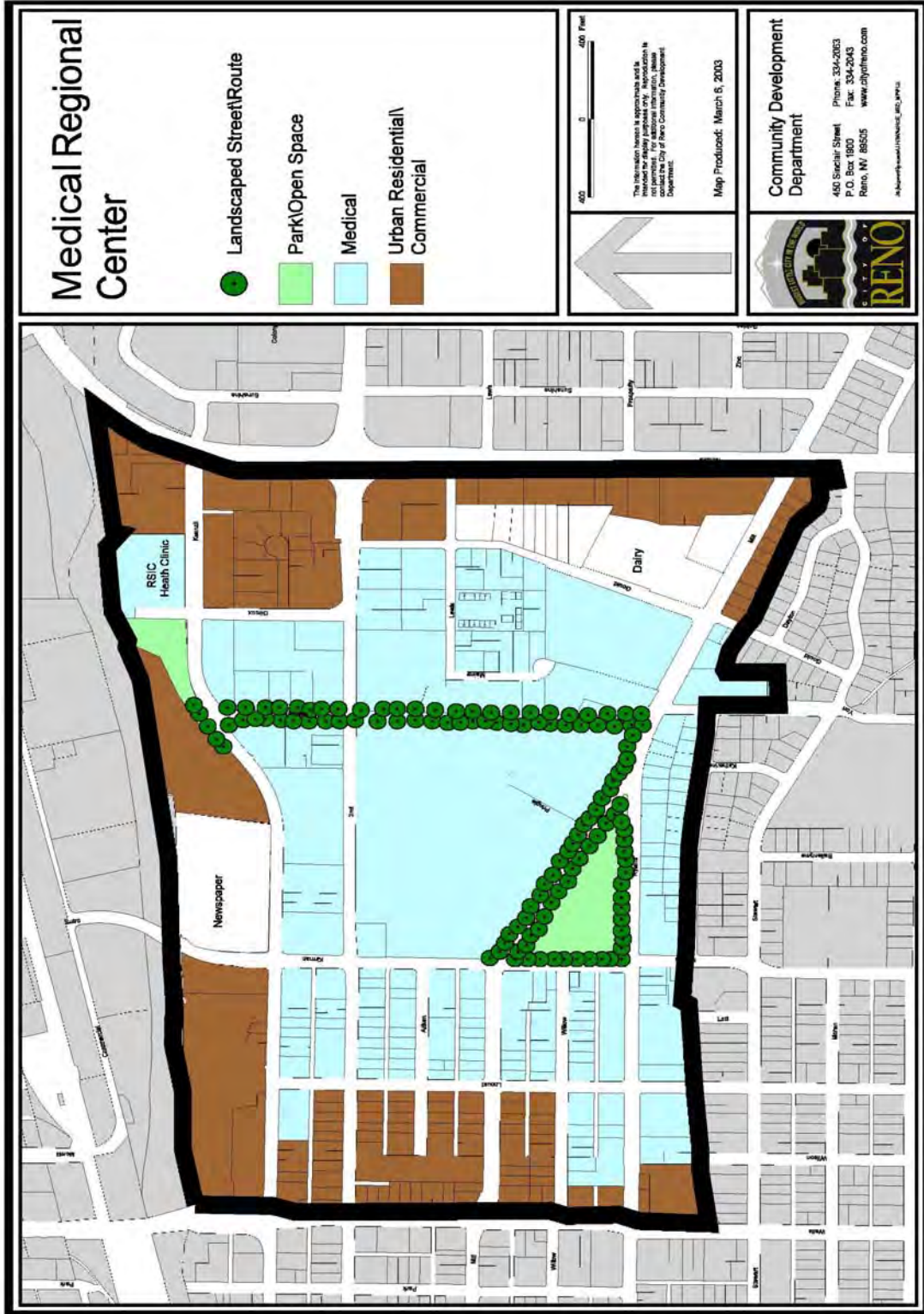
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Need for Regional Center Plan

This area has been identified as a Regional Center in the Truckee Meadows Regional Plan. The Regional Plan states that to “conform with the Regional Plan, Local Government Master Plans must further define the boundary and character of each Regional Center within their respective jurisdiction”. The Regional Plan also identifies this area as being located along a transit oriented development (TOD) corridor. There are a number of Regional Plan requirements related to TOD corridors (e.g., provide for higher density housing, street design that supports public transportation and pedestrian circulation, design standards for compatibility with adjacent areas, etc.). Some of the key requirements that are particularly relevant to the Medical Regional Center include:

- Require mixed uses through amendments of zoning code and development of best practices development guidelines for centers and corridors
- Adjustments to permit fees, impact fees and exactions, to encourage infill development by lowering development costs and accelerating the development approval process
- Appropriate development standard adaptations (e.g., parking standard reductions)

Additionally, the City Planning Commission, after receiving input from all of the neighborhood advisory boards, identified preparation of center and corridor plans as the highest priority project for the upcoming fiscal year (FY2003/2004).



DEVELOPMENT AND CIRCULATION CONCEPT

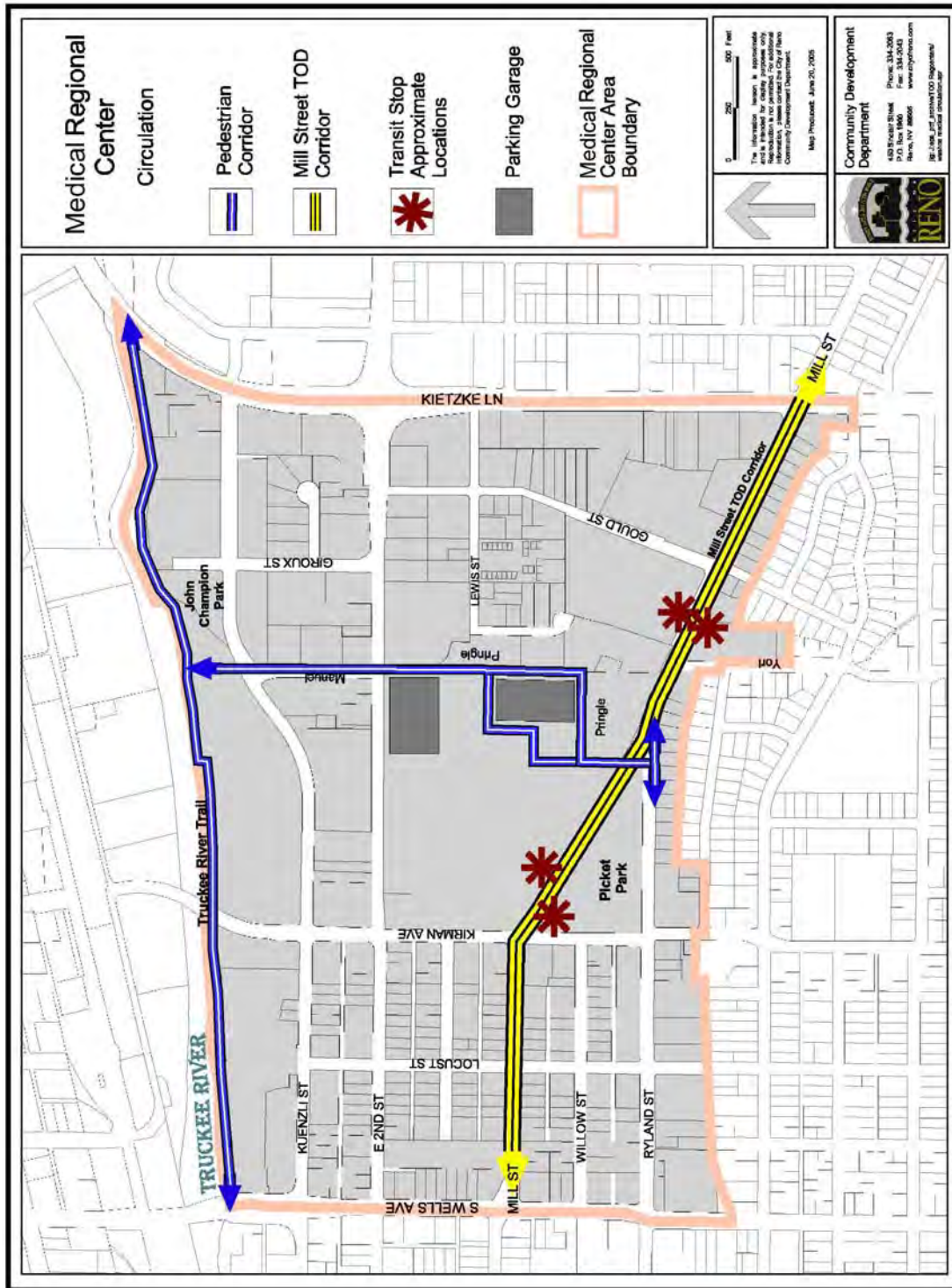
The main focus of the Medical Regional Center Plan is the further development and expansion of the Renown Regional Center and Renown Health System offices. Mill Street, which is designated as a transit corridor connecting Downtown and the Reno-Tahoe International Airport, will have transit oriented development. Two major industrial uses, the Reno Gazette-Journal and Model Dairy, will be maintained. Additional ancillary facilities and offices, retail and residential development are also planned. Mixed use developments that will include more than one of these types of land uses are encouraged in this Regional Center.

Access will be provided through an integrated automobile, transit and pedestrian circulation system. To insure adequate access and continuous functioning of important regional medical facilities, temporary uses (e.g., construction staging, parking, etc.) are allowed in this Regional Center. New residential development in this center will be at a minimum density of 18 units per acre and an average of 30 units per acre. New non-residential development in this center will have a minimum of a 1.5 floor area ratio.

Development Concept

The main focus of the Medical Regional Center Plan, shown on the Medical Regional Center Development Concept map (Map 1), is the further development and expansion of the Renown Regional Center and Renown Health System offices. These buildings surround the City of Reno Pickett Park. The Medical Center is located to the north of Pickett Park across Mill Street, a designated transit corridor. The Park often serves as an overflow helicopter landing area for the Medical Center Emergency Room. The Medical Center is expected to expand to the north toward the Truckee River, and to the east along Mill Street. Renown Health System also plans to expand its medical facilities that are located on the west side of Pickett Park, across Kirman Avenue. This expansion will generally reach to Locust Street. On Ryland Street, south of Pickett Park, Renown Health System has its corporate offices and other properties that will be developed for medical uses. Pickett Park will become an even more important feature in this area, serving as the major urban open space in this Regional Center. A new north-south connection linking Yori Avenue and Manuel Street is anticipated to be built to provide internal automobile and pedestrian circulation through the Medical Center. New Medical Center parking facilities may be accessed from this street. The connection will include landscaping and pedestrian amenities that will connect the future transit stop(s) on Mill Street at Pickett Park to John Champion Park and pedestrian facilities along the Truckee River.

Transit oriented development along Mill Street should include a mix of public facility, office, residential, shopping, and entertainment land uses within easy walking distance of a transit station (e.g., ¼ mile or 5-10 minutes). To facilitate walking to the transit stations and along the transit corridor, a user-friendly pedestrian circulation system must be provided. This will include sidewalks wide enough for circulation as well as for outdoor seating for eateries, sidewalk sales, and similar activities.



The two major industrial uses in this center, the Reno Gazette-Journal and Model Dairy, will be maintained and enhanced. The Reno Gazette-Journal is located north of the Medical Center on Kirman Avenue between Kuenzli Street and the Truckee River. The land adjacent to the River is utilized as a linear park for bicycle and pedestrian circulation. This will be maintained with any expansion on these properties. Along Kirman Avenue and Kuenzli Street landscaping and sidewalks will be provided with expansions of this use. Model Dairy is located east of the Medical Center on Mill Street between Gould Street and Kietzke Lane. The Dairy plans to expand at the current site. The expansion may eventually encompass the entire block bounded by Lewis Street on the north, Mill Street on the south, Kietzke lane on the east and Gould Street on the west. Landscaping and sidewalks will be provided with expansion of these uses. On Mill Street, the sidewalk will be wide enough for transit corridor pedestrian access.

Additional ancillary medical facilities and offices, retail and residential development are also anticipated. Ancillary medical uses will expand the medical and medical support land uses to Kuenzli Street on the north, the edge of the Regional Center boundary on the south, between Locust Street and Wells Avenue on the West, and Gould and Giroux Streets on the east. The Reno-Sparks Indian Colony will also develop medical facilities at the northeast corner of Kuenzli and Giroux Streets along the Truckee River. Urban residential and commercial uses will be along the western boundary of the Regional Center on Wells Avenue and the Truckee River, and on the eastern boundary of the Regional Center on Kietzke Lane between the Truckee River and Second Street.

Mixed use developments that will include more than one of these types of land uses are permitted in this Regional Center.

Circulation Concept

Access will be provided through an integrated automobile, transit and pedestrian circulation system as shown on the Medical Regional Center Circulation Concept map (Map 2).

The major north-south automobile circulation through the Regional Center will be on Kirman Street. Wells Avenue on the west boundary and Kietzke Lane on the east boundary are also major north-south streets. North-south automobile circulation within the Regional Center will be on Locust Street and the new connection of Pringle Way and Manuel Street. Pringle Way will be realigned to connect from Mill Street to Second Street, with a signal at Ryland Street and Mill Street. To facilitate better circulation, Second Street has been converted from a one-way couplet to two-way street, from Kirman Avenue to Giroux Street. The major east-west automobile circulation through the Regional Center will be on-Mill Street and Second Street. Mill Street, will serve as a transit oriented development (TOD) corridor providing access for autos, pedestrians, transit and to the emergency room facilities at the Medical Center. Kuenzli Street will serve as the minor, or secondary, street through the Regional Center. Parking facilities will generally be located with automobile access to Second Street and Pringle Way.

Transit circulation will be along the designated Mill Street TOD corridor from Downtown to the Reno-Tahoe International Airport. It is anticipated that as the transit use on this corridor increases the Regional Transportation Commission will consider conversion to Bus Rapid Transit.

East-west pedestrian circulation will be focused along the Mill Street TOD corridor and along the Truckee River. Major north-south pedestrian circulation will be from the Mill Street TOD corridor and Pickett Park to the Truckee River through the Renown Regional Center and along Pringle Way.

LAND USE, ZONING AND CODE AMENDMENTS

Amended land use designations and zoning districts, as well as modified Reno Municipal Code provisions, are included in this Plan to implement the development and circulation concepts.

Land Use

The Medical Regional Center was designated as Special Planning Area in the Reno Land Use Plan at the time this Regional Center Plan was adopted. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in designated regional centers. The Development Concept map (Map 1) serves as the detailed land use plan. Provisions of this Regional Center Plan govern land use and development within the Renown Regional Center. When this Regional Center Plan does not specifically address an issue, provisions of other parts of the Reno Master Plan apply.

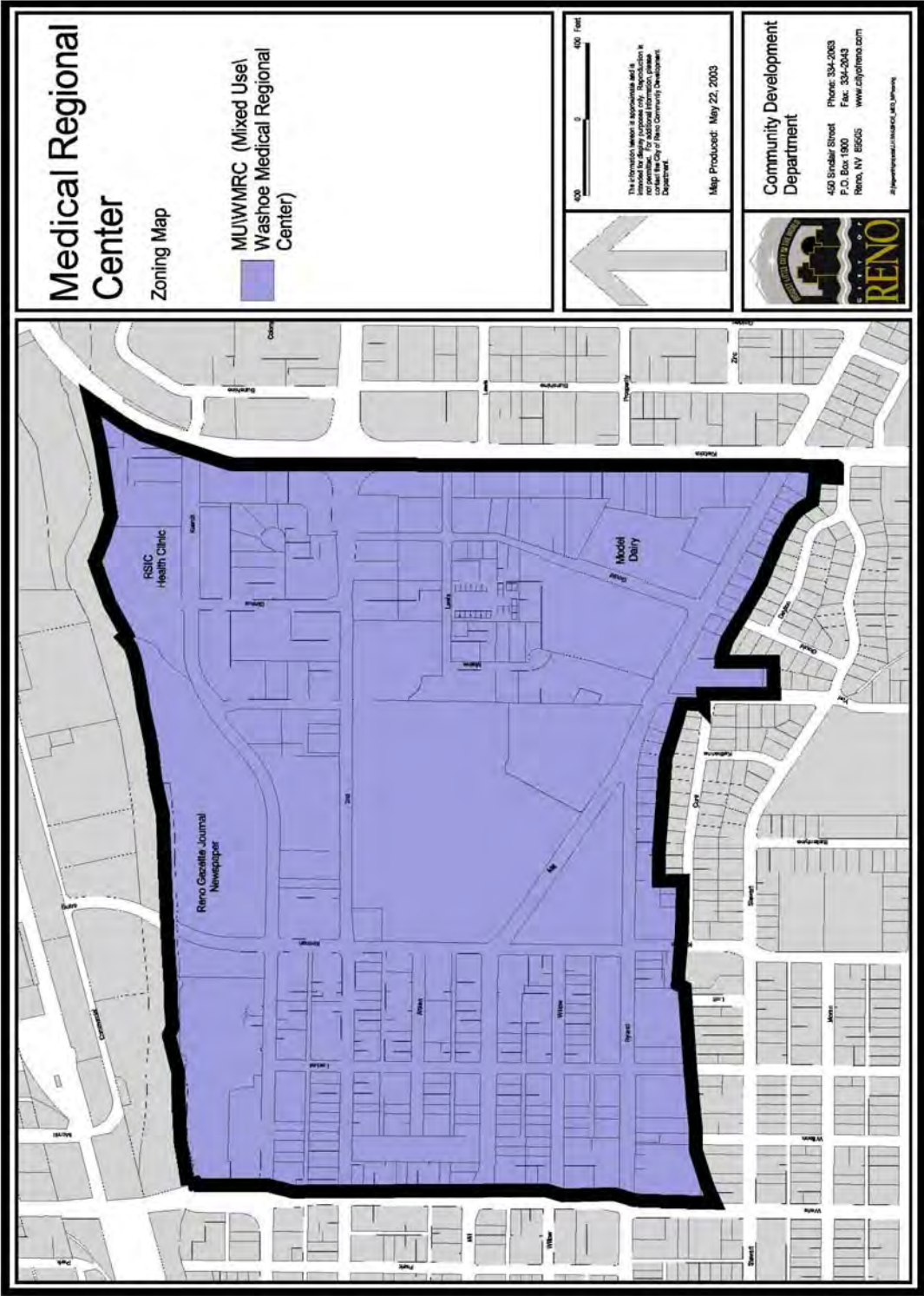
Zoning

The entire Regional Center was rezoned to the Mixed Use base zoning district and Medical Regional Center Planning Area Overlay at the time this Regional Center Plan was adopted (Map 3). Mixed use development (i.e., combinations of uses) is permitted by the underlying Mixed Use base zoning district. Specific modifications to allowed land uses, development standards and processing requirements are identified in the Medical Regional Center Planning Area Overlay. This Planning Area Overlay designation permits continuation of existing uses when a currently established use is going to be maintained or expanded. In other words, as long as it remains the same use it is considered a conforming use. Any change in the use must be to a use included in the list of uses allowed by the Medical Regional Center Planning Area Overlay. To help encourage new development, most projects internal to the Regional Center Plan are allowed to proceed without discretionary review by the City of Reno.

Code Amendments

The Mixed Use base zoning district and Medical Regional Center Planning Area Overlay contain a number of provisions to facilitate implementation of this Plan:

- Requirement for the Medical Regional Center Plan, including boundaries, to be adopted in order to utilize the Medical Regional Center Planning Area Overlay
- Modifications to the list of uses allowed in the Mixed Use base zoning district, as well as addition of temporary (e.g., parking, etc.) uses
- Modifications to building height and setback requirements
- Modifications to parking requirements
- Modifications to building orientation requirements
- Requirements for pedestrian amenities, including sidewalk and parkway standards, and/or public art
- Modifications to the processing requirements for development applications that meet minimum units/acre or floor area ratio standards



RENO-TAHOE INTERNATIONAL AIRPORT REGIONAL CENTER PLAN



ACKNOWLEDGEMENTS

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Adopted by City Council June 25, 2003

Amended by City Council August 29, 2007

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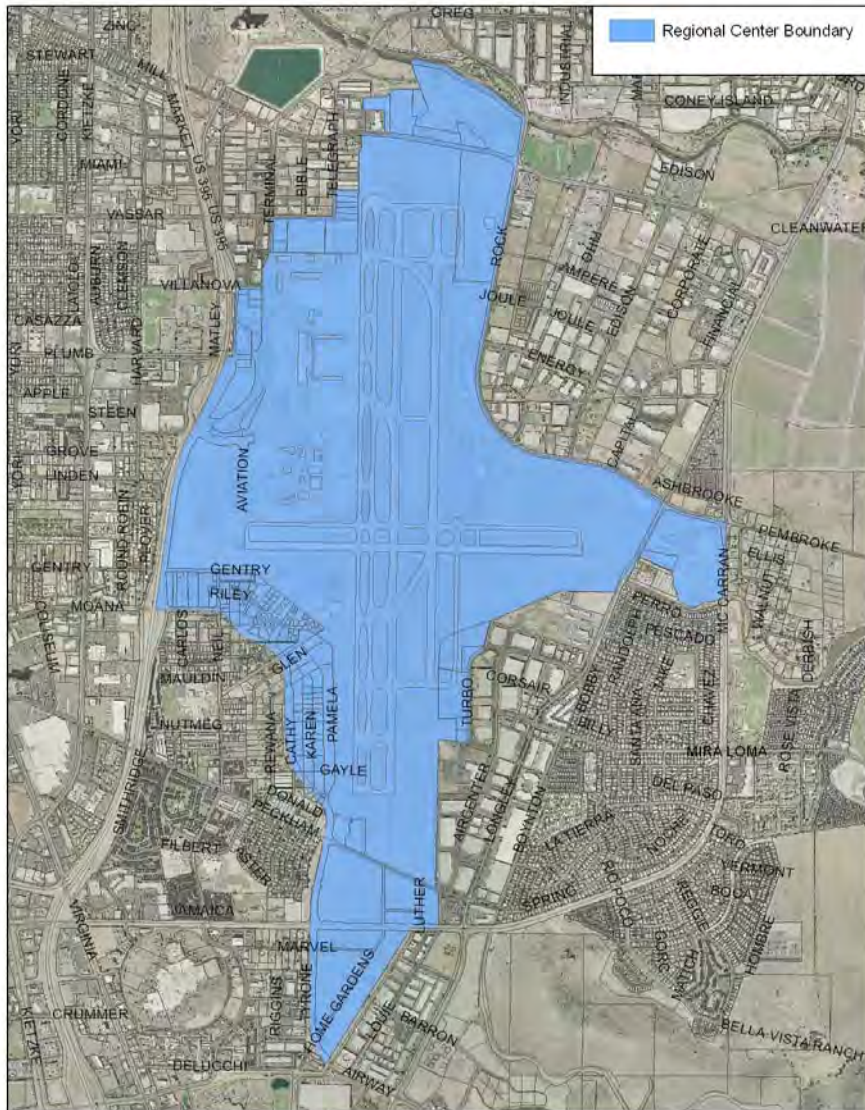
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INTRODUCTION

Plan Organization

This plan is divided into three sections: *Introduction; Development and Circulation Concept; and Land Use and Zoning.* The *Introduction* describes the boundary, time frame, relationship to other plans and why this plan is needed. The physical development pattern and various modes of circulation are discussed in the next section. The *Land Use, Zoning and Code Amendments* section describes the land use and zoning designations that apply to the parcels in this Regional Center and the development standards and processing provisions that are included as part of the Reno Municipal Code. Maps that are referenced are included in the document.

Boundary



This Regional Center Plan covers the Reno-Tahoe International Airport, including adjacent properties owned by the Airport Authority. The parcels included are shown within the plan area boundary shown on the right.

Time Frame

This plan is intended to provide guidance for development and redevelopment for the next twenty year period.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS) 278.150 through 278.170.

Policies of the Truckee Meadows Regional Plan are applicable regionwide. The City Master Plan has three different levels of applicability; *Citywide, Center and Corridor, and Neighborhood*. *Citywide* plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. *Center and Corridor* plans are for the eight centers and five transit oriented development corridors in the City and its sphere of influence. This Reno-Tahoe International Airport Regional Center Plan is one of the eight center plans. *Neighborhood* plans cover other areas, not in centers or corridors, which have been designated as appropriate for more detailed planning. Policies in center, corridor and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center, corridor and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate municipal code provisions (e.g., zoning, development standards and processing requirements) must be consistent with these plans.

Need for Reno-Tahoe International Airport Regional Center Plan

This area has been identified as a Regional Center in the Truckee Meadows Regional Plan. The Regional Plan states that to “conform with the Regional Plan, Local Government Master Plans must further define the boundary and character of each Regional Center within their respective jurisdiction”. The Regional Plan also identifies this area as being located at the terminus of the Mill Street transit oriented development (TOD) corridor. There are a number of Regional Plan requirements related to TOD corridors (e.g., provide for higher density development, street design that supports public transportation and pedestrian circulation, design standards for compatibility with adjacent areas, etc.). Some of the key requirements that are particularly relevant to the Reno-Tahoe International Airport Regional Center include:

- Increase job capacity within the McCarran Boulevard ring road.
- Require mixed uses through amendments of zoning code and development of best practices development guidelines for centers and corridors.
- Promote compatibility between new development and regional airport operations, in consultation with the Reno-Tahoe Airport Authority.
- Appropriate development standard adaptations (e.g., parking standard reductions).

DEVELOPMENT AND CIRCULATION CONCEPT

The main focus of the Reno-Tahoe International Airport Regional Center Plan is to further development within the Reno-Tahoe International Airport and to promote airport compatible development on adjacent properties. This Reno-Tahoe International Airport Regional Center Plan recognizes and plans for the unique land use compatibility issues associated with development near a major urban airport. The plan also helps to implement the desired regional development pattern of infill development within designated centers and corridors.

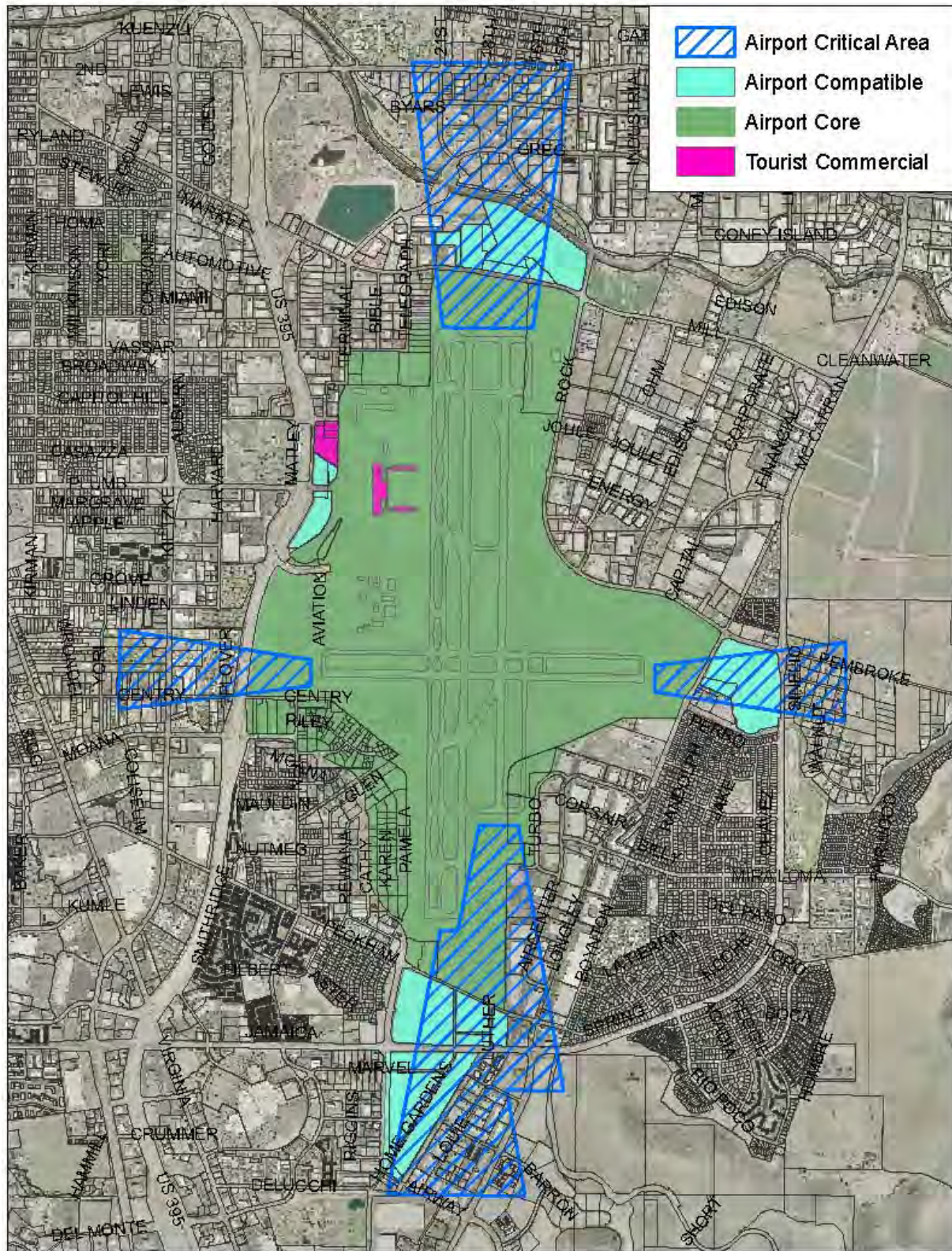
Development Concept

The Development Concept for the Reno-Tahoe International Airport Regional Center Plan is shown on Map 1. The plan area is categorized into 2 districts. The Airport Core District will contain facilities directly associated with airport operations (i.e. runways, airplane hangars, terminal buildings, etc.). Other airport compatible facilities, such as low occupancy businesses, may also be located within the Airport Core District. The Airport Compatible Development District will contain public and private developments that are not detrimental to the continued viability of airport operations. Airport facilities will not extend into the Airport Compatible Development District. Residential development, and other airport incompatible land uses are not allowed within the Reno-Tahoe International Airport Regional Center Plan. In addition, the minimum non-residential intensities that are identified in the Regional Plan (1.5 floor-area ratio) do not apply within this Regional Center Plan because safety and noise concerns generally make high occupancy land uses incompatible with airport operations.

The Airport Core District consists of properties that are already utilized for airport operations. Expansion of the Reno-Tahoe International Airport beyond the Airport Core District is not anticipated within the 20-year time frame of this plan. Airport expansions are encouraged within the Airport Core District in a manner that does not inappropriately impact existing residential developments in the surrounding area. If additional airport expansions are proposed, this plan should be amended to address new land use compatibility issues.

To help promote the desired regional development pattern of infill development within designated centers and corridors, a range of non-residential land uses are encouraged within the Airport Core District and the Airport Compatible Development District. Appropriate land uses include commercial, office, light industrial, and public facility developments. New lodging and/or tourism facilities may also be appropriate near the airport terminal. The airport critical zone requires low occupancy land uses and sound-attenuating construction methods in key overflight areas. Tourist commercial land uses exist in the center and are anticipated to continue. These uses are recognized on Map 1: Development Concept – Land Uses and Critical Zones.

Map 1: Development Concept – Land Uses and Critical Zones



Circulation Concept

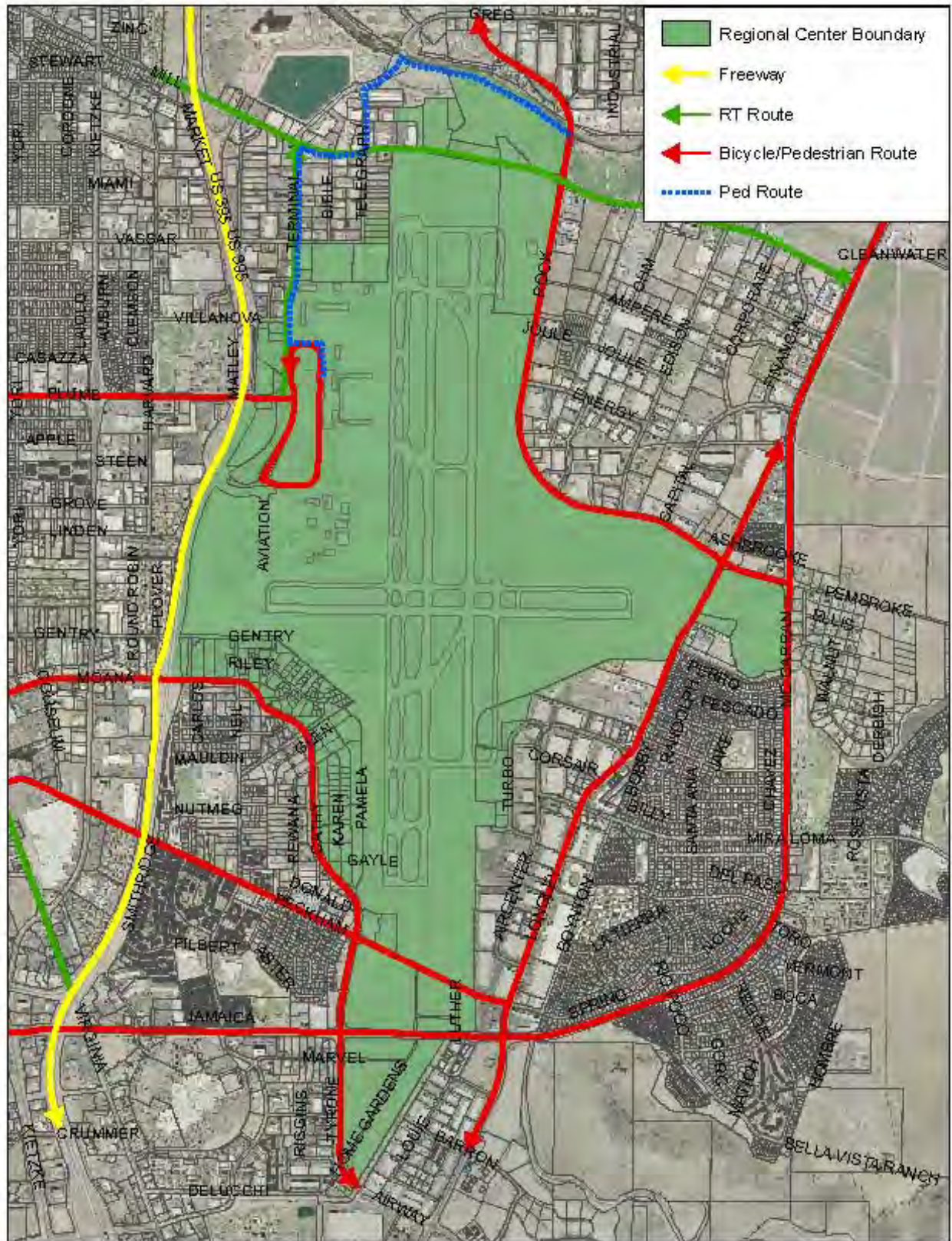
Access will be provided through an integrated automobile, transit, and pedestrian circulation system as shown on Map 2: Development Concept – Transit and Bicycle/Pedestrian Circulation.

Direct freeway access to the airport terminal is provided with on and off ramps from US 395. The majority of airport customers traveling beyond central Reno will utilize the convenient freeway access. Additional automobile access to the airport terminal is provided from Terminal Way and East Plumb Lane. Automobile access to other properties within the plan area is provided from the major streets that surround the airport (Terminal Way, Mill Street, Rock Boulevard, Longley Lane, Peckham Lane and Moana Lane). These access routes will be preserved as part of the Regional Road Network and will be improved by the Regional Transportation Commission (RTC) when conditions warrant. The RTC 2030 plan calls for the following roadway improvements within this Regional Center Plan:

- Widen Peckham Lane from 2 to 4 lanes between Neil Road and Longley Lane.
- Widen Terminal Way from 4 to 6 lanes between Mill Street and Vassar Street.
- Widen US 395 to 6 lanes.

The Mill Street TOD Corridor provides pedestrian, bicycle and transit access to and from the airport terminal. Land uses and street improvements along the TOD Corridor are defined in the TOD Corridor Plan. This corridor provides a direct connection between the airport and the numerous tourist attractions in Downtown Reno and along the corridor. An additional pedestrian and bicycle connection will be provided from the airport terminal to the Truckee River corridor to the north through the TOD Corridor plan.

Map 2: Development Concept – Transit and Bicycle/Pedestrian Circulation



LAND USE AND ZONING

Amended land use designations and zoning districts, as well as modified Reno Municipal Code provisions, are included in this Plan to implement the development and circulation concepts.

Land Use

The Reno-Tahoe International Airport Regional Center was designated as Special Planning Area in the Reno Master Plan at the time this Regional Center Plan was adopted. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in designated regional centers. Map 3: Development Concept – Zoning Map serves as the detailed land use plan within this Regional Center. Provisions of this Regional Center Plan govern land use and development within the Reno-Tahoe International Airport Regional Center. When this Regional Center Plan does not specifically address an issue, provisions of the Reno Master Plan apply.

Zoning

The entire area of the Regional Center is rezoned to the MU/RTIARC (Mixed Use / Reno-Tahoe International Airport Overlay Zoning District). Mixed use development is permitted by the underlying Mixed Use base zoning district. Specific modifications to allowed land uses, development standards, and processing requirements are identified in the Reno-Tahoe International Airport Regional Center Planning Area Overlay in the Reno Municipal Code. Any new development must be to a use included in the list of uses allowed by the Reno-Tahoe International Airport Regional Center Overlay. In addition to differences in the allowed uses, the Reno-Tahoe International Airport Regional Center Overlay includes modified standards and processing provisions that apply within this Regional Center. Areas included in the Airport critical area general overlay district must also comply with the standards associated in that section of Municipal Code. To help encourage new development, most projects internal to the Regional Center Plan are allowed to proceed without discretionary review by the City of Reno.

UNIVERSITY OF NEVADA REGIONAL CENTER PLAN



ACKNOWLEDGMENTS

City Council

Robert Cashell, Mayor
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Front Cover Perspective

Timothy Wells

Adopted by City Council April 27, 2005
Amended September 23, 2009

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INTRODUCTION

Plan Organization

This plan is divided into three sections: *Introduction; Development and Circulation Concept; and Land Use, Zoning and Code Amendments*. The *Introduction* describes the boundary, time frame, relationship to other plans and why this plan is needed. The physical development pattern and various modes of circulation are discussed in the next section. The *Land Use, Zoning and Code Amendments* section describes the land use and zoning designations that apply to the parcels in this Regional Center and the development standards and processing provisions that are included as part of the Reno Municipal Code. Maps that are referenced are included in the document.

Boundary

This Regional Center Plan generally covers the University of Nevada, Reno and surrounding area. The area included is shown below and in more detail on Map 1: Development Concept – Land Use 10. The boundaries are:



- North – McCarran Boulevard
- West – Sierra Street from McCarran to Eight Street, excluding certain residential parcels east of Sierra between Hillside and College
- South – Eighth Street from Sierra to Evans, Evans from Ninth to Interstate Highway 80, and Interstate Highway 80 from Evans to Sutro
- East – Sutro Street from Interstate Highway 80 to McCarran Boulevard

Time Frame

This plan is intended to provide guidance for development and redevelopment for the next twenty year period and beyond.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS) 278.150 through 278.170. Policies of the Truckee Meadows Regional Plan are applicable regionwide. The City Master Plan has three different levels of applicability; *Citywide*, *Center and Corridor*, and *Neighborhood*. *Citywide* plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. *Center and Corridor* plans are for the eight centers and five transit oriented development corridors in the City and its sphere of influence. This University of Nevada Regional Center Plan is one of the eight center plans. *Neighborhood* plans cover other areas, not in centers or corridors, which have been designated as appropriate for more detailed planning. Policies in center, corridor and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center, corridor and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate municipal code provisions (e.g., zoning, development standards and processing requirements) must be consistent with these plans.

Need for University of Nevada Regional Center Plan

This area has been identified as a Regional Center in the Truckee Meadows Regional Plan. The Regional Plan states that to “conform with the Regional Plan, Local Government Master Plans must further define the boundary and character of each Regional Center within their respective jurisdiction”. The Regional Plan also identifies this area as being located along a transit oriented development (TOD) corridor. There are a number of Regional Plan requirements related to TOD corridors (e.g., provide for higher density housing, street design that supports public transportation and pedestrian circulation, design standards for compatibility with adjacent areas, etc.). Some of the key requirements that are particularly relevant to the University of Nevada Regional Center include:

- Require mixed uses in the Regional Center through amendments of the zoning code and development guidelines
- Encourage development in the Regional Center by accelerating the development approval process
- Make appropriate modifications to development standards to implement the plan for the Regional Center.

DEVELOPMENT AND CIRCULATION CONCEPT

The University of Nevada, Reno projects that it will grow to 30,000 students and the campus will increase in size from approximately 290 acres to 860 acres. To prepare for that growth the University engaged Sasaki Associates to prepare the University of Nevada, Reno Comprehensive Master Plan (campus plan). The campus plan was

approved by the Board of Regents in December 2004. It is the basis for this University of Nevada Regional Center Plan. This Regional Center Plan is identified as an important tool for implementing the campus plan.

Development Concept

The main focus of the University of Nevada Regional Center Plan is the further development and expansion of the University of Nevada campus and surrounding complementary uses. It is anticipated that complementary uses in the Regional Center, such as residences, will be developed by parties other than the University. The Regional Center Plan also proposes a strong physical connection across Interstate 80 into the adjacent Downtown Regional Center.

The development concept is based on seven different principles embodied in the campus plan:

- Compact Campus
- Formal Academic Quadrangles and Streets
- Integrated Open Space Network
- Pedestrian Orientation
- Places for Interaction
- Campus Gateways
- Responsiveness to the Environment



Source: Sasaki Associates

The campus plan calls for development of a compact campus core. This is achieved by infilling existing campus lands and expanding the campus into contiguous areas.



Source: Sasaki Associates

The campus plan uses the formal quadrangle as a building block for campus expansion. Starting with the existing quadrangle in the south part of the campus, a series of interconnected formal spaces along east-west axes is planned for the south, middle and north parts of the campus. These are connected by pathways and streets, with the northern most oriented towards a street instead of open spaces.



Source: Sasaki Associates

An integrated open space network is created on the campus by interconnecting formal and informal open spaces, streets and landscape features. A key feature of this network is that it provides six strategically located crossings of the railroad track.



Source: Sasaki Associates

Pedestrian orientation is proposed through a network of landscaped pathways that connect the various parts of the campus. These pathways connect to proposed shuttle service and parking structures.



Source: Sasaki Associates

The proposed campus layout creates numerous locations for interaction. This is achieved by placing key uses such as student services, residential support facilities and open spaces in highly visible areas at major campus crossroads. With the proposed pedestrian network, these areas are within a ten minute walking distance of most parts of the campus.



Source: Sasaki Associates

Gateways are proposed at various locations on the perimeter of the campus. These include a major landscaped frontage along Interstate 80 and are integrated with the pedestrian and open space networks, as well as the proposed locations for new quadrangles and buildings.



Source: Sasaki Associates

The proposed development respects the environmental aspects of the campus including topography, and wind and sun patterns. To the degree possible development is concentrated in east-west "fingers" with appropriate terrain.

Historically the physical connection between Downtown and the University was on Lake Street, named for Myron Lake the founder of Reno. This connection, now severed by Interstate 80, can still be seen visually where the steps from historic Morrill Hall connect to the north end of Lake Street. The Regional Center Plan calls for reestablishing this physical connection and providing a pedestrian linkage from the University to Downtown.

The proposal for this area includes:

1. Active pedestrian oriented streets with retail, residential, educational and cultural activity. The cultural uses include a science/discovery center near Virginia Street which would be used by the University, downtown visitors and residents.
2. Lake Street reconnected to the University by a pedestrian bridge and a significant public open space. The open space in Downtown complements the open space at the south gateway to the University. Separately or combined, these spaces could be used for University, visitor and resident functions.
3. Multi-family housing and relocated historic houses adjacent to the open space.
4. A business incubator area for small businesses along East Fourth Street. Supporting University, City and private uses could also be located in this incubator area.

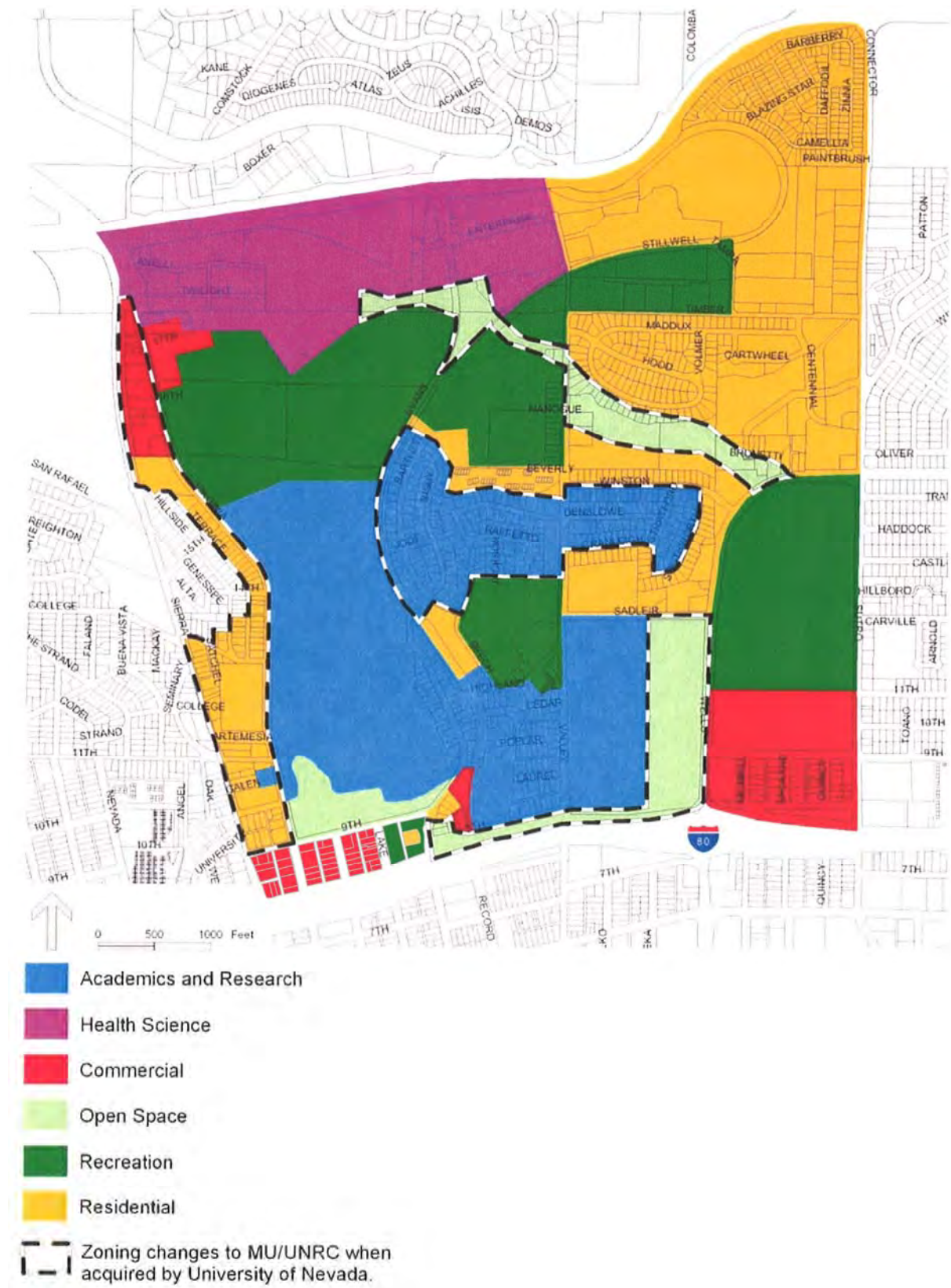


Source: Sasaki Associates

The area to the west of Sierra Street will continue to provide housing serving the campus. McCarran Boulevard, to the north, forms a hard edge to the campus with the Health Sciences area at the north end of the campus and predominantly residential uses north of McCarran. On the east side of the campus housing and related uses will continue to be located east of Sutro Street. Gateways to the campus are proposed on all four edges.

The University of Nevada Regional Center Plan Development Concept is illustrated on the following two maps: Development Concept - Land Use (Map 1) and Development Concept - Landscape (Map 2),

MAP 1: DEVELOPMENT CONCEPT - LAND USE



MAP 2: DEVELOPMENT CONCEPT - LANDSCAPE



LEGEND

-  Picturesque Landscape
-  Formal Landscape - Open Spaces
-  Formal Landscape - Streets
-  Irrigation Channel and Evans Creek
-  Athletic/Recreation Field
-  Agricultural Landscape

Source: Sasaki Associates

Circulation Concept

Access will be provided through an integrated vehicular, transit and pedestrian circulation system. The pedestrian circulation concept is outlined in the Development Concept section of this Regional Center Plan.

The vehicular circulation concept is shown on Map 3: Circulation Concept – Vehicular. The major north-south vehicular circulation through the Regional Center will be on North Virginia Street, Evans Avenue after it is expanded and enhanced, and Sutro Street. Other north-south streets that will traverse major parts of the area are Sierra Street, Valley Road and Wells Avenue. The major east-west vehicular circulation through the Regional Center will be on Eighth Street, Ninth Street and McCarran Boulevard. Other new, expanded and enhanced east-west vehicular circulation through parts of the area is accommodated by Highland Avenue and Enterprise Road. Parking structures are proposed in locations that are adjacent to both these streets and pedestrian pathways to allow for transition from the vehicular to the pedestrian circulation system.

The transit circulation concept is shown on Map 4: Circulation Concept – Transit. The Truckee Meadows Regional Plan shows North Virginia Street as a bus rapid transit (BRT) corridor. That BRT route is shown in this Regional Center Plan. In addition, it is anticipated that an additional segment of that BRT route could be established along Enterprise Road and Evans Avenue. This could create a BRT loop through the campus that complements the North Virginia Street route. Depending on ridership levels, the loop through the campus may be established prior to the segments of the North Virginia Street transit oriented development corridor that are further north. The circulation concept also calls for shuttle connections from various areas of the Regional Center to the BRT route. The BRT and shuttle routes are designed to complement the pedestrian circulation system. This provides an attractive alternative to automobile use in and around the campus and Regional Center.

MAP 3: CIRCULATION CONCEPT - VEHICULAR

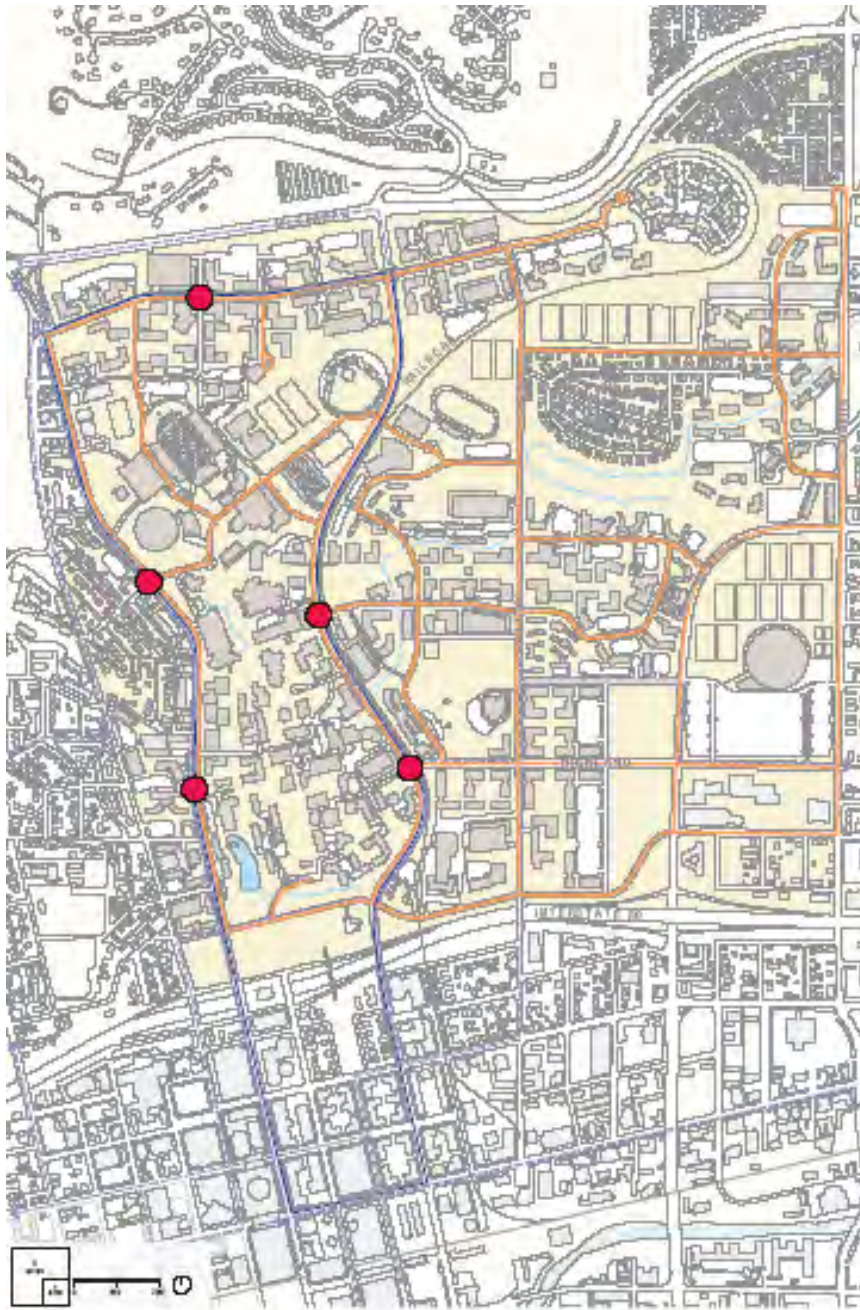


LEGEND

- Public Access (Major)
- Public Access (Minor)
- Managed Access
- Service Access
- General Parking Structure
- General Parking Structure (Below Grade)
- General Parking Lot
- General On-Street Parking
- Gateway

Source: Sasaki Associates

MAP 4: CIRCULATION CONCEPT - TRANSIT



LEGEND

- Potential Shuttle Route
- Bus Rapid Transit Route
- Bus Rapid Transit Stop
- Existing Public Bus Route

Source: Sasaki Associates

LAND USE, ZONING AND CODE AMENDMENTS

Amended land use designations and zoning districts, as well as modified Reno Municipal Code provisions, are necessary to implement the development and circulation concepts in this Plan.

Land Use

The University of Nevada Regional Center was designated as Special Planning Area in the Reno Land Use Plan at the time this Regional Center Plan was adopted. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in designated regional centers. Map 1: Development Concept – Land Use serves as the detailed land use plan. Provisions of this Regional Center Plan govern land use and development within the University Regional Center. When this Regional Center Plan does not specifically address an issue, provisions of other parts of the Reno Master Plan apply.

Zoning

The majority of the Regional Center was rezoned to the Mixed Use base zoning district and University Regional Center Planning Area Overlay at the time this Regional Center Plan was adopted. The properties within the University Regional Center Plan boundary not owned by the University of Nevada that are between Sierra and Virginia Street and in the neighborhood east of Evans, as well those properties designated as Open Space, will be automatically rezoned if and when they are acquired by the University of Nevada. These properties are identified on Map 1: Development Concept – Land Use. Prior to acquisition the existing zoning regulations and designations apply to these properties.

Mixed use development (i.e., combinations of uses) is permitted by the underlying Mixed Use base zoning district. Specific modifications to allowed land uses, development standards and processing requirements are identified in the University Regional Center Planning Area Overlay. This Planning Area Overlay designation permits continuation of existing uses when a currently established use is going to be maintained or expanded. In other words, as long as the use remains the same it is considered a conforming use. Any change in the use must be to a use included in the list of uses allowed by the University Regional Center Planning Area Overlay.

To help encourage new development, most projects internal to the Regional Center Plan are allowed to proceed without discretionary review by the City of Reno. A special use permit is not required for uses which operate between the hours of 11 p.m. and 6 a.m. if not directly adjacent to existing single family residential development, skyways except on Virginia Street and over City of Reno rights-of-way, and grading consistent with Map 5: University of Nevada Regional Center Grading.

Code Amendments

The Mixed Use base zoning district and University Regional Center Planning Area Overlay contain a number of provisions to facilitate implementation of this Plan:

- Requirement for the University Regional Center Plan, including boundaries, to be adopted in order to utilize the University Regional Center Planning Area Overlay.
- Provisions for automatic rezoning of certain areas if and when the University acquires them.
- Modifications to the list of uses allowed in the Mixed Use base zoning district.
- Modifications to the processing requirements for operations between 11 p.m. and 6 a.m., skyways and grading that is consistent with this Plan.

MAP 5: UNIVERSITY OF NEVADA REGIONAL CENTER GRADING



LEGEND

- Area of ADA Accessibility (less than 5% slope)
- Interior or Exterior Access (bridging areas with slopes greater than 5%)
- Existing Contour (10 ft)
- Proposed Contour (10 ft)
- Existing Building
- Proposed Building

Source: Sasaki Associates

DANDINI REGIONAL CENTER PLAN



ACKNOWLEDGEMENTS

City Council

Robert A. Cashell, Sr., Mayor
Pierre Hascheff, At-Large
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Sharon Zadra, Ward Two
Jessica Sferrazza, Ward Three
Dwight Dortch, Ward Four
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Adopted by City Council on May 10, 2006
Amended September 22, 2010

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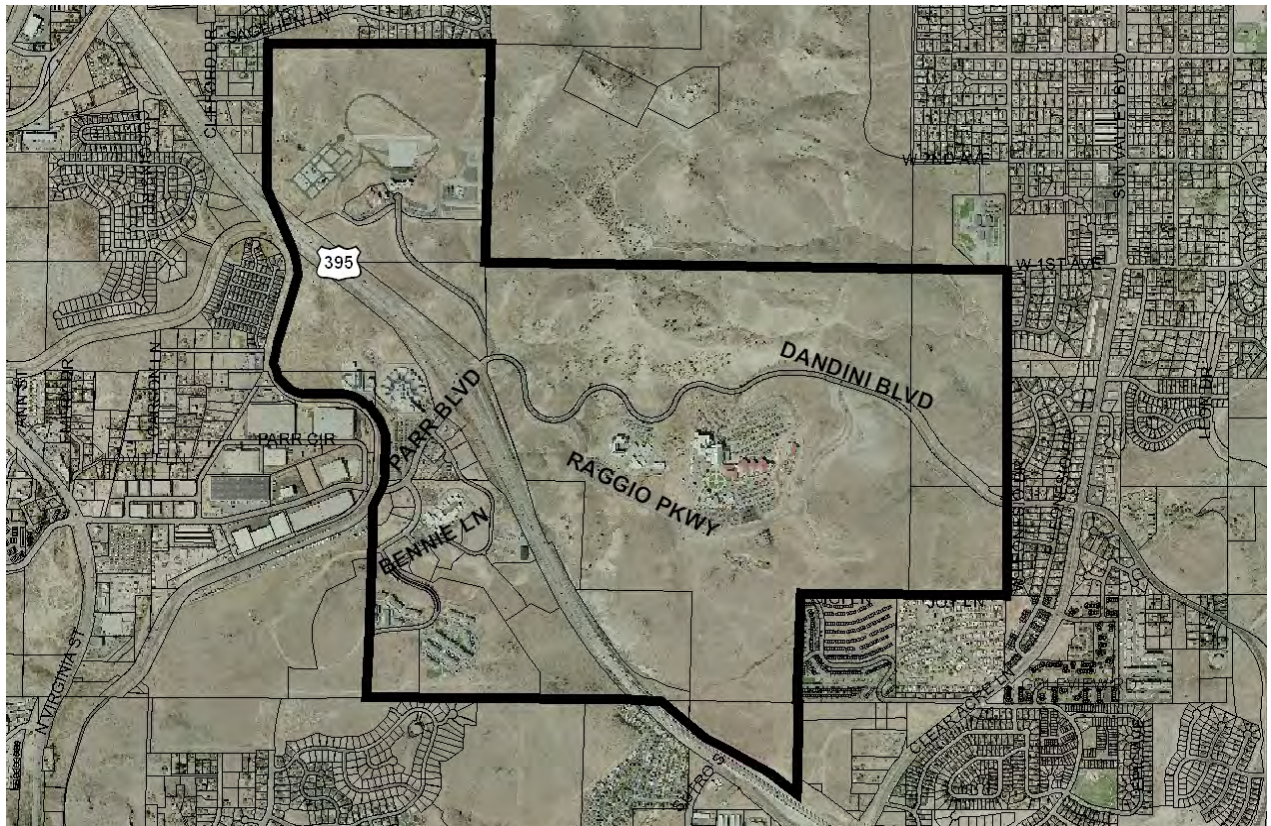
INTRODUCTION

Plan Organization

This plan is divided into three sections: Introduction, Development and Circulation Concept, and Implementation. Maps that are referenced are included in this document. Development standards and processing provisions are included in the Reno Municipal Code.

Boundary

The Dandini Regional Center area is located north and south of Dandini Boulevard/Parr Boulevard, west of the Mobile Glen 1 & 2 Subdivision, and east of Union Pacific Railroad track and the terminus of Ferrari McLeod Boulevard. It includes the Washoe County Sheriff and Detention Facility, the Jan Evans Juvenile Justice Center, the Regional Public Safety Training Center, the Desert Research Institute (DRI), the Dandini Research Park (DRP), the Truckee Meadows Community College (TMCC) Dandini campus, the Food Bank and a variety of other properties and businesses. The boundaries are shown below.



Time Frame

This plan is intended to provide guidance for development for the next twenty year period and beyond.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan, prepared in accordance with Nevada Revised Statutes (NRS) 278.150 through 278.170.

Policies of the Truckee Meadows Regional Plan are applicable regionwide. The City Master Plan has three different levels of applicability; Citywide, Center and Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and corridor plans are for the nine centers and five transit oriented development corridors in the City and its sphere of influence. This Dandini Regional Center Plan is one of the nine center plans. Neighborhood plans cover other areas, not in centers or corridors, which have been designated as appropriate for more detailed planning. Policies in center, corridor and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center, corridor and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate municipal code provisions (e.g., zoning, development standards and processing requirements) must be consistent with these plans.

The Dandini Regional Center Plan was developed with input from the Truckee Meadows Regional Planning Agency (TMRPA), the Regional Transportation Commission (RTC), the City of Reno Neighborhood Advisory Boards- Northeast and North Valleys, the Washoe County Advisory Boards North Valleys, property owners in the area, and other interested individuals

DEVELOPMENT AND CIRCULATION CONCEPT

In 2007, the Truckee Meadows Regional Planning Agency updated the Regional Plan. During this update certain key areas in the region were designated as regional centers and transit oriented developments (TOD) corridors. The Truckee Meadows Regional Plan promotes higher intensity of development in centers and transit corridors that are balanced with compatibility considerations for established land uses in the area. The Master Plan land use designation will be Special Planning Area - Dandini Regional Center. The zoning designation for the area will be MU/DRC (Mixed Use/Dandini Regional Center Zoning Overlay District) and the designation refers to the MU/DRC overlay sections of RMC Title 18.

Environment

Significant portions of the plan area are constrained by topography. Development should occur that increases capacity and densities while being sensitive and respectful to the environment and preserves the high desert landscape where possible. The DRI, DRP, and TMCC facility Master Plans identify the steep slopes and environmental concerns surrounding the Dandini Campus. These facility Master Plans have development guidelines which are sensitive to site location, open space, landscape, topography, wind, views, and other environmental aspects.

Development Concept

The primary reason that this area has been designated as a regional center is the location of the numerous unique regional services. While these public facilities bring a variety of people to the area, further development needs to occur on the other parcels to develop this area as a fully functioning regional center. Further residential, retail, and commercial development is needed to promote and enhance the area. Some parcels are either undeveloped or need to be redeveloped and intensified. To increase residential density, future development within this area should develop with a minimum residential density of 14 dwelling units per acre. To increase the intensity of land uses, future non-residential and mixed use development should develop with a minimum floor area ratio (FAR) of 0.75 or greater. These minimum densities and intensities along with the development of transit and pedestrian amenities will facilitate this area to develop as a regional center.

In order to encourage and facilitate successful regional center development, a full range of public facilities must be in place. A variety of infrastructure improvements will need to be made within the area in order to accommodate the type of urban, higher density, mixed-use development that is desired. Establishing a mix of complementary land uses allows individuals to meet their day-to-day needs within walking distance of their home or place of work. This will create an environment that increases transit use and reduces traffic. Higher density development is one of the key components necessary to create compact, vibrant, transit-oriented development neighborhoods that encourages pedestrian activity, supports retail businesses, and promotes transit use.

The Nevada System of Higher Education has approved DRI and TMCC facility Master Plans, and the Board of Trustees of DRI Research Park Ltd. has approved the DRP Master Plan. . The three campus Master Plans have development concepts that address projected growth over the next 20 years, work in concert with the Dandini Regional Center to develop this area as a significant and unique regional center and include the following goals:

- aesthetically pleasing and safe campus;
- expand and develop partnerships with the community;
- enhance access;
- create flexibility;
- campus connectivity with the community ; and
- responsive and supportive to the environment.

Circulation Concept

Access will continue to be provided through an integrated vehicular, transit, bicycle, and pedestrian circulation system. The Dandini Regional Center plan area is divided by US-395. The main street within the plan area is Dandini Boulevard/Parr Boulevard which links North Virginia Street and Sun Valley Boulevard and provides freeway access.

Connecting the Dandini Regional Center to the neighboring area should be encouraged. Pathways for pedestrian and bicycle travel need to be expanded to link to the surrounding community and transit routes. Improvements should include pathways wide enough for circulation of both pedestrian and bicycle traffic. The pathways should be safe and sensitive to

heavy vehicular traffic areas and where needed, be separated from vehicular traffic by landscaping and/or berming. Bicycle lanes should also be provided on all streets.

Transit is available on Parr and Dandini Boulevards. As development intensifies transit service and amenities will need to be reviewed and expanded. Transit stations should be developed with the same policies that guide the regional center's development. Transit stations are different from the local bus stop, which will continue to be developed and maintained. Transit stations will further the focus to alternative modes of transportation and provide a public gathering space. Transit stations should be places with the highest intensity of land uses in the area and should be generally placed approximately ½ mile apart from each other, to accommodate the distance that the average person will walk.

RTC has proposed roadway improvement projects that will enhance access to the area. Currently, the Clear Acre/US-395 Interchange is being improved and future projects include widening US-395 to 8-lanes, the Sutro Street extension, the Sun Valley arterial, and the Outer Ring Road. These improvements should be designed to help promote the area as a regional center. Streets should include travel lanes for transit, auto, and bikes along with on-street parking, landscaped parkways, and sidewalks, which will create the concept of "complete streets".

Policies

Each regional center should maintain its own unique identity in terms of its mix of land uses, development intensity, and character related to the surrounding development. To support the development of the regional center the following policies should be utilized.

Policy 1 - Identity

- A. The various public facilities located within the Dandini Regional Center area should be a key identity.
- B. The natural characteristics of the area should be respected and new development should demonstrate an effort to retain the natural features of the area.
- C. New developments should build in context with the surrounding area, through building scale and density, landscaping, signage, building material, and unique amenities.
- D. Development within areas identified on Map 2 "DRI, DRP, and TMCC Plan Areas," should support the general policies and intent of this plan but may have distinctive design standards in code reflective of the unique campus environment and steep topography.

Policy 2 - Infrastructure

- A. The concept of "complete streets" with travel lanes for transit, auto, and bikes along with on-street parking, landscaped parkways, sidewalks should be promoted.

- B. As new roadway projects are developed they should be designed and reviewed to further support the regional center's concepts including crosswalks, bike lanes, park-and-ride, and transit amenities.
- C. Transit should be available and promoted with significant transit amenities, including park-and-ride, benches, passenger waiting shelters, bus turn-outs, trash containers, and safe pedestrian facilities.
- D. Infrastructure improvements and capital improvement plans should be reviewed and updated to support and encourage development of the regional center.

Policy 3 - Attractions

- A. A mixture of land uses should be encouraged that are pedestrian oriented including a variety of housing, offices, retail, entertainment, hotels, restaurants, urban parks, day care, and public agencies/services.
- B. Significant natural features and open space should be preserved and maintained to promote and enhance the area.
- C. Key attractions should include significant pedestrian and transit amenities to enhance the area as a regional center.
- D. New development should be sensitive to the views from US-395.

Policy 4 - Intensity/density

- A. New development should provide a minimum residential density of 14 dwelling units per acre and a minimum of 0.75 floor area ratio (FAR) for nonresidential and mixed use development.
- B. A transitional area should be provided, in height and density from existing and surrounding neighborhoods.
- C. Infill and redevelopment should be encouraged for the underutilized and vacant parcels.
- D. Development should be designed to accommodate future phases of construction including buildings, landscaping, parking areas, and grading.

Policy 5 - Pedestrian Connections

- A. A safe and inviting environment for transit, pedestrians, and bicycles should be established.
- B. Shared driveways, access, and parking between buildings parcels should be provided to limit street access points and to minimize conflicts between vehicles and pedestrians.

- C. Pedestrian and bicycle access and connectivity should be provided and encouraged within the plan area and to surrounding neighborhoods, open space, and parks.
- D. Safe, visually attractive, and well-defined pedestrian walkways from parking areas, park-and-ride areas, and transit stops to building entrances should be provided.
- E. The various topographic constraints need to be identified while still providing for pedestrian access.

Policy 6 - Quality Site Layout/Urban Design

- A. Buildings should be oriented toward the street frontage to create visual interest with architectural detail that provides a high level of interest at the street level.
- B. The use of green technologies should be encouraged.
- C. Buildings should be oriented to the sidewalk, to provide a prominent pedestrian access and create public space along the street frontage.
- D. Clustering buildings to minimize the loss of natural features and open space should be encouraged.
- E. Building height and massing should be designed so it contributes to the human-scaled environment, by using architectural elements, such as canopies, awnings, planters, and flower boxes.
- F. Development should compliment and blend with the natural topography and landscape.
- G. Loading areas should be located to the rear of buildings to minimize views of this activity and should be buffered from adjacent non-industrial land uses.

Policy 7 - Parking Management

- A. Parking should not be located in the front of buildings and should provide a convenient and safe pedestrian access to the building.
- B. Shared parking should be required to decrease the amount of parking and decrease the emphasis on private vehicles.
- C. Parking structures should be designed to be compatible with the scale and architectural character of the surrounding buildings.

Policy 8 - Public Space

- A. The development of a variety of public spaces should be encouraged to create gathering spaces for recreation and entertainment.

- B. Public spaces should be developed with various features including smaller amenities such as fountains, artwork, and benches.
- C. Existing access to parks and open space should be maintained and new access should be identified and provided with each new development in the area.

IMPLEMENTATION

Land Use

The Dandini Regional Center Plan land use designation is Special Planning Area in the Reno Master Plan. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in regional centers. This designation is consistent with the uses from the development concept portion of this plan. In many cases, the land use designation allows multiple uses on a given parcel. When this Regional Center Plan does not specifically address an issue, provisions of other parts of the Reno Master Plan apply.

Zoning, Code Amendments and Design Guidelines

The Dandini Regional Center Plan area should be zoned MU/DRC (Mixed Use/Dandini Regional Center Planning Area Overlay Zoning District). A mix of land uses are permitted by the underlying Mixed Use base zoning district. Permitted land uses, development standards, and processing requirements for the Dandini Regional Center are described in the associated overlay zone in the Reno Municipal Code.

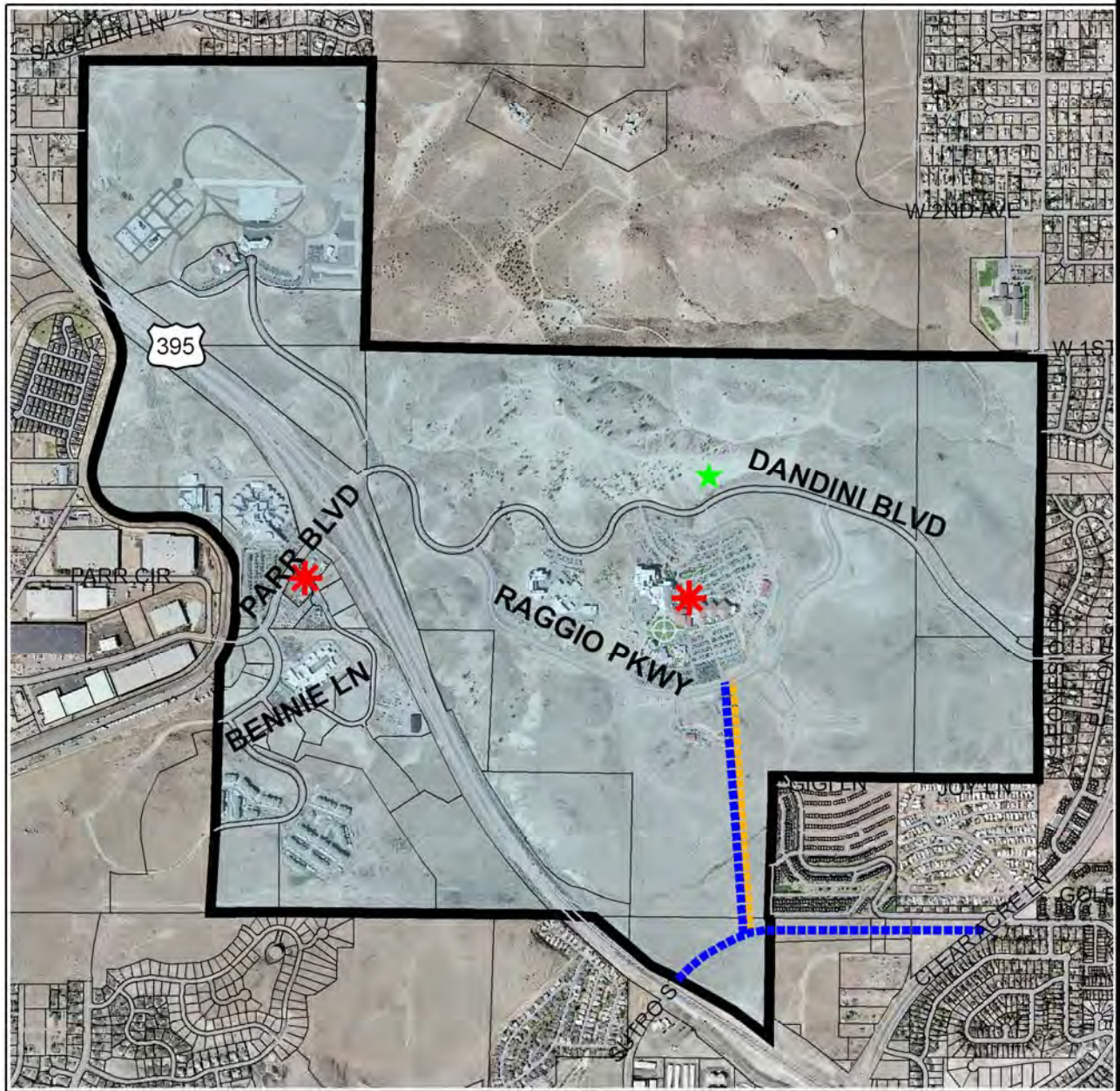
The Planning Area Overlay designation permits the continuation of existing land uses. Any change in land use must be to an allowed use either defined by the Dandini Regional Center Planning Area Overlay or by the MU base zoning. To help encourage new development, most projects internal to the Regional Center are allowed to proceed without further discretionary review and can apply for building permits. The MU/DRC code section includes specific development requirements for the area, such as setbacks, parking, architecture, site layout, and landscaping.

Infrastructure

Roadway improvements to accommodate development in the area are listed in the 2040 Regional Transportation Plan (RTP). They are identified below:


- Clear Acre Lane, widened to 6 lanes from US-395 to 1st Avenue;
- Outer Ring Road, a new 6 lane freeway from US-395 to Sparks Boulevard;
- Sun Valley Boulevard, widened to 6 lanes from the Outer ring Road to 5th Avenue;
- Sun Valley Arterial, a new 4 lane road from Dandini Boulevard to Eagle Canyon Road;
- Sutro Extension, a new 6 lane road from US-395 to Clear Acre Lane; and
- US-395, widening to 8 lanes from I-80 to Lemmon Drive.

Additional development not anticipated when the 2040 RTP was updated will be mitigated as necessary and will be included in new updates to the RTP.



Map 1: Dandini Regional Center Circulation Concept

-  MU / DRC (Mixed Use / Dandini Regional Center)
-  Proposed Transit Stations
-  Proposed Roadways
-  Proposed Pedestrian / Bicycle Facility
-  Proposed Trailhead



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Feet

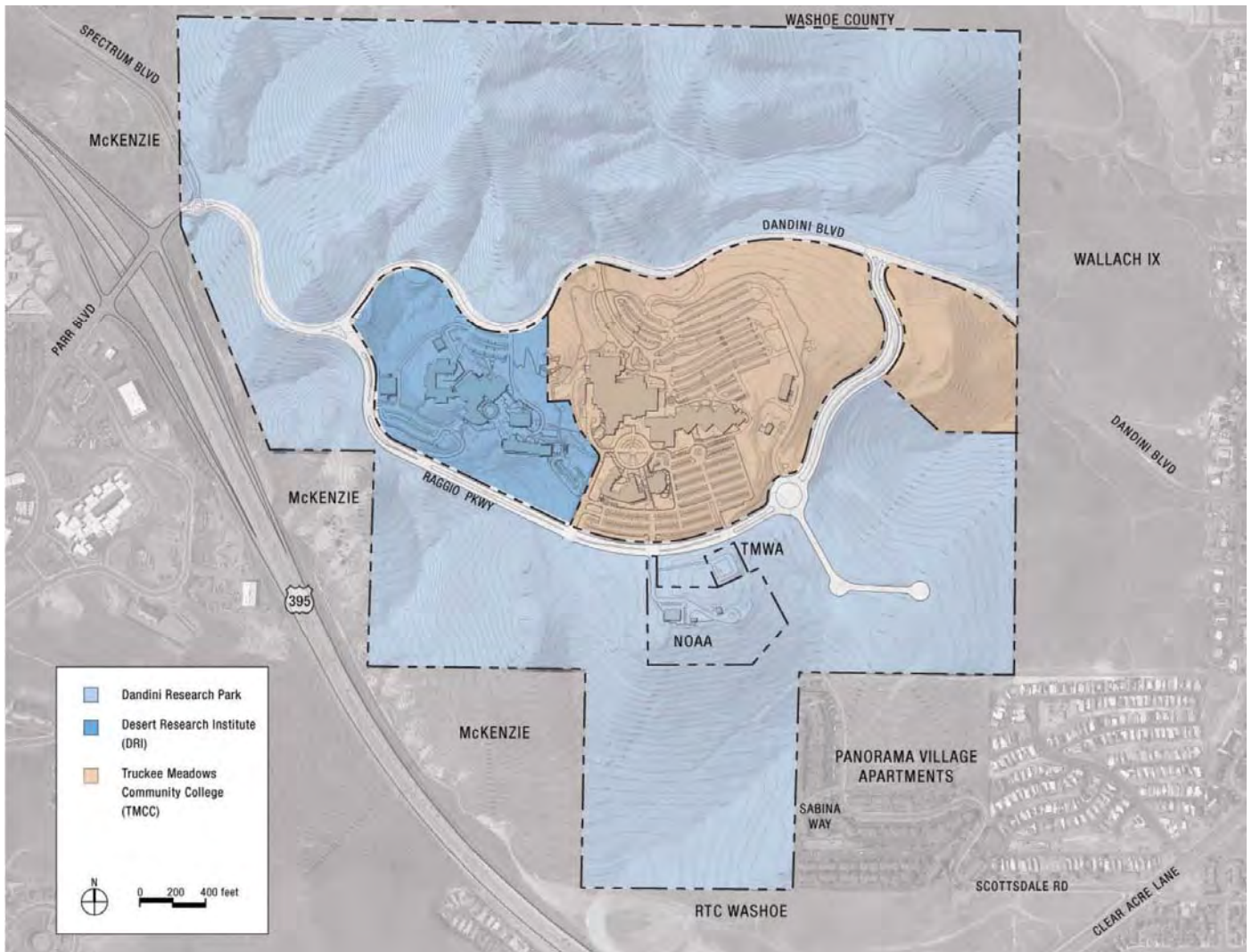
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Map Produced: January 10, 2006



Community Development Department

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Map 2 - DRI, DRP, and TMCC Plan Areas

RENO-STEAD AIRPORT REGIONAL CENTER PLAN



ACKNOWLEDGMENTS

City Council

Robert Cashell, Mayor
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Sharon Zadra, Ward Two
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INTRODUCTION

Plan Organization

This plan is divided into three sections: *Introduction; Development and Circulation Concept; and Land Use, Zoning and Code Amendments*. The *Introduction* describes the boundary, time frame, relationship to other plans and why this plan is needed. The physical development pattern and various modes of circulation are discussed in the next section. The *Land Use, Zoning and Code Amendments* section describes the land use and zoning designations that apply to the parcels in this Regional Center and the development standards and processing provisions that are included as part of the Reno Municipal Code. Maps that are referenced are included in the document.

Boundary

This Regional Center Plan covers the Reno-Stead Airport, including adjacent properties owned by the Airport Authority. The parcels included are shown within the plan area boundary on the Reno-Stead Airport Regional Center Development Concept (Map 1).

Time Frame

This plan is intended to provide guidance for development and redevelopment for the next twenty year period.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS) 278.150 through 278.170.

Policies of the Truckee Meadows Regional Plan are applicable regionwide. The City Master Plan has three different levels of applicability; *Citywide, Center and Corridor, and Neighborhood*. *Citywide* plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. *Center and Corridor* plans are for the eight centers and five transit oriented development corridors in the City and its sphere of influence. This Reno-Stead Airport Regional Center Plan is one of the eight center plans. *Neighborhood* plans cover other areas, not in centers or corridors, which have been designated as appropriate for more detailed planning. Policies in center, corridor and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center, corridor and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate municipal code provisions (e.g., zoning, development standards and processing requirements) must be consistent with these plans.

Need for Reno-Stead Airport Regional Center Plan

The Reno-Stead Airport has been identified as a Regional Center in the Truckee Meadows Regional Plan. The Regional Plan states that to “conform with the Regional Plan, Local Government Master Plans must further define the boundary and character of each Regional Center within their respective jurisdiction”. The Regional Plan also

identifies this area as being located at the terminus of the Virginia Street/Stead Boulevard transit oriented development (TOD) corridor. There are a number of Regional Plan requirements related to TOD corridors (e.g., provide for higher density development, street design that supports public transportation and pedestrian circulation, design standards for compatibility with adjacent areas, etc.). Some of the key requirements that are particularly relevant to the Reno-Stead Airport Regional Center include:

- Require mixed uses through amendments of zoning code and development of best practices development guidelines for centers and corridors
- Promote compatibility of new development, in consultation with the Airport Authority of Washoe County, with regional airport operations.
- Appropriate development standard adaptations (e.g., parking standard reductions)

Additionally, the City Planning Commission, after receiving input from all of the neighborhood advisory boards, identified preparation of center and corridor plans as the highest priority project for the upcoming fiscal year (FY2003/2004).

DEVELOPMENT AND CIRCULATION CONCEPT

The main focus of the Reno-Stead Airport Regional Center Plan is to further the development of the Reno-Stead Airport and to promote non-residential development in appropriate locations. This Reno-Stead Airport Regional Center Plan recognizes and plans for the unique land use compatibility issues associated with development near a large airport. The plan also helps to implement the desired regional development pattern of infill development within designated centers and corridors.

Development Concept

The Development Concept for the Reno-Stead Airport Regional Center Plan is shown on Map 1. The plan area is categorized into 2 districts - the Mixed-Use District and the Residential Buffer District. The Development Concept anticipates the Stead Airport becoming an increasingly important regional employment center in the next 20-years. The planned increase in employment capacity will provide additional opportunities for Stead residents to work near their home. Over time, new employment opportunities in Stead should help address traffic congestion during the rush hour commute to and from central Reno.

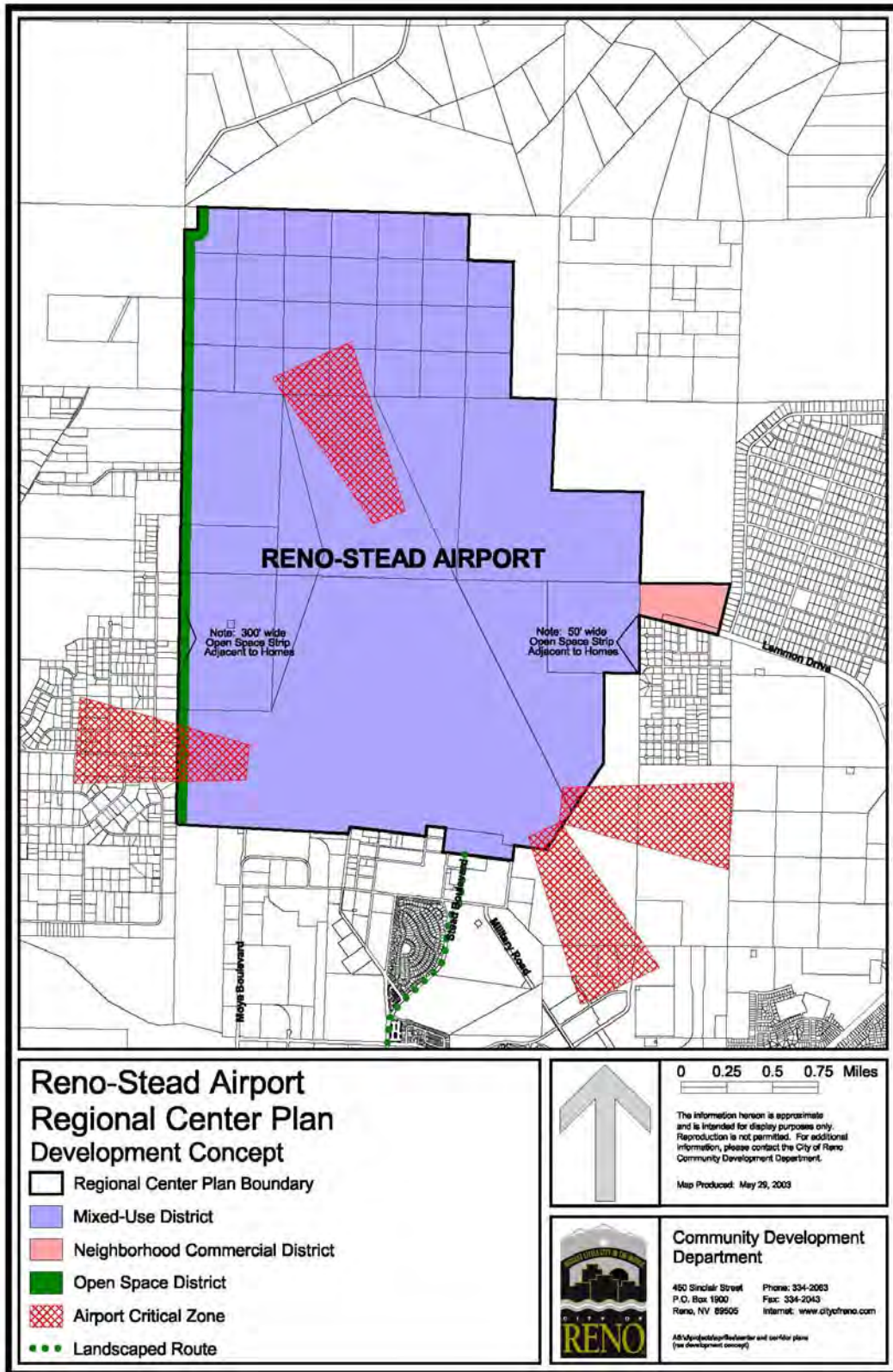
The Mixed-Use District will contain facilities directly associated with airport operations (i.e., runways, airplane hangers, terminal buildings, etc.). Other airport compatible developments may also be located within the Mixed-Use District. Appropriate land uses include industrial, office, commercial and public facility developments. Residential development, and other airport incompatible land uses (schools, churches, etc.), are not allowed within the Reno-Stead Airport Regional Center Plan. In addition, the minimum non-residential intensities that are identified in the Regional Plan (1.5 floor-area ratio) do

not apply within this Regional Center Plan because safety and noise concerns generally make high occupancy land uses incompatible with airport operations. The airport critical zone requires low occupancy land uses and sound-attenuating construction methods in key overflight areas.

The Residential Buffer District is intended to provide an open space area between non-residential development within this Regional Center Plan and nearby residential areas. Properties in the Residential Buffer District will be retained as open space. Small scale developments, such as recreational and utility facilities may also be appropriate in the Residential Buffer District, subject to limitations of the City's Open Space zoning district.

Prior to buildout of land uses identified in this Reno-Stead Airport Regional Center Plan, increased quantities of potable water will be needed in the Stead area. The Regional Water Planning Commission is exploring water supply options for the Stead area. Water importation, effluent re-use and/or new water conservation measures will likely be necessary.

MAP 1



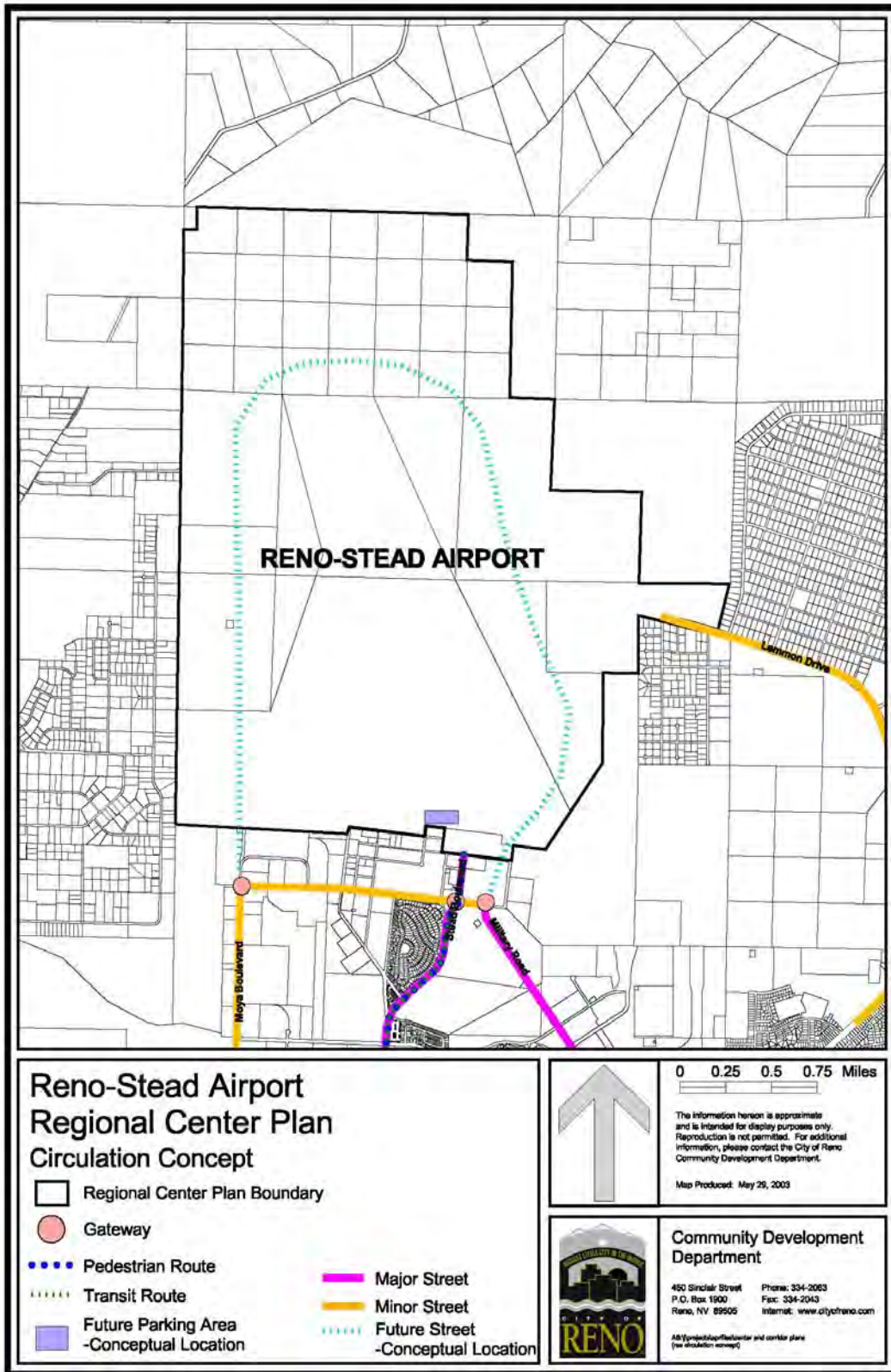
Circulation Concept

Access will be provided through an integrated automobile, transit and pedestrian circulation system as shown on the Reno-Stead Airport Regional Center Circulation Concept map (Map 2).

Primary automobile access to the Airport is provided along Stead Boulevard. Military Road and Lear Boulevard also provide automobile access to the plan area. These access routes will be preserved as part of the Regional Road Network and will be improved by the Regional Transportation Commission (RTC) when conditions warrant. The RTC 2030 plan calls for the following roadway improvements within this Regional Center Plan:

The Virginia Street/Stead Boulevard TOD Corridor will provide pedestrian, bicycle and transit access to and from the Reno-Stead Airport. Land uses and street improvements along the TOD Corridor will be defined in the TOD Corridor Plan (to be completed). This corridor provides a direct connection between the Reno-Stead Airport, Downtown Reno and the south Truckee Meadows area.

MAP 2



LAND USE, ZONING AND CODE AMENDMENTS

Amended land use designations and zoning districts, as well as modified Reno Municipal Code provisions, are included in this Plan to implement the development and circulation concepts.

Land Use

The Reno-Stead Airport Regional Center was designated as Special Planning Area in the Reno Master Plan at the time this Regional Center Plan was adopted. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in designated regional centers. The Development Concept map (Map 1) serves as the detailed land use plan within this Regional Center. Provisions of this Regional Center Plan govern land use and development within the Reno-Stead Airport Regional Center. When this Regional Center Plan does not specifically address an issue, provisions of the Reno Master Plan apply.

Zoning

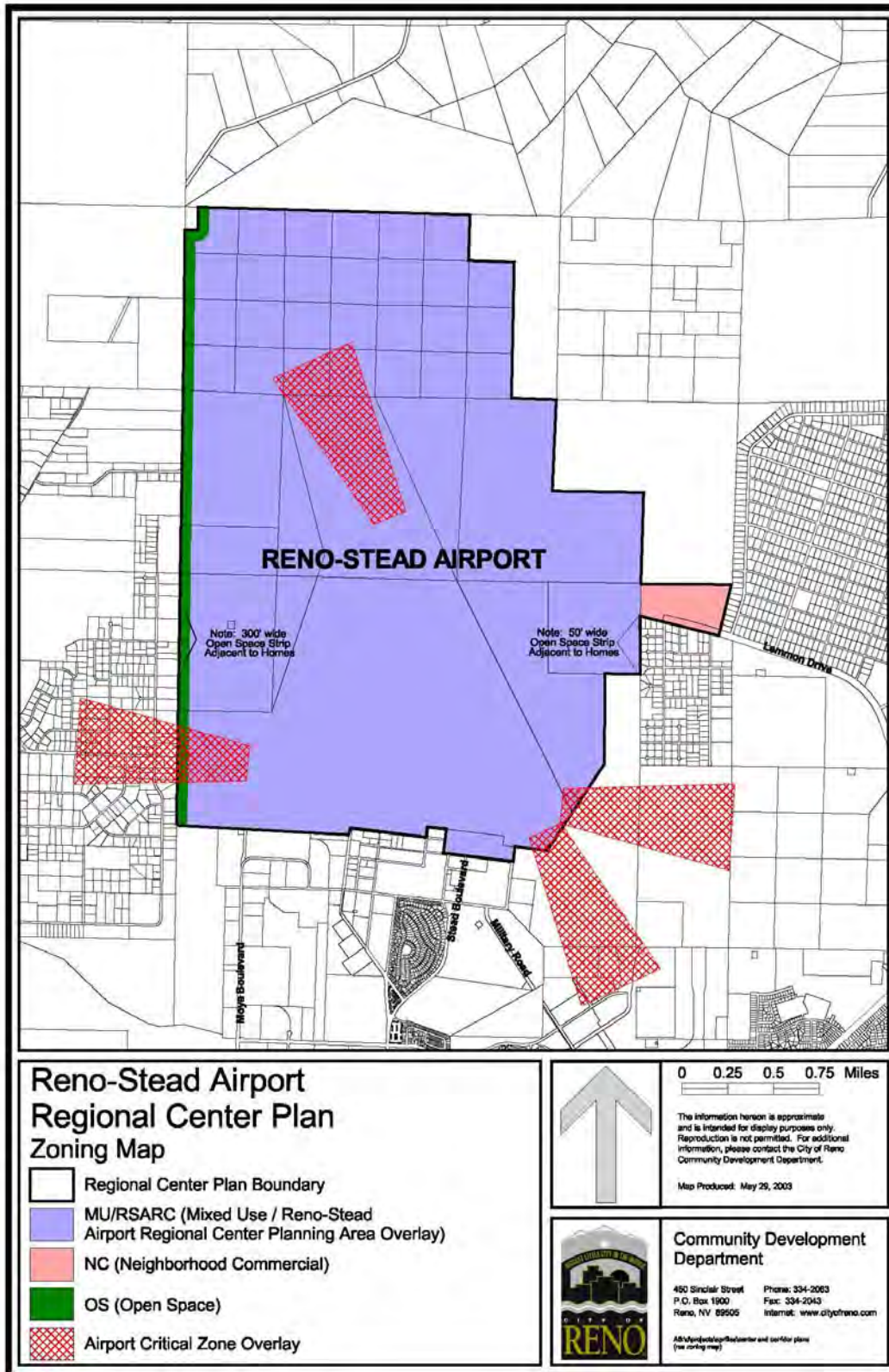
The Mixed-Use District of this Regional Center was rezoned to “Mixed Use” with the Reno-Stead Airport Regional Center Overlay at the time this Regional Center Plan was adopted (Map 3). Mixed use development (i.e., combinations of uses) is permitted by the underlying “Mixed Use” zoning district with specific modifications to the list of permissible uses identified in the Overlay. Any new development must be to a use included in the list of uses allowed by the Reno-Stead Airport Regional Center Overlay.

Code Amendments

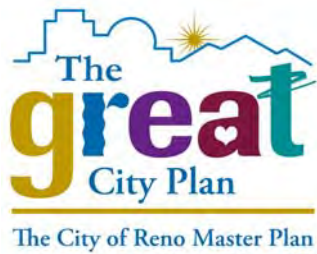
The Mixed Use zoning district and Reno-Stead Airport Regional Center Overlay contains a number of provisions to facilitate implementation of this Plan:

- A customized set of allowed land uses that are appropriate within and adjacent to the airport
- Modifications to the list of uses allowed in the “Mixed Use” zoning district
- Modifications to building height, setback and orientation requirements
- Modifications to parking requirements
- Modifications to development processing requirements
- Requirements for pedestrian amenities, including sidewalk and parkway standards, and/or public art

These provisions are included in Title 18 of the Reno Municipal Code: Annexation and Land Development.



REDFIELD REGIONAL CENTER PLAN



ACKNOWLEDGMENTS

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Adopted by City Council November 16, 2005
Amended June, 2010

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INTRODUCTION

Plan Organization

The Redfield Regional Center Plan is divided into four sections: Introduction, Development and Circulation Concept, Policies, and Implementation. Maps that are referenced are included in this document. Development standards and processing provisions are included in the Reno Municipal Code.

Boundary

The Redfield Regional Center Plan area is shown below. This regional center plan generally covers the University of Nevada, Redfield Campus, Summit Sierra Commercial Center and surrounding area. The parcels included are shown below.



Time Frame

The time horizon for this plan is twenty years.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS 278.150 through 278.170).

Policies of the Truckee Meadows Regional Plan are applicable regionwide. The City of Reno Master Plan has three different levels of applicability; Citywide, Center and Transit Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Transit Corridor plans are for the eight regional centers and five transit oriented development corridors in the City and its sphere of influence. This Redfield Regional Center Plan is one of the eight regional center plans. Neighborhood plans cover other areas, not in centers or transit corridors, which have been designated as appropriate for more detailed planning. Policies in center, transit corridor and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center, corridor and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate Municipal Code provisions (e.g., zoning, development standards and processing requirements) must be consistent with these plans.

The Redfield Regional Center Plan was developed with input from the Regional Transportation Commission (RTC), Truckee Meadows Regional Planning Agency, Washoe County, property owners in the area, Reno Neighborhood Advisory Boards, and County Citizen Advisory Boards. This plan replaces the Steamboat Specific Plan, but maintains many aspects of the Steamboat Plan. It also incorporates provisions from the Mount Rose Scenic Corridor Plan.

Purpose

This area has been identified as a Regional Center in the 2002 Truckee Meadows Regional Plan. The Regional Plan states that to “conform with the Regional Plan, Local Government Master Plans must further define the boundary and character of each Regional Center within their respective jurisdiction”. The Regional Plan also identifies this area as being the southern terminus of the South Virginia Street Transit Oriented Development (TOD) Corridor.

DEVELOPMENT AND CIRCULATION CONCEPT

Environment

The plan respects the environmental aspects of the area. Significant areas of steep slopes (i.e., over 30%) are located in the plan area and are designated Open Space.

Another protected natural resource is the Steamboat Buckwheat and Altered Andesite Buckwheat. The Steamboat Buckwheat was identified as endangered by the Federal Government in July, 1986 and was placed on the Nevada list of Critically Endangered

plants. The known habitat for the Steamboat Buckwheat covers less than 250 acres, all located at the intersection of U.S. 395 and the Mt. Rose Highway. The majority of the plant habitat occurs on private land, with a portion on public land managed by the Bureau of Land Management (BLM).

During approvals for the existing geothermal plant, a Steamboat Buckwheat Management Plan was developed by the Nature Conservancy. The goals of the Management Plan are to protect the rare and endangered Steamboat Buckwheat and its habitat on the geothermal lease property, and to design a biological management and monitoring plan for the species at this site. Each new development in this Buckwheat habitat is required to create a separate Steamboat Buckwheat management plan for the development prior to ground disturbing activity. The plan shall be developed to the satisfaction of the Nevada Division of Wildlife. A Steamboat Buckwheat management plan is not required if one has previously been prepared for the area proposed to be disturbed for new development.

An additional environmental feature that will be protected through this plan is the Steamboat Creek, which is designated as a Significant Hydrological Resource (Figure 18.08-20 in Reno Municipal Code). Creek protection standards which increase setbacks and best management practices implement this aspect of the plan.

The planning area also has many old growth, well established, Ponderosa Pine trees. Although these trees are not a protected species, they are one of the last stands remaining in the Truckee Meadows area and should be protected as a natural resource. Therefore, it is desirable to preserve existing trees. The accompanying overlay district has provisions to this effect.

Development Concept

Regional Plan policies that promote high intensity development in centers and transit corridors are balanced with compatibility considerations for established land uses in the area. The resulting development concept is shown on Map 1: Development Concept - Land Use. The land uses included are Tourist Commercial, Retail Commercial/Academic, Transitional Mixed Use, Industrial and Open Space. Residential Interface areas are also shown.

The highest intensity development will be concentrated in the Tourist Commercial and Retail Commercial/Academic areas. The Transitional Mixed Use area will not have a minimum density. Residential Interface areas are established to ensure appropriate intensity transitions for surrounding single family development. Design guidelines from the Steamboat Plan are included in the appropriate sections of the Reno Municipal Code in order to help implement this plan.

The South Virginia Street and Mount Rose Highway intersection is planned to become a regional tourism and commercial center. There are ±90 acres of Tourist Commercial land use, which allows non-restricted gaming, at the southwest corner of the South Virginia Street and Mount Rose Highway intersection. This places the Tourist

Commercial land use closer to the other high intensity uses in the regional center. The existing ±100 acre non-restricted gaming special use permit on the southeast corner of the South Virginia Street and Mount Rose Highway intersection, granted by Washoe County, will remain in effect until it is utilized or an alternative development proposal is approved on that property.

The Retail Commercial/Academic areas will consist of the Summit Sierra Commercial Center at the northwest corner of South Virginia Street and Mount Rose Highway intersection. It will contain at least ±700,000 square feet of retail establishments, along with a movie theater and restaurant spaces. Smaller commercial or mixed use developments will also develop along Mount Rose Highway. This designation also encompasses areas located around the Redfield campus and the east side South Virginia Street. The University of Nevada projects that the Redfield Campus will have an estimated ±500,000 square feet of classroom and office facilities that will accommodate ±14,000 students.

In the campus area higher density housing and uses related to the University are anticipated. These compatible and complimentary uses are being developed and will continue to be developed by parties other than the University. To the east of South Virginia Street major recreation uses and facilities that serve the entire region are appropriate. Recreation facilities could have excellent access to surrounding communities as well as be designed to protect and enhance the Steamboat Creek.

A major geothermal energy exploration and development facility is located in the Industrial area. Unlike conventional energy production, geothermal facilities are a clean energy source and are considered compatible with municipal development. Geothermal energy plants are planned to be located in the Industrial area and outside the plan area to the south. Future geothermal energy exploration and development in the area will include drilling and testing of wells from new or existing well pads in the area. Transmission lines will be constructed in the plan area to interconnect future geothermal energy exploration and development facilities with the existing Sierra Pacific substation in the area. Wells and surface transmission pipelines are planned in many portions of the regional center. These areas are identified on Map 2: Development Concept - Utility Corridors.

The Redfield Regional Center Plan is subject to a finding of conformance with the Truckee Meadows Regional Plan. Conformance review is required because the plan is an amendment to a master plan.

Circulation Concept

Access will be provided through an integrated pedestrian, bicycle, transit, and automobile circulation system.

To facilitate walking to transit stations and internal connectivity, pedestrian improvements are needed. Improvements will include pathways wide enough for circulation of both pedestrian traffic and bicycle traffic (Map 3: Development Concept -

Pedestrian Circulation). Pedestrian and bicycle conflicts will be minimized through separation. The walkways will avoid heavy vehicular traffic areas to the extent feasible and will be separated from vehicular traffic by landscaping and berming. Bicycle lanes will also be provided on the edge of designated streets.

The transit circulation concept is shown on Map 4: Development Concept - Transit Circulation. The Truckee Meadows Regional Plan designates South Virginia Street as a future rapid transit (RT) corridor. A Transit Oriented Development Corridor Plan is being developed for the area located approximately ¼ mile on each side of the street. The RT route will terminate at the University of Nevada Redfield Campus. In addition, it is anticipated that an additional segment of that RT route will be established looping through the campus and commercial center area. This system will provide an attractive alternative to automobile use along the South Virginia Street Corridor. The Regional Transportation Commission (RTC) has an objective that states 6% of the population will use modes of transportation other than automobiles by 2030. This objective is further promoted by the circulation, pedestrian, and transit concepts in this plan. Also easements that are required for geothermal pipeline transmission lines are anticipated to serve as access easements for some pedestrian use.

Automobile circulation is shown on Map 5: Development Concept - Vehicular Circulation. The main vehicular corridor for the plan area will be the Mount Rose Highway. The plan also includes a new connector road going east-west through the center of the plan, south of the Mount Rose Highway. This new road will go under the newly expanded I-580 (Highway 395) and will provide multi-modal access. This new alignment will provide access to many properties and will separate industrial traffic from the Tourist Commercial area. US Highway 395 and South Virginia Street will continue to be primary regional access roads.

POLICIES

To support the concepts in this plan, the following policies apply in the Redfield Regional Center:

Environment

1. Development in Steamboat Buckwheat habitat areas should create a Steamboat Buckwheat management plan for the development prior to ground disturbing activity.
2. The Steamboat Creek should be protected and enhanced as a hydrologic resource.
3. Glare and unnecessary up lighting should be eliminated and the other adverse effects of poor quality lighting should be minimized.
4. The location and construction of new commercial development should recognize and be sensitive to the surrounding natural and built environment.

5. Development should demonstrate an effort to retain significant existing natural features characteristic of the surrounding area. Where possible, the Steamboat Ditch, Steamboat Buckwheat, Altered Andesite Buckwheat, geothermal fumaroles and geysers, major ravines and existing mature Ponderosa Pine trees should be protected, preserved, and integrated into the project.

Development

1. Development that promotes the improvement of key attractions in the area including recreation, businesses, and natural features is encouraged and consistent with this plan.
2. Development should promote and improve compatibility with surrounding existing and proposed land uses.
3. Development should, where possible, provide a mix of compatible land uses.
4. Higher density housing and developments that create a significant employment base are encouraged near planned and existing transit routes in order to increase transit use.
5. Development should maximize land use intensities while maintaining compatibility with nearby development patterns.
6. Desired development intensities should average 30 units per acre for residential uses and have an average floor area ratio (FAR) of 1.5 for non-residential and mixed use development in the areas designated Tourist Commercial and Retail Commercial / Academic. Developments in the Tourist Commercial and Retail Commercial/ Academic districts with residential densities below 30 units per acre and non-residential or mixed use intensities below 1.5 FAR should be designed to allow future intensification to desired development intensities.
7. The minimum density for lands designated as Tourist Commercial should be an average of 14 units per acre and have an average FAR of 0.5
8. The minimum density for lands designated as Retail Commercial/Academic should be an average of 14 units per acre and have an average FAR of 0.25.
9. Development should provide a transition between the lower densities and building heights of the existing surrounding neighborhoods and the desired higher densities and building heights in mixed use areas.
10. Development should provide a variety of building heights and forms to create visual interest and establish a distinct identity with architectural detail that provides a high level of interest at the pedestrian level.

11. Buildings within the Regional Center should be oriented toward the primary street frontage or provide a prominent pedestrian access.
12. Buildings should either front the sidewalk edge or have direct pedestrian access from sidewalks along major streets, providing for compact development and creating public space along the street frontage.
13. Development should provide shared parking in mixed land use development where possible to decrease the amount of parking on the site and decrease the emphasis on private vehicles.
14. Where possible, developments should share storm water detention/retention facilities to effectively utilize available land.
15. Where possible, developments should use treated wastewater effluent for landscaping irrigation.
16. Parking should be located inside, underground, behind buildings, or screened from view with landscaped berming to create pedestrian scale.
17. Public spaces should interconnect within the high intensity areas of the Regional Center.
18. Public space should, where possible, be used in conjunction with recreation entertainment, restaurant, and other commercial land uses.
19. Site, building, and landscape design should reduce energy consumption and provide more comfortable indoor and outdoor spaces.
20. Development should recognize the natural resources available in order to create energy conserving site design.
21. Where possible, geothermal resources should be used.
22. Drought tolerant landscaping, particularly native Great Basin species, should be used where possible.

Circulation

1. Development should provide alternative transportation between the Redfield campus area and South Virginia Street.
2. Multi-modal connectivity should be provided throughout the plan area.
3. Development should incorporate and provide the identified pedestrian corridor connections in the plan.

4. Where feasible, pathways and sidewalks should be eight feet wide or wider within the Regional Center.
5. Development should install eight foot wide sidewalks, landscaped parkways, street trees, street furniture, and other pedestrian amenities.

IMPLEMENTATION

Amended land use designations and zoning districts, modified Reno Municipal Code provisions and complementary design guidelines, as well as requirements for adequate infrastructure, are all necessary to implement the development and circulation concepts in this Plan.

Land Use

The Redfield Regional Center was designated as Special Planning Area in the City of Reno Land Use Plan through adoption of this plan. The Special Planning Area previously reflected the Steamboat Specific Plan, which was prepared by Washoe County and subsequently adopted by the City of Reno. The Redfield Regional Center Plan replaces the Steamboat Plan. Map 1: Development Concept - Land Use serves as the detailed land use plan for the Redfield Regional Center. Provisions of this regional center plan govern land use and development within the Redfield Regional Center. When this regional center plan does not specifically address an issue, provisions of other citywide parts of the City of Reno Master Plan apply.

Zoning, Code Amendments and Design Guidelines

With adoption of the Redfield Regional Center Plan the entire area was zoned MU (Mixed Use) with the RRC (Redfield Regional Center) Planning Area Overlay zoning as shown in Map 6: Zoning. A mix of land uses are permitted by the underlying Mixed Use base zoning district. Permitted land uses, development standards and processing requirements for the Redfield Regional Center are in the associated overlay zone in the Reno Municipal Code. The overlay reflects the land use designations identified in the Development Concepts section of this plan.

The Planning Area Overlay designation permits continuation of existing land uses. Any change in the land use must be to a use included in the list of uses allowed by the Redfield Regional Center Planning Area Overlay. Due to the unique nature of this plan and the geothermal resources it contains, development standards provide for continued geothermal energy exploration and development.

Grading is allowed to proceed without a special use permit if it is consistent with Map 7: Grading and if mitigation measures consistent with code are employed.

The following design guidelines are included in this regional center plan to complement the Code requirements and to create a distinct and enhanced character for this area.

Tourist Commercial, Retail Commercial/Academic, and Transitional Mixed Use

- 1) Character and Compatibility
 - (a) Commercial development should be compatible with adjacent properties within the specific planning area.
- 2) Entrances
 - (a) The vehicular entry to each commercial business should be clearly visible from the road.
- 3) Building Location
 - (a) Where possible and appropriate, buildings should be clustered to minimize loss of natural features and open space, recognizing the building placement limitations of the geothermal areas and Steamboat Buckwheat habitat.
 - (b) Where possible and appropriate, buildings should be built on a site to create opportunities for major "focal" points, outdoor plazas, courts, or gardens for social interaction and community activity. All open space areas should be considered as an amenity and a linkage to adjacent development.
 - (c) Buildings should be located to minimize conflicts between pedestrians and vehicles.
- 4) Pedestrian Walkways
 - (a) Safe and pleasant pedestrian access within commercial areas should be provided.
 - (b) Pedestrian walkways from parking areas to building entrances should be short, safe, visually attractive, and well-defined.
 - (c) Clearly designated pedestrian walkways should be provided from building entrances to bus stops, shelters, and turnouts.
- 5) Walls, Fences and Berms
 - (a) Walls and fences should be designed with architectural treatment or a decorative appearance on both sides where appropriate and should be constructed of quality materials such as wood, wrought iron, masonry, or decorative block. Berms should be constructed of earth and landscaping.
 - (b) Walls and fences should be designed in such a manner as to create an attractive appearance to the street and to complement the architecture of the commercial area.
 - (c) Gates should be provided in walls or fences to allow emergency access and to facilitate convenient pedestrian access to adjoining uses.
 - (d) High solid walls and fences along public streets can have a negative impact on the surrounding neighborhood and their use should be minimized. Along roadways where walls and fences occur, landscaped buffers and meandering sidewalks built away from the street are encouraged.
- 6) Natural Features

- (a) Development areas should demonstrate an effort to retain significant existing natural features characteristic of the surrounding area. Where possible, the Steamboat Ditch, Steamboat Buckwheat, Altered Andesite Buckwheat, geothermal fumaroles and geysers, major ravines and existing trees should be protected, preserved, and integrated into the commercial project.
 - (b) Buildings and access drives should be sited to respect the natural contours and features of the site and to minimize grading. Cuts and fills should be minimized to avoid de-stabilizing soil, damaging existing vegetation, and altering drainage patterns.
 - (c) Natural features should be removed only when necessary to construct buildings and access roads.
 - (d) Altered areas should be restored and re-vegetated to replicate the natural conditions prior to construction.
 - (e) Mass grading which results in padded building sites and separated by steep slopes should be avoided. Regrading of land should result in slope and contours which replicate pre-construction site conditions.
- 7) Phasing
- (a) Development should be designed to accommodate future phases of construction including buildings, landscaping, parking areas and grading.
- 8) Parking Area Location
- (a) Access to parking areas should be located to avoid conflict between vehicles and pedestrians.
 - (b) Parking areas should be behind building or in a structure.
- 9) Character and Compatibility
- (a) Buildings within the same commercial development should be compatible in mass, height, material and color, and should incorporate common design elements such as awnings, landscaping, signs, and lighting.
 - (b) Auxiliary structures such as trash enclosures, phone booths, vending machines, and storage areas should be compatible with and integrated into the overall design of a commercial area.
 - (c) Buildings located along the same side of the street or within the same block should be compatible in massing, height, material, and color, and incorporate common design elements such as signs, lighting, and landscaping.
 - (d) New buildings need not be identical to existing buildings, but should complement, enhance, and reinforce the positive characteristics of the area.
- 10) Building Identity
- (a) Each commercial area should have a distinct architectural concept that is consistent in theme, yet have some variation. Buildings within the same commercial area should be designed to lend a clear, unified, and easily identifiable image. Methods to achieve this include using similar architectural styles and materials, complementary roof forms, signs, colors, and decorative pavement.

- (b) Buildings within each commercial area should be unique but realize they are also part of a whole. Individual establishments should define their own character through creative storefront design that is consistent with the overall character of the commercial area.
- 11) Building Form
 - (a) The lower floors of individual buildings, especially entrances and storefronts, should be articulated by architectural elements that provide a sense of human scale, such as canopies, awnings, planters and flower boxes.
- 12) Building Entrances
 - (a) Entrances to individual buildings should be readily identifiable to the visitor and designed as a focal point of the front elevation.
- 13) Height and Mass
 - (a) Building mass contributes significantly to the overall building appearance and scale. Building height and massing should be designed so it contributes to human-scaled environment, particularly around major public spaces.
- 14) Building and Wall Articulation
 - (a) Transition spaces between buildings should be recognized and enhanced with landscaping, special pavement, lighting, or other similar features, recognizing the building placement limitations of geothermal resources and buckwheat habitat.
- 15) Color and Materials
 - (a) Building color should reinforce and complement the visual character of the commercial area and be compatible with the surrounding area.
 - (b) When multiple colors are applied to a single building, they should relate to changes in material and form and not appear arbitrary.
 - (c) The color and material of facades and roofs facing public streets or main parking areas should be consistent throughout the commercial area.
 - (d) Materials and finishes should be selected for their appearance and ease of maintenance.
- 16) Views
 - (a) Commercial areas should not detract from the scenic and visual quality of the community and should not impair views from major public roads, trails, or vehicular turnouts.
 - (b) Buildings should incorporate natural materials and blend into the natural topography and landscape.

Industrial

- 1) Entrances
 - (a) Industrial areas should be clearly marked and identified by entry features such as monument signs, special paving, or landscaping. The entry to each development area should be clearly visible to motorists and pedestrians.

- 2) Building Location
 - (a) Auxiliary structures associated with industrial buildings or complexes and storage areas should be compatible with and integrated into the overall design of an industrial area. Outdoor storage should be screened in accordance with code.
- 3) Walls, Fences and Berms
 - (a) Walls and fences should be designed with architectural treatment or a decorative appearance, and should be constructed of attractive and quality materials such as wood, masonry, native stone, detailed wrought iron, brick, or decorative block. Berms should be made of earth.
 - (b) Walls and fences should be designed in such a manner as to create an attractive appearance to the street and to complement the architecture of the industrial area.
- 4) Natural Features
 - (a) All areas which are not paved or covered by buildings should be retained in existing vegetation or landscaped.
 - (b) Natural features should be removed only when necessary to construct physical improvements (such as buildings or pipelines) and access roads.
 - (c) Altered areas should be restored and re-vegetated to replicate the natural conditions prior to construction.
 - (d) Mass grading which results in padded building sites separated by steep slope embankments should be avoided. Grading of sites should result in slope and contours which replicate pre-construction site conditions.
- 5) Phasing
 - (a) Industrial areas should be designed to accommodate future phases of construction including future buildings, landscaping, parking areas and grading.
- 6) Building Identity
 - (a) Each industrial area should have a distinct architectural concept that is consistent in theme, yet have some variation. Buildings within the same industrial area should be designed with a unified and easily identifiable image. Methods to achieve this include using similar architectural styles and materials, complementary roof forms, signs, colors, and decorative pavement.
- 7) Color and Material
 - (a) Highly-reflective wall surfaces are discouraged. Earth tones and warm, dark colors are preferable for the primary surface color. Colors should be complementary with the surrounding natural colors.
 - (b) Use of quality local materials is encouraged. This may be especially appropriate in the choice of local stone for foundation wall veneer, low walls and chimneys. Other appropriate masonry materials include stucco, brick and textured concrete block.
 - (c) Appropriate exterior materials are horizontally or vertically applied wood boards, wood shingles, stucco, masonry, and brick.

- (d) Appropriate roofing materials for roofing visible from Mount Rose Highway (State Route 431) or South Virginia Street are clay tile, concrete tile, slate or simulated slate, and standing seam metal.
- (e) Changes in building materials should generally not occur on the same plane. Piecemeal and frequent changes in materials should be avoided.
- 8) Building Entrances
 - (a) Entrances to individual buildings should be readily identifiable to visitors.
- 9) Loading Doors
 - (a) Loading areas should be located to the rear of the building to minimize views of this activity and should be buffered from adjacent non-industrial uses.
- 10) Roofs
 - (a) Brightly-colored and highly reflective roof surfaces, including unpainted galvanized metal roofing and illuminated roofing, are strongly discouraged.
- 11) Views
 - (a) Landscape screening and restoration should be used to minimize the visual impact of new development.

Infrastructure

The figure on page 15 presents a general explanation of the process to ensure infrastructure is provided as development occurs.

The Truckee Meadows Regional Plan placed this regional center in the Truckee Meadows Service Area (TMSA) and the Reno sphere of influence (SOI). These designations pertain to areas that are planned to accommodate regional growth. The TMSA was created, in part, to improve the efficiency of service provision by planning for urban growth and urban services concurrently. Because this site is located in both the TMSA and SOI it is likely that urban growth and urban services will be provided into this area. Water and sewer service will be readily available upon development. Identification of a water purveyor is a requirement when permits are applied for. At this time, it is expected that the Washoe County Utility Services Division will provide water. Sewer will be provided by the South Truckee Meadows Water Reclamation Facility.

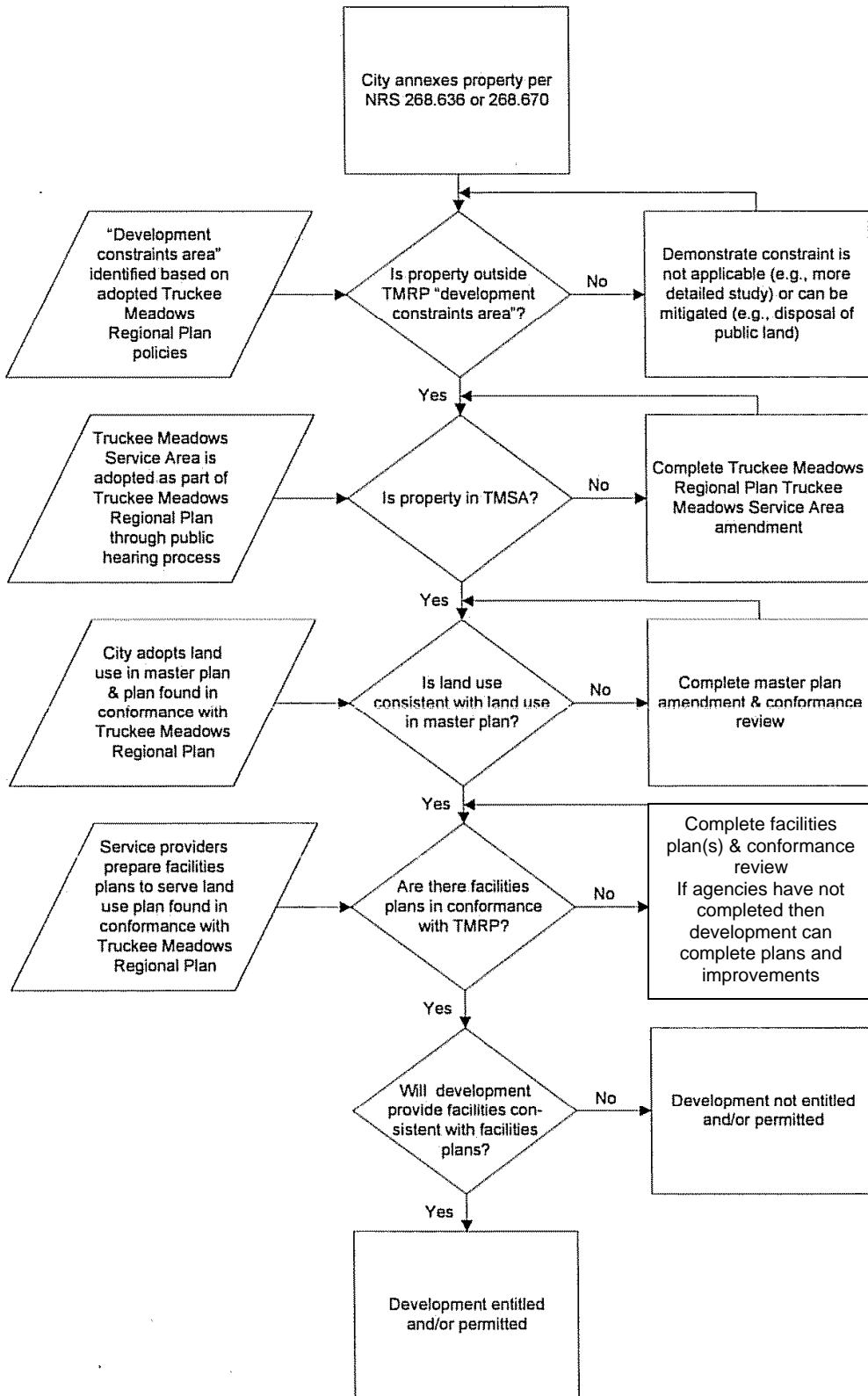
Roadway improvements to accommodate development in the area are listed in the Regional Transportation Plan (RTP). They are identified below:

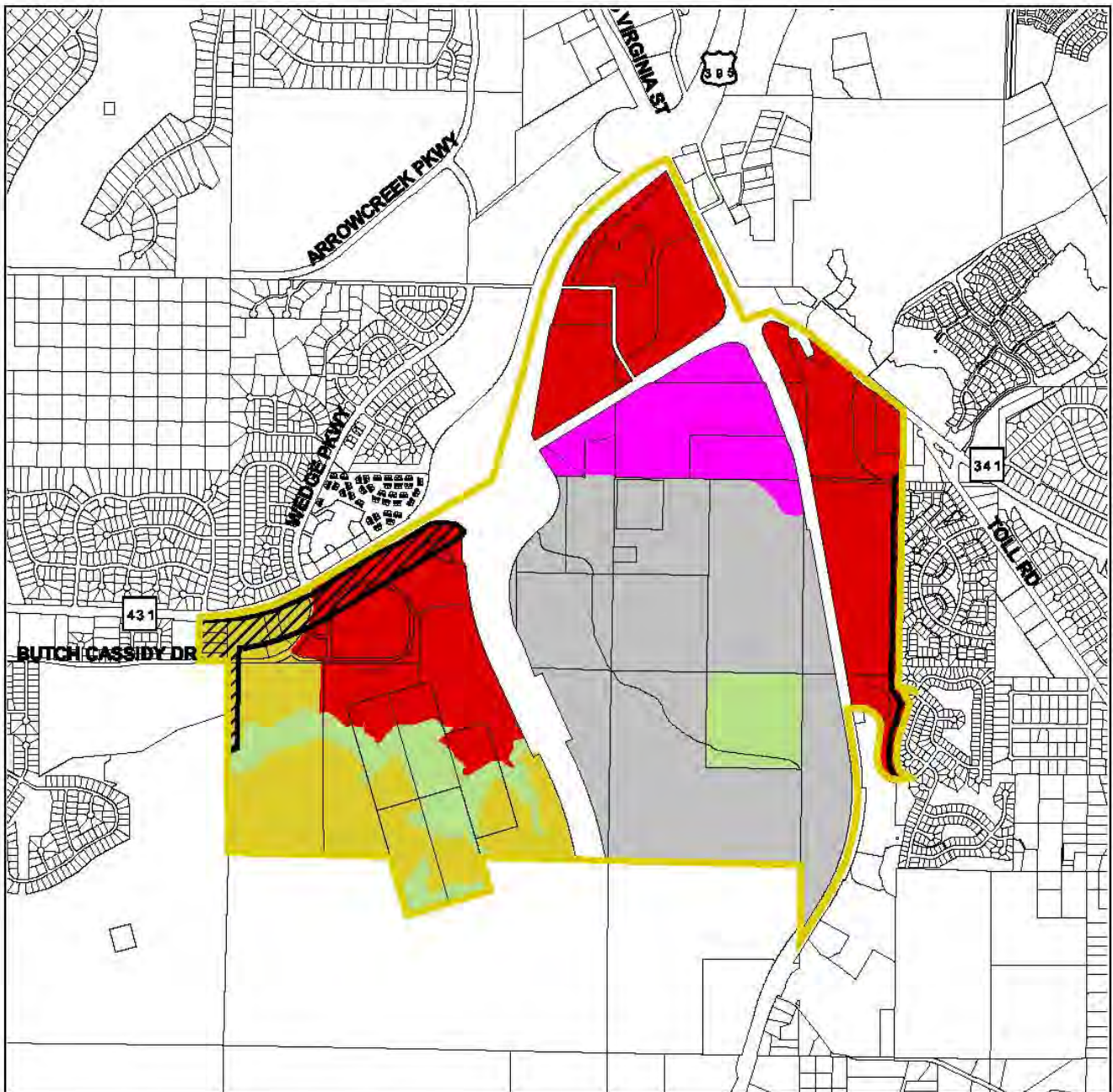
- I-580 new 6-lane freeway from Mt Rose Highway to Carson City by 2008
- I-580 widening to 8-lanes from Damonte Ranch Boulevard to Moana Lane by 2030
- Pioneer Pkwy new 4-lane road from South Virginia Street to South Meadows Boulevard by 2012, this can be expanded to 6-lanes.
- Mt Rose Highway widening to 6-lanes from I-580 to Thomas Creek Road by 2020

- Geiger Grade Highway widening to 4-lanes from Toll Road to Rim Rock Road by 2012

Additional development not anticipated when the RTP was updated will be mitigated as development occurs and included with new updates to the Regional Transportation Plan. The Redfield Regional Center Plan also calls for a new regional road alignment running east/west through the plan area under the right-of-way for the I-580.

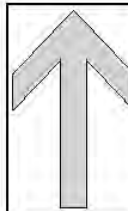
The Washoe County School District provides public schools in the area. Currently the Plan area is served by Pleasant Valley and Brown Elementary Schools, Pine and Damonte Ranch Middle Schools and Damonte Ranch and Galena High schools.





Map 1: Development Concept - Land Use

- Tourist Commercial
- Retail Commercial/Academic
- Industrial
- Transitional Mixed Use
- Open Space
- Residential/Mount Rose Interface



0 800 1600 Feet

Map Produced: October 2006

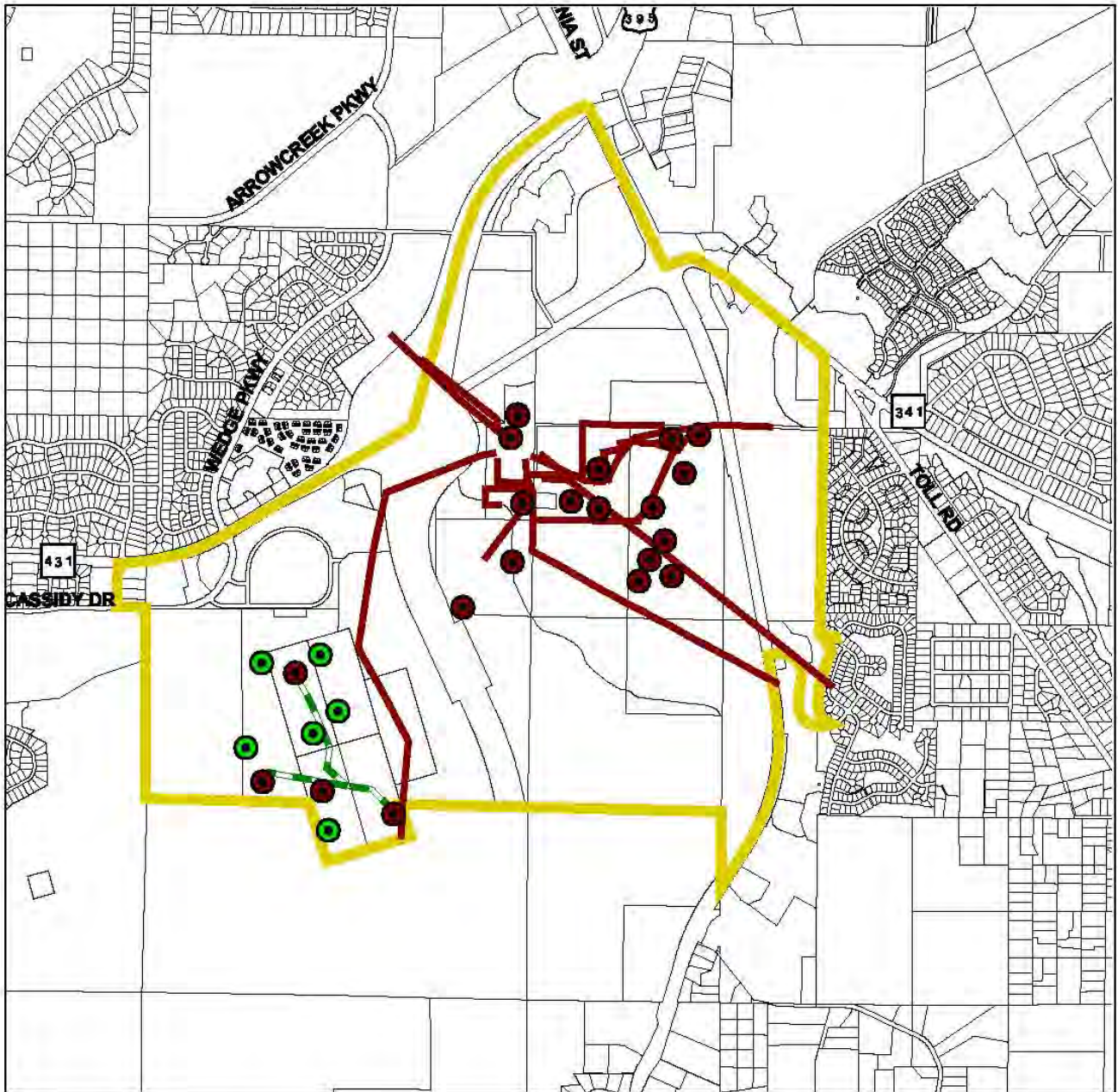


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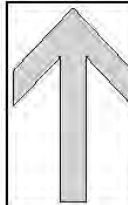
J.J. Project/Redfield



Map 2: Development Concept - Utility Corridor

-  Existing Geothermal/Electric Transmission Lines
-  Proposed Geothermal Transmission Lines
-  Existing Geothermal Wells
-  Proposed Geothermal Wells

All Proposed Geothermal Wells and Transmission Lines are not likely to go online in the planning horizon. They are merely different alternatives for future production. Facility locations are conceptual in nature and will be refined with development proposals.



0 800 1600 Feet

Map Produced: October 2006

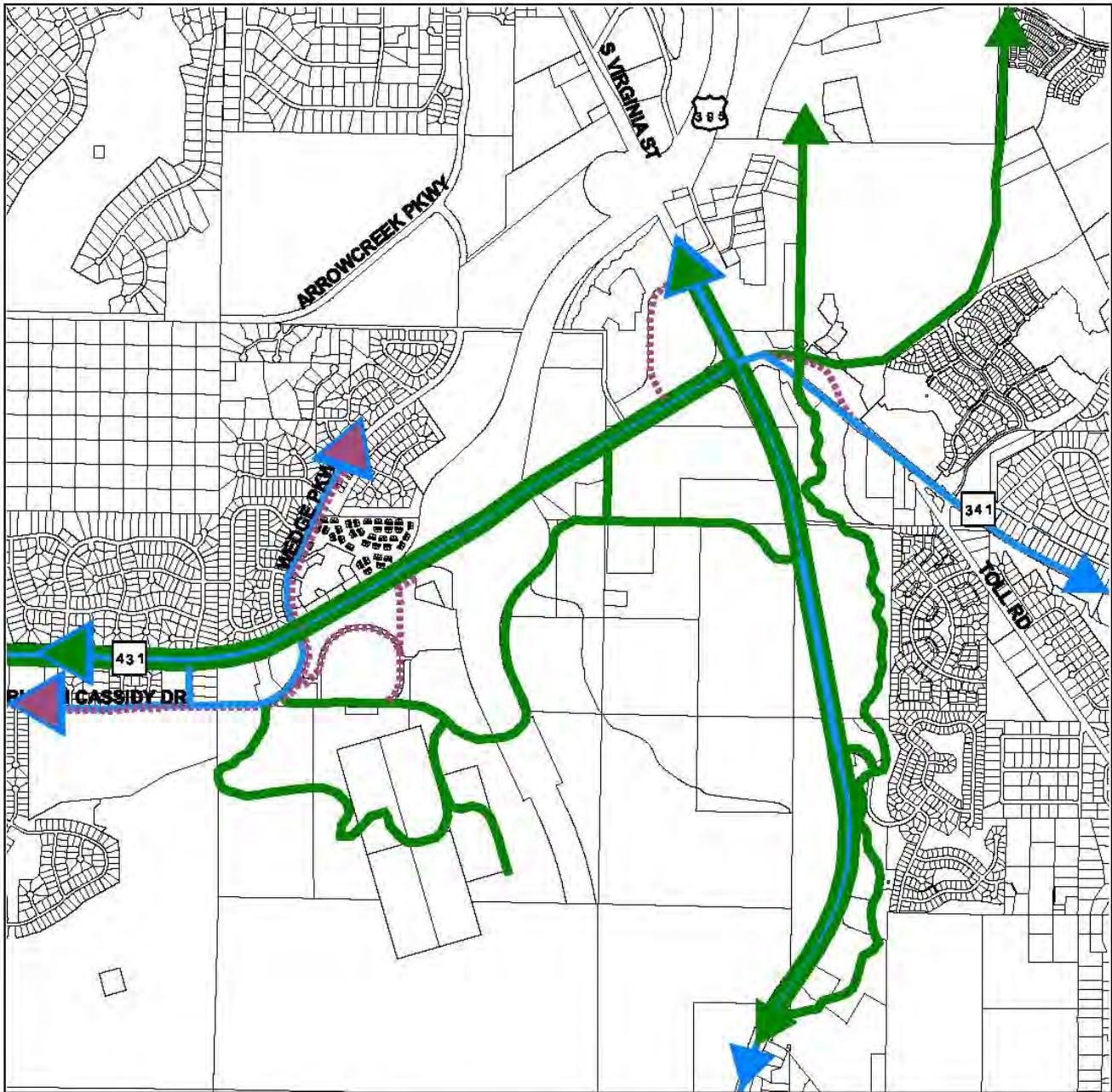


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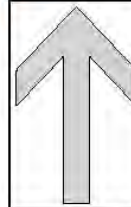
J. J. Projects/Redfield



Map 3: Development Concept - Pedestrian Circulation

-  Bicycle Lane
-  Pathway
-  Sidewalk

All Development Plans fronting Pedestrian Circulation routes must incorporate routes into development plans. Routes are conceptual in nature and will be further refined with development review.



0 800 1600 Feet

Map Produced: October 2006

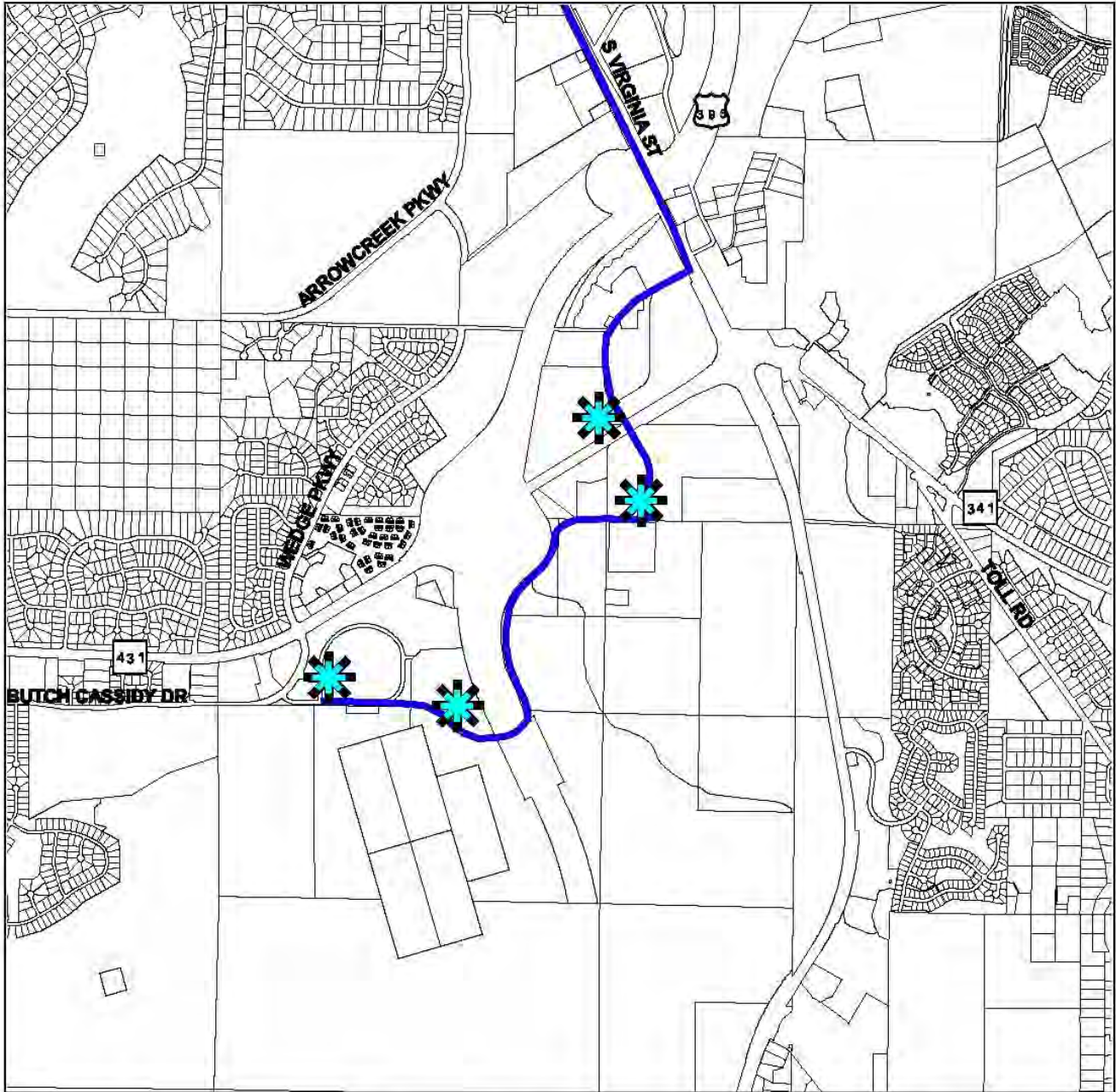


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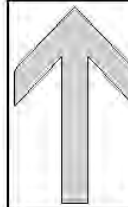


Map 4: Development Concept - Transit Circulation

 RT Route

 RT Stations

All development plans fronting transit circulation routes or stations must incorporate facilities into development plans. BRT routes and station locations are conceptual in nature and will be refined with development review and completion of the rapid transit approval process.



0 800 1600 Feet

Map Produced: October 2006

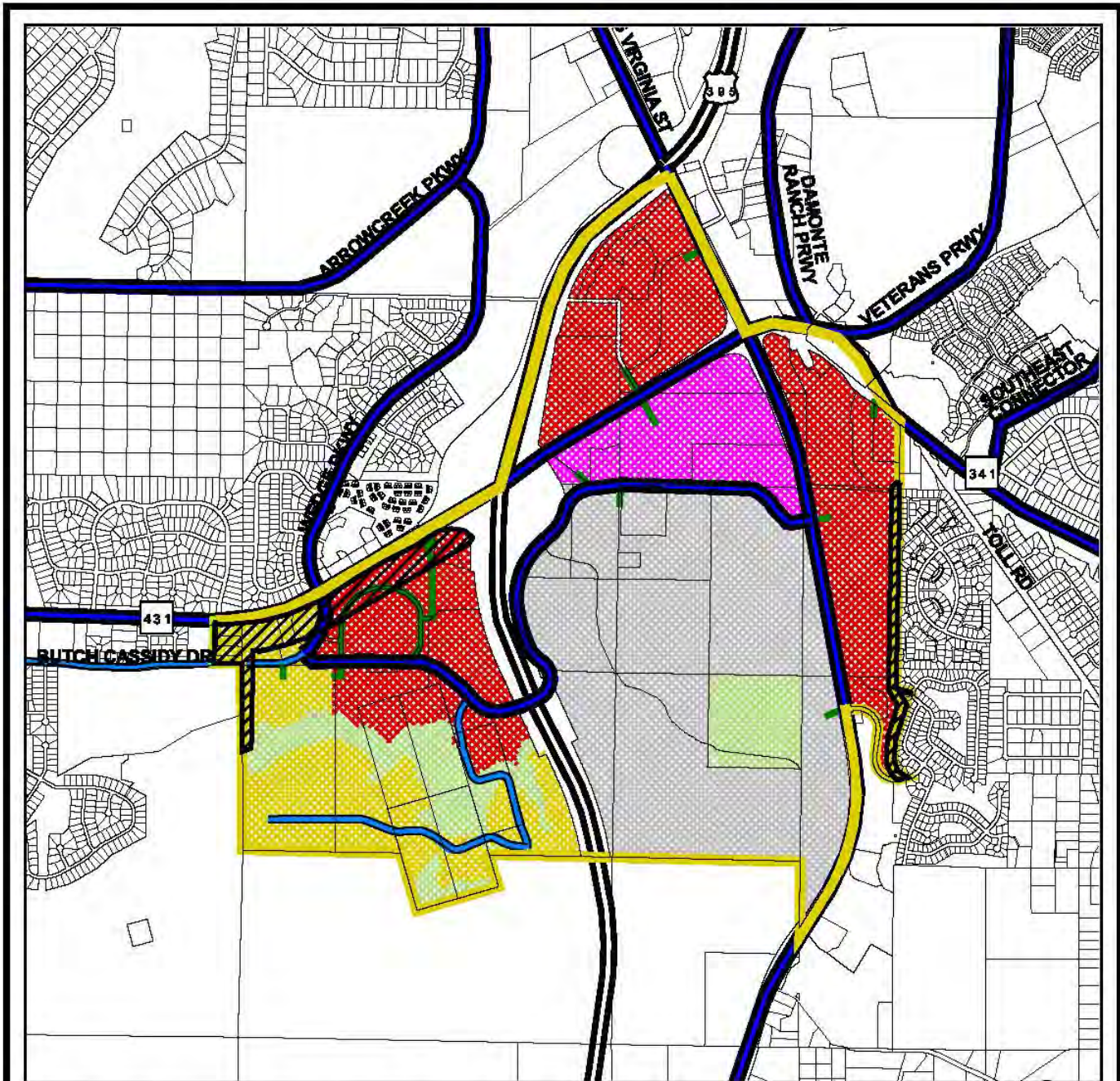


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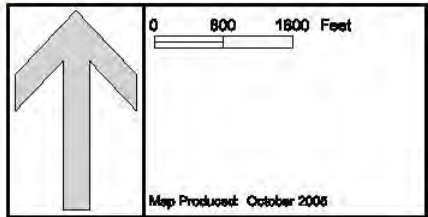
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Map 5: Development Concept - Vehicular Circulation

- | | |
|--|--|
|  Freeway |  Tourist Commercial |
|  Major Road |  Retail Commercial/Academic |
|  Minor Road |  Industrial |
|  Local Road/Driveway |  Transitional Mixed Use |
|  Residential/Mount Rose Interface |  Open Space |

Routes are conceptual in nature and will be further refined with development review.

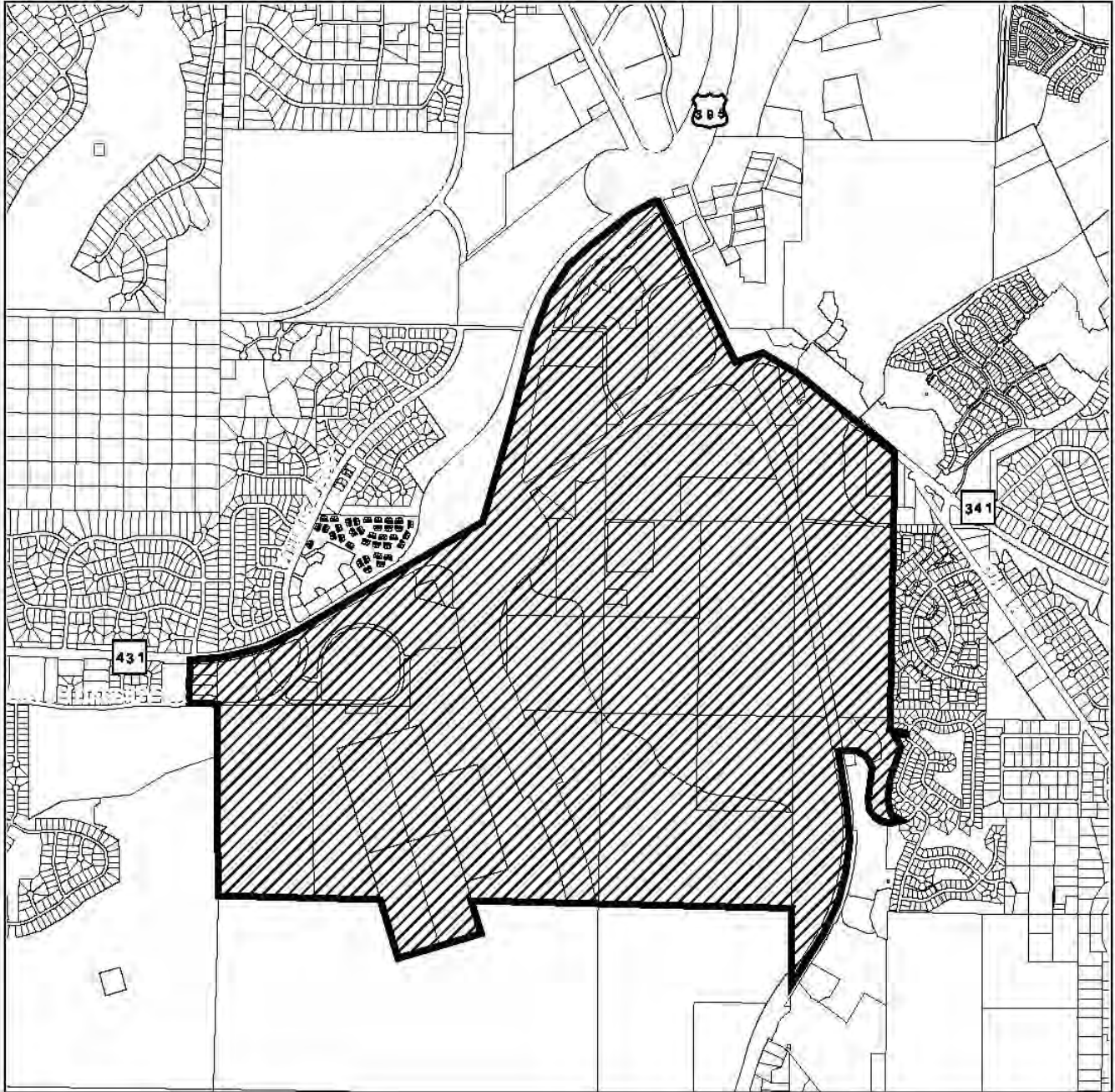



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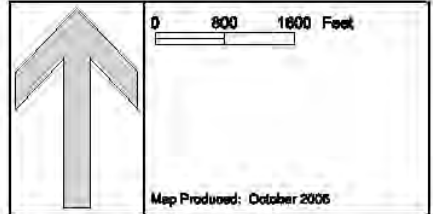
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Map 6: Zoning

 MU/RRC (Mixed Use/Redfield Regional Center)

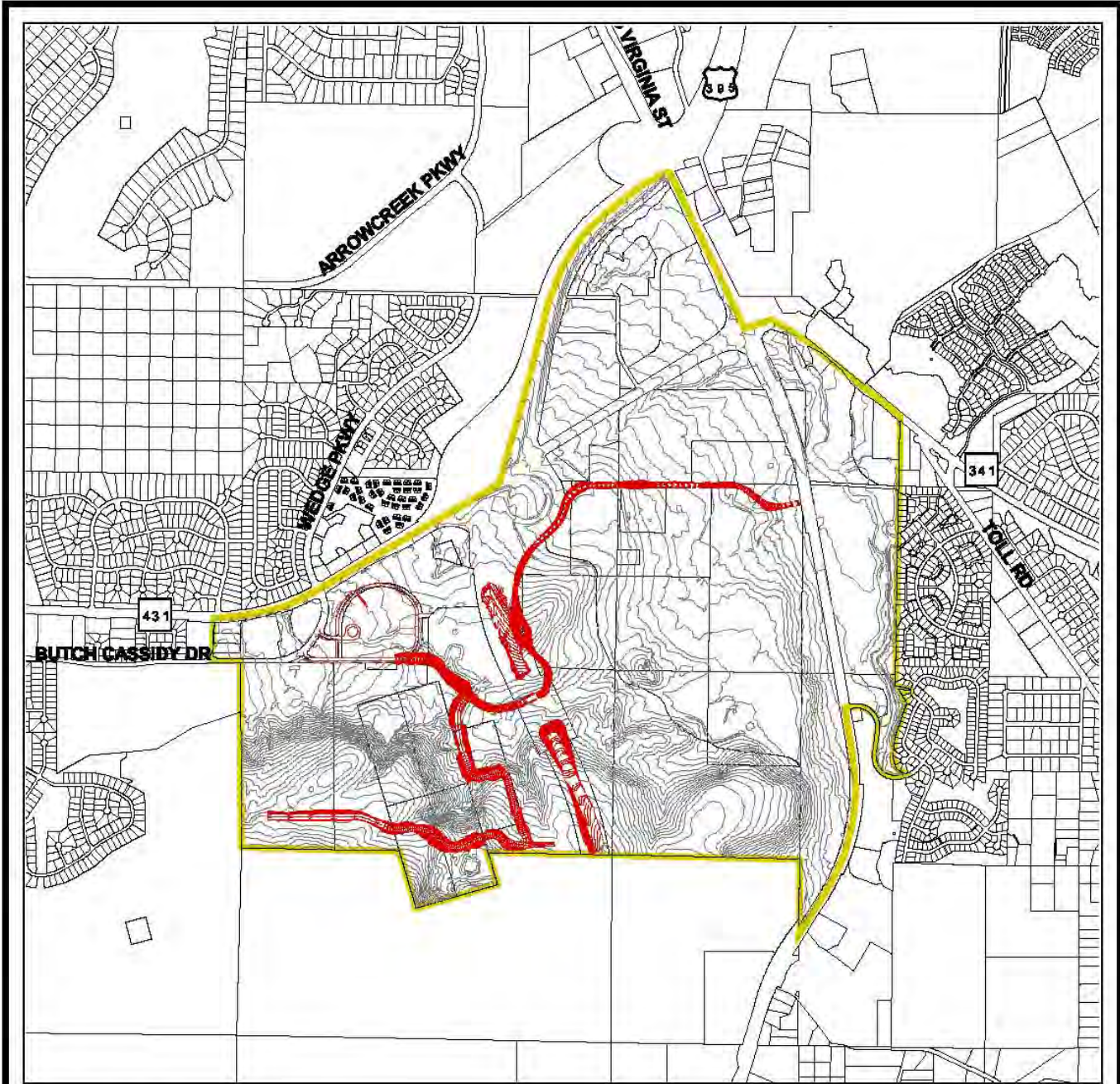



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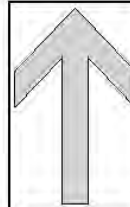
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Map 7: Grading



0 800 1600 Feet

Map Produced: October 2006



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Appendix A

Steamboat Buckwheat Management Plan

Steamboat Buckwheat Management Plan
SB Geo Lease Site
Washoe County, Nevada

Submitted to
SB Geo, Inc.
P.O. Box 18087
Reno, Nevada 89511-0087

Written by
Teri A. Knight
Director of Science and Stewardship
The Nature Conservancy
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Las Vegas, Nevada 89119

1993
Revised 11/1997

Appendix A

Introduction

The Steamboat buckwheat, *Eriogonum ovalifolium* Nutt. var. *williamsiae* Reveal, is one of Nevada's many unique rare plant taxa. Its natural occurrence is limited to land at Steamboat Hot Springs, Washoe County, Nevada. Its dwindling habitat is threatened by development, with no long-term conservation measures currently in place. For these reasons, the Steamboat buckwheat was listed as Endangered by the federal government on 8 July 1986 (51 Fed. Reg. 24669). It was placed on the Nevada list of Critically Endangered plants (NRS 527.260 - .300), which protects plants on state, county, or private lands.

This management plan is limited to the geothermal power plant facility leased from Dorothy Towne. A total of 110 acres was leased by Far West Capital, Inc. (FWC). Approximately 30 acres will be developed for the actual power facility, wells, roads, and utility corridors. The facility, known as SB Geo, is a subsidiary of Far West Capital, Inc. The lease agreement is for 30 years (i.e. from 1991 to 2021). A conservation agreement was developed between FWC and The Nature Conservancy (TNC) to help protect and manage the Steamboat buckwheat and its habitat over this three decade period.

Brief History and Description of the Species

While the Steamboat buckwheat has been known to science since 1884, it was not formally described until 1981 (Reveal 1981). The plant was named in honor of Margaret Williams, a native Nevadan, amateur botanist, and Executive Director of the Northern Nevada Native Plant Society. The Steamboat buckwheat is one of seven varieties described for *Eriogonum ovalifolium*. This group is widespread, occurring in many ecological niches, with an elevational range of 920 - 3,700 meters. Two varieties, the Heavenly cushion buckwheat and the Steamboat buckwheat, are narrow Nevada endemics.

The Steamboat buckwheat is a compact, perennial herb forming mats up to 4.5 cm in width. The plant is described by Reveal (1981) as having a stout, woody taproot, with small white flowers on 15 - 20 cm tall stalks. Flowering begins in May, peaks in June, with seed heads remaining on plants into the fall months of September and October (Williams 1982).

Location and Land Ownership

The global habitat for the Steamboat buckwheat covers less than 250 acres, all located at the intersection of U.S. 395 and the Mt. Rose Highway (S.R. 431), south of Reno, Nevada. Specifically, the plant occurs in portions of sections 28, 29 and 33 of T28N R20E (MDB&M) (Appendix A). The metapopulation is fragmented into an estimated seven colonies (Williams 1982). Steamboat buckwheat is an edaphic endemic, occurring only on the geothermally-derived "sinter" soils at Steamboat Hot Springs (CH2M Hill 1986). Because the species is rhizomatous, and individuals are not discernable, a population estimate may be misleading. However, it appears that there are approximately 85,000 "plants" in the lease area.

Habitat for this species is under multiple ownership. The Bureau of Land Management (BLM) owns approximately 98 acres of the total population (BLM 1983). Out of their total acreage, 40 acres of BLM land were designated as an Area of Critical Environmental Concern (ACEC) to protect the geothermal resource (49 Fed. Reg. 3694). A Memorandum of Understanding (MOU) for recreational development (interpretation, picnic areas, and pedestrian traffic) of the Steamboat ACEC exists between the BLM Carson City District and Washoe County Parks and Recreation Department (BLM 1983). A recreation plan for development and interpretation was submitted to Washoe County Commissioners in 1983, but no funding has been approved for the project. Proposed recreation would include daytime foot traffic in occupied habitat on public land.

Appendix A

The majority of the plant habitat occurs on private land owned by Dorothy A. Towne of Reno, Nevada. Other neighboring private interests include: Corrao Construction Co., Guisti, L.J. and L. Meyberg, By Sprenger, and Overland Inc. Portions of these properties are leased by Chevron, SB Geo, and Phillips Petroleum Co. Rights-of-way are granted to Sierra Pacific and the Nevada Department of Transportation. These adjacent parcels contain the Steamboat buckwheat, habitat, or allow egress. No water is available at this site.

Management Priorities and Philosophy

The goals of this project are to protect the rare and endangered Steamboat buckwheat and its habitat on the SB Geo lease property, and to design a biological management and monitoring plan for the species at this site. Management practices emphasize species protection, in conjunction with the construction and long-term operation of a geothermal power facility. Protection of this species and its habitat is a commitment of SB Geo and a requirement of the State of Nevada permitting process (NRS 527.260 - .300). Protection of the SB Geo lease site will be accomplished through three tasks: (1) permit compliance, (2) habitat management, and (3) long-term biological research and monitoring.

Habitat management of the SB Geo lease site will include: (1) pre- and post-construction mitigation activities; (2) biological inventory, monitoring and research; and (3) education/outreach activities.

Mitigation activities will be designed to lessen the impact of the construction phase of project development and to fulfill permit obligations with the State of Nevada. These activities will be accomplished in the development stages of the project. Staff and costs for the biological mitigation measures will be covered by FWC. Coordination of these activities will be through TNC and FWC's local (Reno) biological consultant group, JBR Consultants. On-site inspection by the State will be conducted by Nevada Division of Forestry staff.

Baseline biological data are lacking for this species. Inventory will include mapping the Steamboat buckwheat and other biotic and abiotic variables of the site. Monitoring of Steamboat buckwheat populations and their pollinators should reveal important trends in the species stability. Various biological research projects at the site will be accomplished through outside grants, university-aided research, and with some support from SB Geo.

The education/outreach phase is focused on two areas. One phase is designed to help maintain SB Geo staff awareness of the Steamboat buckwheat. The other is designed to maintain open avenues of communication with adjacent land owners and agencies to continue long-term protection for the species throughout its total range of distribution.

This management plan covers tasks dating from the beginning of the Conservation Agreement. Thus, some tasks have been accomplished, while most remain to be implemented. The time frame for this plan is 30 years (i.e. 1991 to 2021).

Management Activities

Permit Compliance

Coordinate Permit and Compliance Procedures

Specific measures for protection of the Steamboat buckwheat and habitat during the construction phase of the SB Geo project were spelled out in the permit from the State of Nevada. A Conservation Agreement (CA) was created and signed by FWC and TNC. This document addressed the requirements of the State to protect the Steamboat buckwheat. Compliance and mitigation were based on this document.

Appendix A

Actions: Designated and implemented a site monitoring and compliance program for the construction phase of the SB Geo project. November 1991 - November 1992.

Mitigation

Map Steamboat Buckwheat on SB Geo Lease Site

The total distribution of the Steamboat buckwheat on the SB Geo lease site should be mapped using the existing 200 x 200 foot grid. Delineate all stands of the Steamboat buckwheat prior to land disturbance. Estimate the number of plants in each population, or determine area covered by Steamboat buckwheat. Thus, the distribution map will denote the portion of each 200 x 200 foot cell that is occupied by Steamboat buckwheat.

Actions: Local botanical consultants mapped the distribution of the Steamboat buckwheat for the lease area. Data were compiled into a buckwheat baseline map. Completed June 1991.

Design and Implement Steamboat Buckwheat Salvage and Transplant Plan

All possible Steamboat buckwheat plants will be salvaged prior to construction. Costs for harvest and transplanting will be covered by SB Geo. Transplant and relocation will be done on-site to assure the best possible results. Relocation sites will be chosen in conjunction with SB Geo and State of Nevada staff. Biologists monitors will be present during all salvage efforts. Biologists and the State permit coordinator will determine the contractor involved with the transplanting effort.

Actions: Designated and implemented a harvest and transplant program for the Steamboat buckwheat. Coordinated transplant schedule with necessary construction staff. Completed all plant salvage prior to initiation of construction. November 1991 - January 1992.

Design and Implement Seed Harvest Project

Due to the small population size and the large impact of the power plant project, a component of site conservation included endowment of the Steamboat buckwheat. Application to the National Collection through Center for Plant Conservation (CPC) will be executed by TNC. Collection of seed and accessioning will be completed by TNC. Costs covering the endowment and long-term preservation of seed material will be covered by SB Geo under a one-time fixed price.

Actions: Contacted CPC and made arrangements for endowment of the Steamboat buckwheat in 1992. Submitted collection methodology to CPC for review prior to implementation. Completed all appropriate site forms and submitted with seed samples in 1992. TNC to continue seed sampling for 5-year period. Summers, 1992 - 1997.

Site Protection - Physical Facilities

Components of the physical facility can be modified to insure protection of habitat and plant populations, particularly during the construction phase. Trespass is monitored within the lease area by SB Geo staff. Violators are invited off the property. Trespass on other occupied habitat will be monitored by local, private land owners or will have no active monitoring.

Access Roads

Roads to and from the site will be determined among staff from SB Geo, TNC, governmental agencies, and Dorothy Towne. Interior roads (e.g. to well sites, fence lines and safety routes) will be delineated prior to construction. The baseline map will be used to avoid or reduce impacts to existing Steamboat buckwheat populations. Once roads are determined, they will be the only means of access. No unauthorized departures will be allowed.

Other Interior Areas

Appendix A

A number of sites will be needed for vehicle circulation, parking for construction crews, and staging sites for storage of equipment. These sites will be determined using the same precautions as above in "Access Roads". All staging sites will be placed in existing disturbed areas or in non-Steamboat buckwheat habitat (i.e. big sagebrush habitat).

Fences

Exterior Fencing. Fencing of the entire perimeter of the project is required by law at the power plant for safety and legal reasons. The exact site for each corridor of fencing will be mapped and surveyed on foot by appropriate field botanists prior to installation. Staging areas and routes for vehicle access will be determined during the survey. Shifts in the line will be made to avoid Steamboat buckwheat plants. Final fencing alignments will be agreed upon by the State prior to installation. Construction traffic will be limited to one-way passage. Trips (involving trucks or heavy equipment) along the proposed fence corridors will be kept to a maximum of five passes to complete all phases of construction. A botanical monitor will be present during all fence building activities.

Interior Fencing. Additional interior fencing will be required to protect the Steamboat buckwheat from accidental impacts. All areas of potential impact will be determined prior to construction. These sites will be temporarily fenced and marked with signs to alert construction staff to areas of avoidance. Road alignments, well pads, and fence perimeters will be obstructed using fluorescent orange snow fence, secured with metal stakes. All fences used to protect Steamboat buckwheat will be posed with Buckwheat signs. Status of the temporary fencing will be monitored weekly and included in weekly monitoring reports throughout the construction phases. Temporary fencing may be removed when permanent protection measures are in place following completion of site construction. This would include designation of final roadways, access to well pads, parking and turnout sites, etc.

Actions: Surveyed the proposed access roads, fence corridors, and other disturbance zones and determined alignments of minimal impact to the Steamboat buckwheat. All construction activities were monitored daily by a biologist. Records were incorporated into the weekly monitoring report. Issues of concern were addressed immediately. Notification of problems and resolution involved SB Geo management, Nevada Division of Forestry and TNC staff. November 1991 - December 1992.

A map will be compiled indicating all areas requiring long-term protective fencing upon completion of the construction phase. This map will facilitate Steamboat buckwheat protection for both parties. Map to be completed June 1994.

Signage

All areas where the Steamboat buckwheat is being protected will be posed with appropriate signs.

Actions: All signs will be in place by June 1994. Locations of signs will be indicated on the site map.

Visitation

Public visitation to the site is likely. Some trespass may come from the adjacent Washoe County Parks and Recreation site, as well as the Bureau's ACEC. All exterior fences will be posed by the utility with trespass warnings.

Site visitation is expected for ongoing research and monitoring work. All biologists and volunteer staff will be required to check in with the power plant security.

Actions: All visitation will be coordinated with SB Geo management.

Appendix A

Biological Inventory, Monitoring and Research

Biological Inventory

A complete distribution map of the Steamboat buckwheat will provide baseline information on the location of this species relative to unoccupied habitat, disturbance, etc. This will be useful for future research regarding population trends, and other possible ecological monitoring. Distribution of the Steamboat buckwheat and all presumed potential habitat within the lease site will be mapped. A final map with locations of the Steamboat buckwheat, all transplant sites, and potential habitat will be produced by TNC. Printing (blue line copies) will be covered by SB Geo.

Actions: Complete habitat mapping. Compile with species map and get final baseline map produced for the site. September 1994.

Biological Monitoring

The monitoring effort will focus on the Steamboat buckwheat. A monitoring plan and implementation schedule will be written by TNC and will be available under separate cover. Monitoring work will focus on the population dynamics and transplant success of the Steamboat buckwheat.

Actions: Develop monitoring plan and circulate for review. Complete monitoring plan by September 1994. Implement plan in 1995.

Research

Numerous components of the Steamboat buckwheat's life history, genetics, pollination ecology, seed ecology, and greenhouse propagation, in addition to the hydrology of the ecosystem need to be addressed. All research projects will be approved by TNC, NDF, USFWS, and SB Geo. Review by the USFWS will be especially important to the success of the recovery effort as defined by the Recovery Plan. Funding will be secured from various sources.

Two key research areas that need to be addressed initially involve the genetic makeup of the species and its pollination system.

1. Determine the genetic structure and variability of *Eriogonum ovalifolium* var. *williamsiae*.

Based on limited observation, it appears that the Steamboat buckwheat is a clonal species. Is sexual recruitment limited and is this significant for the species? For example, clonal species are typified as having few, localized genotypes (Ellstrand & Roose 1987). Is this variety less polymorphic than other varieties of *Eriogonum ovalifolium*? Overall reproductive capacity is important for management decisions regarding rare species.

Actions: Pursue partnerships with agencies, universities, or other grant sources to fund this research in 1994 - 1996.

2. Describe the breeding system of *Eriogonum ovalifolium* var. *williamsiae*, including seed production, class of pollinator(s) and role of pollinator(s).

It is important to know the pollinators and/or other animals (e.g. ants, mammals) acting as vectors of dispersal for the Steamboat buckwheat. Any reduction in these animals would lower seed production and/or possibly disturb germination and recruitment success (Bowlin, Tepedino & Griswold 1993; Weins et al. 1989) for the species.

Actions: Pursue funding for a 2-year pollination ecology study of the Steamboat buckwheat for 1994 - 1996.

Education/Outreach

Education

Appendix A

To maintain staff awareness, SB Geo has agreed to implement a “Steamboat buckwheat awareness statement” in each employee contract. Every individual hired by SB Geo will be required to read and sign a statement recognizing the unique species at Steamboat Hot Springs and their obligation to help protect the species and its habitat. An example is given in Appendix B.

Actions: SB Geo to submit new employee statements to NDF annually.

Public Outreach

While public access is not permitted, public awareness of SB Geo’s accomplishments will be encouraged. A fact sheet of the project will be developed for educational purposes.

Actions: Develop a fact sheet in 1994. Request SB Geo to print. Share mailing lists for distribution.

An exchange of information will be on-going with professional societies, governmental agencies and adjacent landowners. Reports generated from Steamboat buckwheat activities will be made available to any interested party.

Actions: Provide reports as requested. Coordinate and write Steamboat buckwheat “news” items for SB Geo, as requested.

An annual field trip will be coordinated between SB Geo, TNC and the Northern Nevada Native Plant Society. This field trip will help promote local awareness and help to address issues and concerns of the public.

Actions: Coordinate and lead annual field trip at Steamboat Hot Springs.

References

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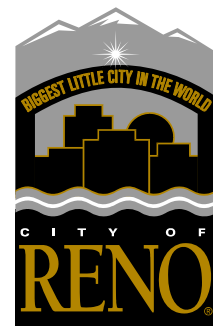
Appendix A

Williams, M. 1982. Status report on *Eriogonum ovalifolium* var. *williamsiae*. U.S. Fish & Wildlife Service. Reno, NV.

List of Contacts

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WESTERN GATEWAY REGIONAL CENTER PLAN



ACKNOWLEDGMENTS

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Adopted by City Council June 10, 2009

Amended December 11, 2013

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INTRODUCTION

Plan Organization

This plan is divided into three sections: Introduction, Development and Circulation Concept and Implementation. Specific development standards and processing provisions are included in the Reno Municipal Code.

Boundary

The Western Gateway Regional Center Plan area and parcels are shown below and include the Boomtown Hotel Casino and Cabela's properties. This boundary generally covers the areas with HC (Hotel/Casino) and AC (Arterial Commercial) base zoning as identified in the approved Mortensen-Garson Development Standards Handbook and adopted in Reno Municipal Code. The plan area is generally located on the north and south sides of Interstate 80 near Boomtown/Garson Road (Map 1) and near the Gold Ranch area (Map 2).

Time Frame

The time horizon for this plan is twenty years.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS 278.150 through 278.170).

Policies of the Truckee Meadows Regional Plan are applicable regionwide. The City of Reno Master Plan has three different levels of applicability; Citywide, Center and Transit Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Transit Corridor plans are for the nine regional centers and five transit oriented development corridors in the City and its sphere of influence. This Western Gateway Regional Center Plan is one of the nine regional center plans. Neighborhood plans cover other areas, not in centers or transit corridors, which have been designated as appropriate for more detailed planning. Policies in Center and Transit Corridor plans and Neighborhood plans elaborate with greater detail upon general policies contained in the citywide and regional plans. Center, corridor and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate Municipal Code provisions (e.g., zoning, development standards and processing requirements) must be consistent with these plans.

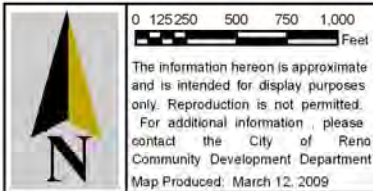
Purpose

The 2007 Truckee Meadows Regional Plan requires the development of the Western Gateway Regional Center, identifies its general plan area, and necessitates that "...local government master plans must further define the boundary and character of each Regional Center within their respective jurisdiction." The concept behind a regional center is a pedestrian friendly form of development that is focused around planned or existing transit access points that are facilitated by high intensity development with a mix of land uses.



Map 1: Land Use Designations

 SPA - Western Gateway Regional Center






Community Development Department

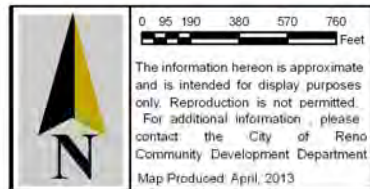
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Map 2: Land Use Designations - West Plan Area

-  Western Gateway Regional Center Plan
-  Reno Sphere of Influence




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DEVELOPMENT AND CIRCULATION CONCEPT

Development Concept

This area is designated as a regional center primarily due to the non-restricted gaming entitled in the area and the location of numerous unique regional services and attractions. Development in the Western Gateway Regional Center was subject to the terms of a Settlement Agreement that expired November 8, 2012 (Case No. CV02-03469). This agreement outlines the required parameters for development that were transferred into the adopted Mortensen-Garson Development Standards Handbook and Mortensen-Garson Overlay District upon adoption in 2004. The Western Gateway Regional Center Plan provides Master Plan guidance for the development and redevelopment of the plan area for the next twenty years and is intended to facilitate the associated Mortensen-Garson Overlay District consistent with State law.

In order to encourage and facilitate successful regional center development a mix of permitted land uses, higher densities, and the continual expansion of transit, infrastructure, and pedestrian improvements should be established. Establishing a mix of complementary land uses and higher density development allows individuals to meet their day-to-day needs within walking distance of their home or place of work, creating a more compact urban environment that increases transit viability, pedestrian activity, and retail business.

Circulation Concept

Access should be provided through an integrated circulation system that accounts for pedestrians, bicycles, transit, and automobiles. A variety of infrastructure improvements should be made to accommodate the type of urban, mixed-use development that is desired. Pedestrian improvements should be made to facilitate walking to transit stops and internal connectivity. Improvements should include sidewalks wide enough for safe and comfortable circulation of pedestrian traffic and dedicated bicycle lanes, where appropriate.

As land use intensities increase, the plan area should be served by traditional transit that provides connectivity to the east and west portions of the West Fourth Street Transit Oriented Development Corridor. While rapid transit is not envisioned for the area, higher minimum densities should be encouraged to facilitate a viable bus service and circulation should be designed to place the highest priority towards transit and pedestrian infrastructure. Major streets should be encouraged to generally include travel lanes for autos and bikes, bus pull outs, landscaped parking, and pedestrian oriented architecture.

The transit circulation concept is shown on Map 2: Circulation. The location of the illustrated transit stop is conceptual in nature and additional stops and locations should be added as development warrants. Transit stop locations should be developed in concert with the Regional Transportation Commission.

POLICIES

To support the concepts in this plan, the following policies apply in the Western Gateway Regional Center.

Development

1. Development that promotes the key attractions in the area including recreation, gaming, and businesses are encouraged and consistent with this plan.
2. New and existing non-restricted gaming uses and non-restricted gaming allowed by land use, zoning, and/or active special use permits should be allowed in the Western Gateway Regional Center consistent with the standards outlined in the Reno Municipal Code.
3. Development should include a mix of land uses including a variety of housing types, offices, retail, personal services, hotels, restaurants, and services.
4. Higher density housing and developments that create a significant employment base should be encouraged in order to develop and increase transit service.
5. Development should be encouraged to provide a minimum density of 18 units per acre or a minimum Floor Area Ratio (FAR) of 1.0.
6. It is the policy of this plan to promote the specific development standards identified in the Settlement Agreement (Case No. CV02-03469) and incorporated in the Mortensen-Garson Development Standards Handbook approved in 2004 and overlay zoning district. These development standards include, but are not limited to, hillside development and hydrologic resources, dark sky lighting, edge-matching, storm and flood control management, and specific traffic design standards and should be implemented through the Mortensen-Garson Overlay District.
7. Buildings within the plan area should be oriented toward the primary street frontage and provide clear pedestrian access from the street.
8. Development should provide shared parking where possible to decrease the amount of parking on the site and the emphasis on the private vehicles.

Circulation

1. Development should accommodate alternative transportation, such as transit routes and stops, bicycle lanes and pedestrian connections in the plan area and connecting with the surrounding area.
2. Multi-modal transportation should be provided throughout the plan area.
3. Street lighting in the plan area should be improved to further the safety of the pedestrian environment.
4. Sidewalks should be a minimum of five feet wide and located on both sides of the street throughout the plan area.
5. Sidewalks should include pedestrian amenities when located on major streets and include landscaped parkways, street trees, street furniture, and other pedestrian amenities.

IMPLEMENTATION

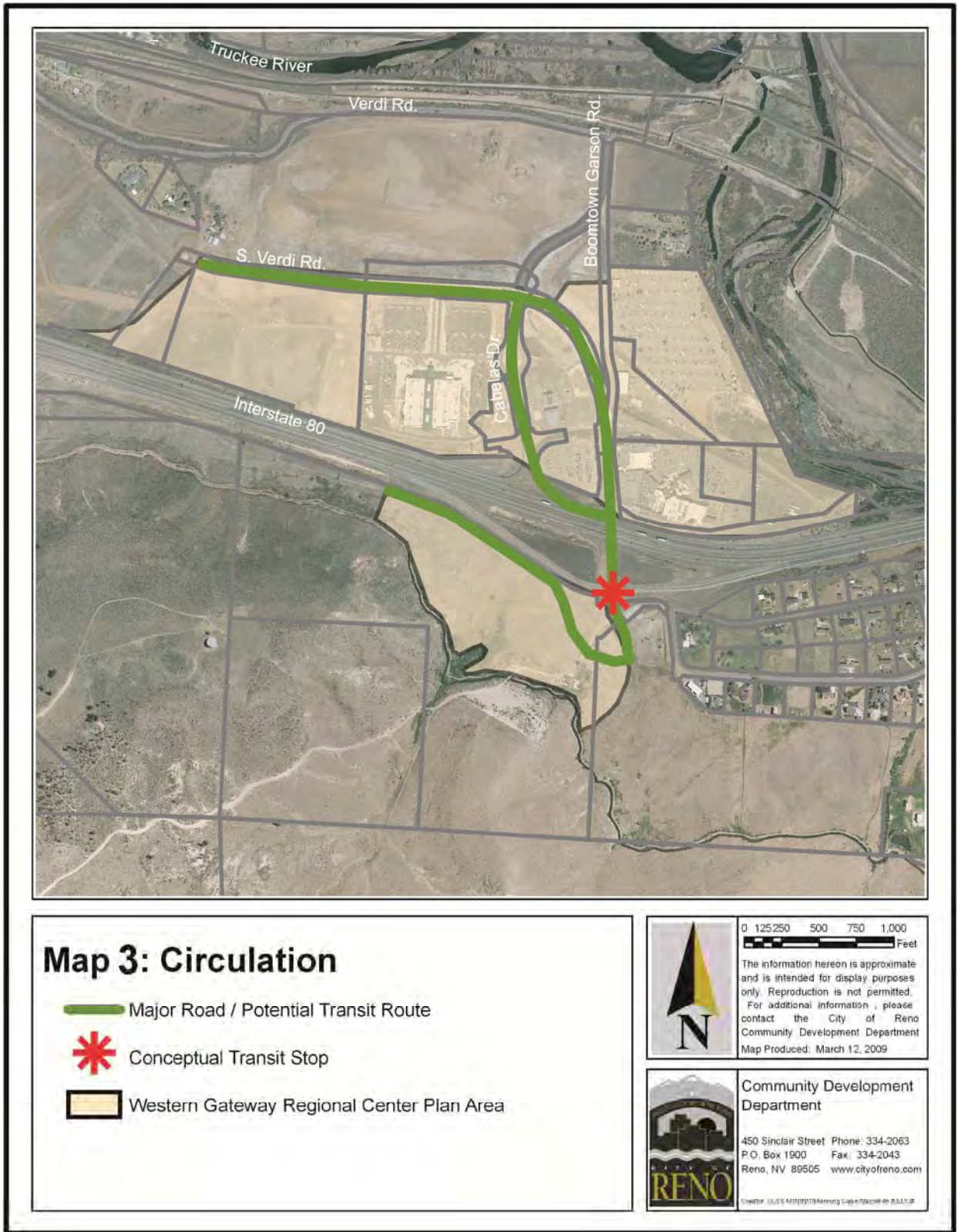
Amended land use designations and zoning districts as well as modified Reno Municipal Code provisions should be adopted to implement the development and circulation concepts in this plan.

Land Use

The plan area should have the Special Planning Area - Western Gateway Regional Center land use designation, which recognizes that customized land uses and zoning provisions are appropriate for the plan area. Provisions of this regional center plan govern land use and development within the Western Gateway Regional Center.




Zoning

The AC (Arterial Commercial) and HC (Hotel Casino) zoning designations allow for a mix of high intensity residential and commercial land uses and are appropriate for the plan area. Permitted land uses, development standards and processing requirements for the Western Gateway Regional Center should be specified in the associated Mortensen-Garson Overlay District (MGOD) in the Reno Municipal Code. The MU (Mixed-Use) base zoning should be an allowed base zone for the plan area upon expiration of the Settlement Agreement (Case No. CV02-03469).





Map 4: Circulation - West Plan Area

-  Western Gateway Regional Center Plan
-  Reno Sphere of Influence
-  Conceptual Transit Stop



0 95 190 380 570 760 Feet

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Community Development
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SOUTH VIRGINIA STREET TRANSIT ORIENTED DEVELOPMENT CORRIDOR PLAN



ACKNOWLEDGEMENTS

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Adopted by City Council on 6-26-2007
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INTRODUCTION

Plan Organization

The South Virginia Street Transit Oriented Development (TOD) Corridor Plan is divided into two sections: the Corridor Plan and Station Area Plans. The Corridor Plan describes the boundary, time frame, relationship to other plans and identifies policies for development within this TOD Corridor. The development concept, circulation, land use, and zoning that apply to the parcels are included in the plan for each station area. Development standards and processing provisions are included in the Reno Municipal Code.

Boundary

The Truckee Meadows Regional Plan defines the South Virginia Street TOD Corridor as the corridor which is generally ¼ mile on each side of South Virginia Street. The corridor extends from the Downtown Reno Regional Center southern boundary to the Convention Regional Center northern boundary and the from the Convention Regional Center southern boundary to the Redfield Regional Center northern boundary. The TOD corridor boundary is shown on Map 1.

Time Frame

The time horizon for this plan is twenty years.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS 278.150 through 278.170).

Policies of the Truckee Meadows Regional Plan are applicable regionwide. The City of Reno Master Plan has three different levels of applicability; Citywide, Center and Transit Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Transit Corridor plans are for the eight regional centers and five transit oriented development corridors in the City and its sphere of influence. The South Virginia Street TOD Plan is one of the five transit oriented development corridors plans. Neighborhood plans cover other areas, not in centers or transit corridors, which have been designated as appropriate for more detailed planning. Policies in center, transit corridor, and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center plan areas and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate Municipal Code provisions (e.g., zoning, development standards, and processing requirements) must be consistent with these plans.

The Truckee Meadows Regional Plan identifies North Virginia, South Virginia, East 4th Street, West 4th Street, and Mill Street as TOD Corridors. The TODs link Downtown to the Stead Airport Regional Center, University of Nevada Regional Center, Sparks Downtown Regional Center, Washoe Medical Regional Center, Reno Tahoe International Airport Regional Center, Redfield Regional Center, and Convention Regional Center.

Outside of centers, transit corridors are comprised of a series of station areas, or activity nodes, and the links between them. Each TOD Corridor Plan is comprised of a series of station area plans. Station area plans contain land use, circulation, density, and general design standards. As new station area plans are prepared, they will be added to the appropriate Corridor Plan.

The South Virginia Street TOD Corridor was developed with input from the Regional Transportation Commission (RTC), Truckee Meadows Regional Planning Agency (TMRPA), Washoe County, State of Nevada Department of Transportation (NDOT), Washoe County, the Reno Neighborhood Advisory Board (NAB) for the Central, South, and East, the Washoe County Citizen Advisory Board (CAB) for the West Truckee, Southwest, and Southeast, property owners in the area and other interested individuals. The South Virginia Street TOD Corridor Plan replaces either portions or entire plans that are along the South Virginia Street corridor. The key elements of these plans were reviewed and when appropriate incorporated into the TOD plan, to further support the elements that make for a successful TOD.

CORRIDOR PLAN

Development Concept

In 2002, the Truckee Meadows Regional Planning Agency updated the Regional Plan. During this update certain key areas in the region were designated as regional centers and transit oriented developments (TOD) corridors. South Virginia Street is a major north-south corridor and was named as one of the five TOD corridors. A key component for a successful TOD corridor is the mix of land uses, with higher densities and the continual expansion of transit with significant pedestrian improvements. In order to encourage and facilitate successful transit-oriented development, a full range of public facilities must be in place to accommodate the type of mixed-use neighborhood development that is desired.

South Virginia Street is a major north-south corridor in the region. The development of the South and North Virginia Street TOD Corridors along with the Regional Center Plans including the Reno-Stead Airport, the University, the Downtown Reno, the Convention, and the Redfield Regional Centers will further define all of Virginia Street as a significant corridor. Linking the regional centers, with the TOD corridors will enable the Virginia Street corridor to support a significant and viable transit system.

The South Virginia TOD Corridor has a Master Plan land use designation of Special Planning Area South Virginia Transit Corridor. The zoning designation for the area will be MU/SVTC (Mixed Use/South Virginia Street Transit Corridor Zoning Overlay District) and the designation refers to the MU/SVTC overlay sections of RMC Title 18. These sections include specific development requirements for the area, such as setbacks, parking, site layout, architecture, and landscaping.

The majority of land within the corridor has been developed, however most of the development is auto oriented. This plan will encourage redevelopment and intensification of the properties to create a successful TOD corridor. Future development within this corridor should be required to develop with a minimum

residential density of 14 dwelling units per acre. Nonresidential and mixed use development north of the Convention Regional Center should have a minimum floor area ratio (FAR) of 0.50 or greater. The area south of the Convention Regional Center is designated as the Secondary Corridor. Mixed use developments, “complete streets” concepts and increased transit services are encouraged. However, until transit services are improved in this area required intensity levels are not appropriate.

Establishing a mixture of land uses within a TOD corridor allows individuals to meet their day-to-day needs by using transit and/or by walking to their home, place of work or other services. The mix of land use will facilitate in creating a diverse and vital neighborhood environment, increasing transit use, and pedestrian activity. Higher density development is one of the key components necessary to create compact, vibrant transit-oriented development neighborhoods. TOD corridors encourage pedestrian activity, support retail businesses, and promote transit usage. Buildings should be placed so that they are oriented to transit and pedestrians. No parking should be allowed in the front of buildings, it should be located in the rear, side, inside or underground of buildings.

In order to encourage and facilitate successful transit-oriented development, a full range of public facilities must be in place. A variety of infrastructure improvements will need to be made within the corridor in order to accommodate the type of urban, mixed-use neighborhood development that is desired. The development of transit is a key element that needs to be supported by significant pedestrian facilities and amenities. RTC has established a bus rapid transit (BRT) system along the corridor. RTC continues to improve South Virginia Street and several intersecting streets. These improvements should be designed to help promote and improve the area as a TOD corridor. Streets should include travel lanes for transit, auto, and bikes along with on-street parking, landscaped parkways, sidewalks, and window shopping area, which create the concept of “complete streets”.

There is non-restricted gaming within the South Virginia Street TOD at three locations. One location is the Park Lane Mall area located generally north of Grove Street, south of Plumb Lane, west of Kirman Street/Wrondel Way and east of South Virginia Street (APN: 015-220-01, 015-220-08, 015-220-09, 015-220-10, 015-220-12, 015-220-18, 015-220-24, 015-220-29, 015-220-31, 015-220-35, 015-220-36, 015-220-37, 015-220-38, 015-220-45, 015-220-46, 015-220-47 and 015-220-48). The second location is the Peppermill Hotel Casino and the surrounding area located generally north of Brinkby Avenue south of Hubbard Way, west of South Virginia Street and east of Lymberry Street (APN: 019-202-22, 019-202-27, 019-250-18, 019-321-01, 019-321-05, 019-321-06, 019-321-07, 019-321-08, 019-321-09, 019-321-10, 019-321-13, 019-321-14, 019-321-15, 019-321-16, 019-321-17, 019-321-18, 019-321-19, 019-321-20, 019-321-21, 019-321-22, 019-321-26, 019-321-27, 019-321-29, & 019-321-30). The third location is

Tamarack Junction located generally north of Hayes Circle, south and east of Arrowcreek Parkway and west of South Virginia Street (APN: 049-360-08, 049-360-09, 049-360-10, 049-360-11 and 049-360-20). These parcel locations are identified on Map 3.

Policies

To support the development of the TOD corridor the following policies should be utilized. Each transit corridor should maintain its own unique identity in terms of its mix of land uses, development intensity, and the character should be related to the surrounding development context. The following policies have been developed to further define the South Virginia Street corridor.

Policy 1 - Identity

- A. New development and redevelopment should maintain the historical character of older structures, features and neighborhoods should be encouraged.
- B. New developments should build in context to the surrounding area, through building scale and density, landscaping, signage, building material, and unique amenities.
- C. The natural characteristics of the area should be respected and new development should demonstrate an effort to retain the natural features of the area.
- D. Development within the Secondary Corridor should be designed to allow for future intensification and/or densification when supporting transit becomes available.

Policy 2 - Infrastructure

- A. The corridor should include travel lanes for transit, auto and bikes along with on-street parking, landscaped parkways, sidewalks, and window shopping area should be promoted.
- B. As new roadway projects are developed they should be designed and reviewed to further support the TOD corridor concepts including the need for crosswalks, bike lanes and transit amenities.
- C. Transit should be made available and promoted with significant transit amenities, such as park-and-ride, benches, passenger waiting shelters, bus turn-outs, trash containers, and safe pedestrian facilities.
- D. Infrastructure improvements and capital improvement plans should be reviewed and updated to support and encourage development along the TOD corridor.

Policy 3 - Attractions

- A. A mixture of pedestrian oriented land uses should be permitted including a variety of housing, offices, retail, entertainment, hotels, restaurants, urban parks, day care, and public agencies/services.
- B. Access to significant natural features, open space, and drainageways should be preserved and maintained to promote and enhance the corridor.
- C. Significant pedestrian and transit amenities to enhance the area as a TOD corridor should be provided.

Policy 4 - Intensity/density

- A. New development in the northern section should provide a minimum residential density of 18 dwelling units per acre adjacent to South Virginia Street. Nonresidential and mixed use development north of the Convention Regional Center and adjacent to South Virginia Street should have a minimum FAR of .75 when located on the same block as a Rapid Transit Station and .25 when not on the same block as a Rapid Transit Station. No minimum FAR or density should be required south of the Convention Regional Center until Rapid Transit Stations or similar facilities are constructed in that area.
- B. New development and redevelopment should provide a transition in height and density from existing and surrounding neighborhoods.
- C. Infill and redevelopment should be encouraged for the underutilized and vacant parcels.

Policy 5 - Pedestrian Connections

- A. A safe and inviting environment for transit, pedestrians, and bicycles should be established. Streetscape amenities including landscaping, benches, crosswalks, median refuges on large streets should be provided. Signals should be timed to ensure pedestrian safety and manage traffic flow.
- B. Shared driveways, access, and parking between buildings and parcels should be provided to limit street access points and to minimize conflicts between vehicles and pedestrians.
- C. Safe, visually attractive, and well-defined pedestrian walkways from parking areas, park-and-ride areas, and transit stops to building entrances should be provided.
- D. Connectivity and access for pedestrians and bicycles should be provided and developed from the TOD corridor to surrounding development.

Policy 6 - Quality Site Layout/Urban Design

- A. Buildings should be oriented to the sidewalk to provide a prominent pedestrian access and the development of public space along the street frontage should be encouraged.
- B. A variety of building heights and forms to create visual interest and establish a distinct identity with architectural detail that provides a high level of interest at the street level should be encouraged.
- C. Clustering buildings to minimize the loss of natural features and open space should be encouraged.
- D. A significant landscaped buffer should be established between existing residential development and non-residential development along the TOD corridor.
- E. Connectivity should be provided and encouraged from existing development to the TOD corridor development.
- F. Building height and massing should be designed so it contributes to the human-scaled environment, by using architectural elements, such as canopies, awnings, planters, and flower boxes.
- G. The use of “green” technologies should be encouraged, including building materials and energy, water, and land conservation.

Policy 7 - Parking Management

- A. Parking should not be located between the sidewalk and the front of buildings and a convenient and safe pedestrian access to the building should be provided. Parking should be provided on the side, rear or within the building.
- B. Parking areas should be designated that can be utilized by both residents and businesses, including parking garages, carpool parking, and park-and-ride areas.
- C. Parking structures should be designed to be compatible with the scale and architectural character of the surrounding buildings.
- D. Shared parking should be required to decrease the amount of parking and decrease the emphasis on private vehicles.

Policy 8 - Public Space

- A. A variety of public spaces should be encouraged to developed, creating gathering spaces for recreation and entertainment.

- B. Public spaces should be developed with various features including smaller amenities such as fountains, artwork, and benches.
- C. Existing access to parks and open space should be maintained and new access should be identified and developed with each new development in the area.

STATION AREA PLANS

The development of transit stations will further the focus of alternative modes of transportation and provide a public gathering space. Transit stations are different from local bus stops, which will continue to be developed and maintained along South Virginia Street. Transit stations should be places that have the highest intensity of land uses along the TOD corridor. Transit stations should be placed approximately ½ mile apart from each other, to accommodate the distance that the average person will walk. The location of transit stations will be reviewed as new development occurs along the corridor. The availability of land and the appropriate spacing of the transit stations will be a part of the review process. The approximate locations of transit stations are shown on Map 2.

The development of transit stations should be guided by the TOD corridor policies which include identity, infrastructure, attractions, intensity/density, pedestrian connections, site layout/urban design, parking management, and public space/greenways. Individual stations should establish an identity, which will enhance the area and play a key role as a gathering place. There should be a mix of land uses including different housing types, offices, retail, personal services, hotels, restaurants, day care, and other services. The stations should be developed with a higher density that intensifies the land use in the station area. Quality site layout with architectural details should be encouraged to create visual interest. Vehicular access and parking should be secondary to all pedestrian access and amenities. Area parking garages should be identified and designated as the area develops. The application of these guidelines to station areas will be further defined as the stations are developed. The station areas will have a MU (Mixed Use) base zone with an overlay zone for each station. This designation will refer to a section of Reno Municipal Code. This section will include specific development requirements for the area such as setbacks, parking, site layout, architecture, and landscaping.

Plumb Lane Crossing District

The first transit station located within the South Virginia Street TOD Corridor is the Plumb Lane Crossing. This transit station area generally covers the area south of Hillcrest Drive, west of South Virginia Street, north of Cadillac Place, and east of Lymbery Street/ Eastshore Drive, as shown below.



Plumb Lane Crossing has a Master Plan Land Use designation of Special Planning Area. Plumb Lane Crossing has a zoning designation of MU/PLC (Mixed Use/ Plumb Lane Crossing) and is a district within the South Virginia Street TOD Corridor. This refers the any users of the zoning maps to the Plumb Lane Crossing Overlay section of the Code. This section includes specific development requirements for the area. These requirements include setbacks, parking, site layout, architecture, and landscaping. To support transit oriented development the following policies have been developed for this transit station.

1. Identity – The Plumb Lane Crossing area will establish an identity that ties it in with the South Virginia Street Transit Corridor but also sets it apart from other nodes within the Corridor. This identity will be established through building scale and density, landscaping, signage, and unique amenities.
2. Infrastructure – The infrastructure within and connecting to this area will be enhanced. Sidewalks will be improved, any necessary improvements to the adjacent streets will be completed, and access to Virginia Lake Park will be enhanced.
3. Attractions – The permitted uses within this area will give people a reason to go to Plumb Lane Crossing. The transit station will play a key role in bringing people to the area. A mix of land uses including a mix of housing types, offices, retail, personal services, hotels, restaurants, urban parks, day care, and public agencies/services are all permitted land uses within the area.
4. Intensity/density – A variety of densities and building heights will be provided. The housing type will transition between the lower densities and building heights

of the existing housing types located to the west and the desired higher densities and building heights along the transit corridor.

The western portion of Plumb Lane Crossing should begin the transition from the single family homes on the north and west sides of Virginia Lake to the more intense development located along the transit corridor. This area will be developed with a maximum gross density of 14 dwelling units per acre.



The southern and eastern portions of the station area are surrounded by multifamily and commercial zoning. A higher density development is more appropriate in these areas. Any residential development will be constructed at a minimum of 21 dwelling units per acre.

5. Pedestrian connections – There are two main pedestrian corridors within the Plumb Lane Crossing station area. The first is the north-south corridor enhancing the pedestrian environment along South Virginia Street. This encourages walking to and from the area to other commercial and residential uses in the surrounding area. The second is the connection from the transit station and the corridor itself to Virginia Lake Park. This public park provides a substantial recreational amenity immediately adjacent to the station area and short walking distance from the transit stop.
6. Quality site layout/urban design – Commercial and office land uses should be concentrated near South Virginia Street and the transit station. Residential units should be incorporated into the upper floors in this area. This will provide activities and services adjacent to the TOD corridor to attract people to the area. Residential units should be located on the western portion of the site to provide a transition from existing land uses.

A variety of building heights and forms are encouraged to create visual interest and establish a distinct identity. Buildings within the node will be oriented toward the primary street frontage or pedestrian access. Architectural detailing should include articulation, varying building materials, awnings, balconies, and other details. Blank walls, with no architectural detailing will not be permitted. Sidewalks should be widened, street trees installed, and commercial buildings should be placed at the edge of the sidewalk.

7. Parking Management – Vehicular access and parking will be secondary to all pedestrian access and amenities. Parking will be located behind buildings,

inside or underground where possible. If parking is located along any public streets the amount of perimeter landscaping will be increased. Additional oversized trees and berming will be used to screen the parking. Parking will be shared in mixed land use development to decrease the amount of parking on the site and decrease the emphasis on private vehicles.

8. Incorporate Public Space – An internal plaza(s) will be created to promote an outside pedestrian and activity environment. The use of public space will be encouraged for entertainment, restaurant, and other commercial land uses. A strong emphasis will be placed on the association between this node and the Virginia Lake Park.

MIDTOWN DISTRICT

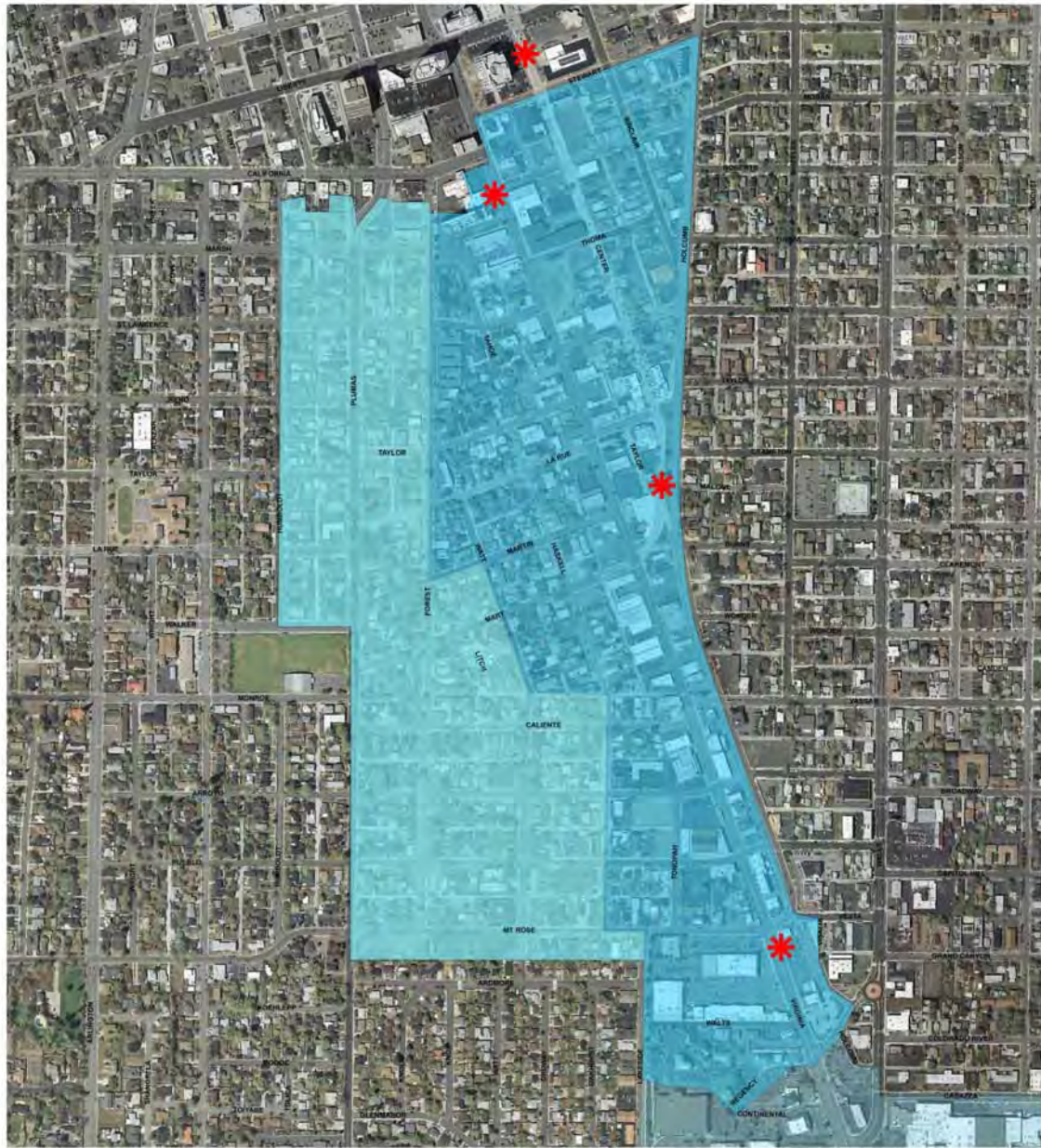
The Midtown District is located within the northern section of the South Virginia Street Transit Oriented Development Corridor. The District includes two distinct sections, Commercial and Residential. The area is shown on the attached Midtown Station Area map and has boundaries generally defined as California Avenue, Regency Way, Holcomb Avenue, and Humboldt Street.

Commercial Section – The Commercial area of the Midtown District has an eclectic mix of properties. The main corridor, South Virginia Street, consists largely of one and two story early to mid-twentieth century buildings constructed of brick and masonry. The primary business type in the area is service oriented including restaurants, boutique clothing and gift stores, art studios, and salons. Outside of the South Virginia Street corridor the buildings are primarily single-family homes, brick or wood frame, converted for commercial uses. Throughout the area there are newer three-story buildings. The current parking conditions of the commercial section of the Midtown District appear to be limiting further revitalization of the area.





Residential Section – The Residential area of the Midtown District is comprised generally of one and two story single family homes that are constructed of brick or wood frame and located on modest size lots. The area also includes some small multifamily properties (less than 20 units). The area has well developed, mature landscaping and narrow streets.

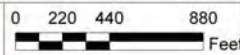
1. **Attractions** –The architectural style along with existing and allowed uses create reasons to visit the Midtown District. There are north and south bound transit stations within the District boundaries to provide easy access to those accessing available attractions and services.
2. **Intensity/Density** – A variety of densities, building heights, and housing types are available within the district. Although higher densities are encouraged within the South Virginia Street Transit corridor, compatible densities should be considered in the Residential Section. Development within the commercial section of the District should provide additional recreational and service options. Residential development should include features that encourage residents to utilize local facilities and services.

3. Pedestrian Facilities – Sidewalks exist throughout the district, however significant upgrades are needed. Pedestrian circulation throughout the district would be greatly enhanced with wider, unobstructed sidewalks and by providing pedestrian connections to surrounding areas. Improved lighting may also be necessary to encourage residents and visitors to walk to and from services and facilities located within the District.
4. Parking – Minimal off street parking is available within the District. On street parking is available throughout the District; however, parking conditions are inconsistent and should be reviewed to identify opportunities for improvement.
5. Neighborhood Character – The District incorporates many smaller buildings, many with architectural and/or historical significance. Residents want to preserve the historic character of the area and want to ensure this is considered for future development within the area. This can be accomplished through the adoption of design standards or guidelines that reflect and enhance the characteristics of the neighborhood through compatible rehabilitation and development. Providing a balanced environment that incorporates the historical character, commercial and residential, can create an attractive environment that will encourage pedestrian traffic and enhance beautification.



Midtown District

-  Bus Rapid Transit Locations
-  Midtown Boundary
-  Midtown Residential Area
-  South Virginia Street Transit Corridor



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IMPLEMENTATION

Amended land use designations and zoning districts, as well as modified Reno Municipal Code provisions, are included in this plan to implement the development and circulation concepts in this plan.

Land Use

With adoption of the South Virginia Street TOD Corridor Plan the entire area will be zoned MU/SVTC (Mixed Use/ South Virginia Street Transit Corridor Overlay Zoning District). The area generally south of Hillcrest Drive, west of South Virginia Street, north of Cadillac Place, and east of Lymbery Street/ Eastshore Drive will be zoned MU/PLC (Mixed Use/ Plumb Lane Crossing. A mix of land uses are permitted by the underlying Mixed Use base zoning district. Permitted land uses, development standards, and processing requirements for the South Virginia Street TOD Corridor and Plumb Lane Crossing Station Area are described in the associated overlay zone in the Reno Municipal Code.

Zoning

With adoption of the South Virginia Street TOD Corridor Plan the entire area will be zoned MU/SVTC (Mixed Use/ South Virginia Street Transit Corridor Overlay Zoning District). The area generally south of Hillcrest Drive, west of South Virginia Street, north of Cadillac Place, and east of Lymbery Street/ Eastshore Drive will be zoned MU/PLC (Mixed Use/ Plumb Lane Crossing. A mix of land uses are permitted by the underlying Mixed Use base zoning district. Permitted land uses, development standards, and processing requirements for the South Virginia Street TOD Corridor and Plumb Lane Crossing Station Area are described in the associated overlay zone in the Reno Municipal Code.


Infrastructure

As new development is proposed the impact of the development will be reviewed by various departments and agencies. If additional services are needed they will be required with the development. RTC, in the 2030 Regional Transportation Plan (RTP) has identified planned roadway and transit improvements within the South Virginia Street TOD Corridor. Additional development not anticipated when the 2030 RTP was updated will be mitigated as development occurs and will be included in new updates to the RTP.

The City, working with various service providers is planning for service and facilities to support more intense development on the TOD corridor. Most of the TOD corridor receives water service from the Truckee Meadows Water Authority; a portion of the southern section receives it from Washoe County. The City either directly or through agreements with the County, provides sanitary sewer service. The City provides flood management along with police, fire and parks and recreation services. The Washoe County School District provides public schools.



Map 1: South Virginia Street TOD Boundary (North Section)

 South Virginia Boundary (Primary Corridor)



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Miles


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Map 1: South Virginia Street TOD Boundary (South Section)

 South Virginia Boundary (Secondary Corridor)

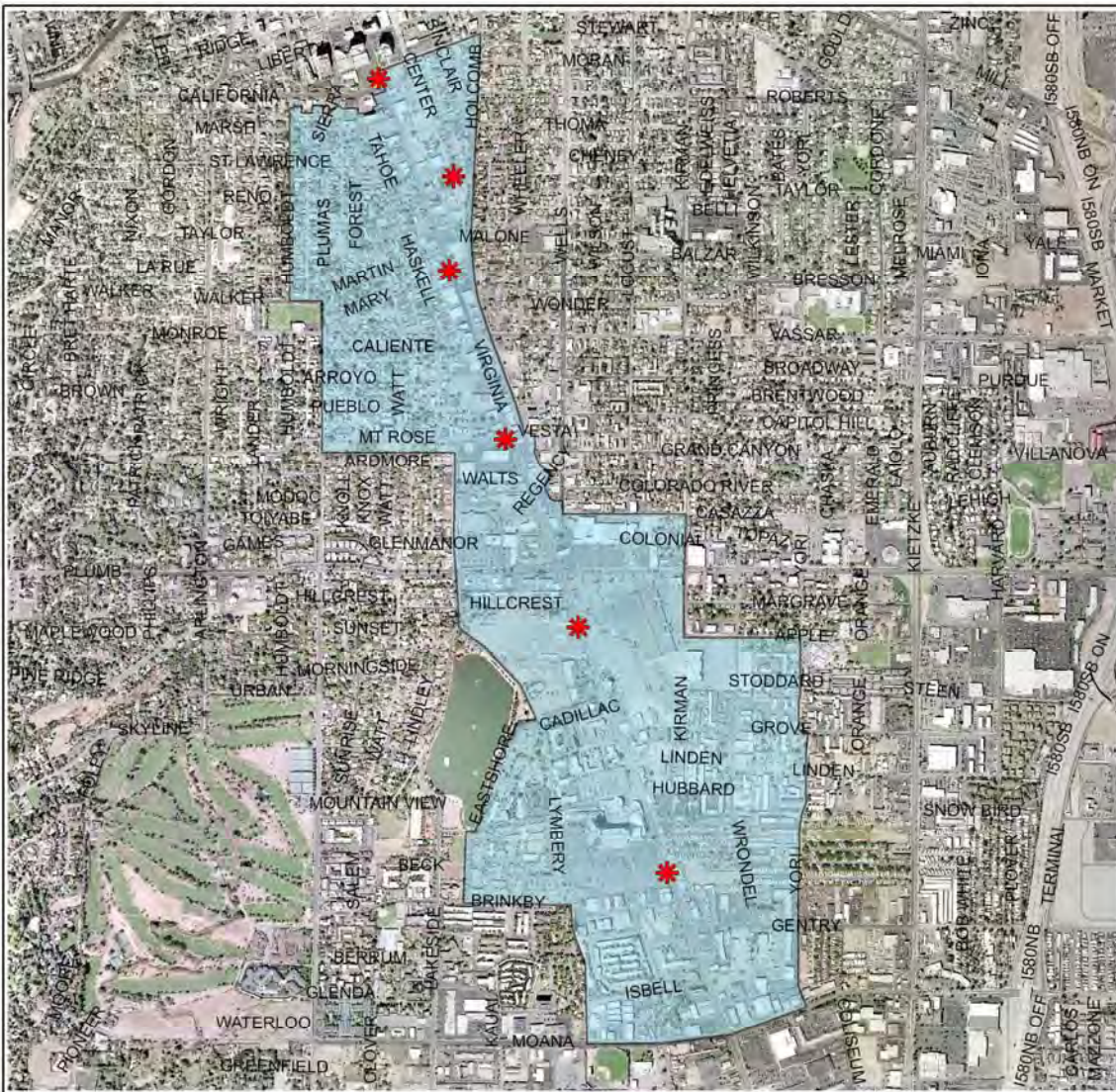


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Miles



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Map 2 : South Virginia Street TOD (North Section) Circulation Concept

-  Bus Rapid Transit Stations
-  South Virginia Boundary (Primary Corridor)

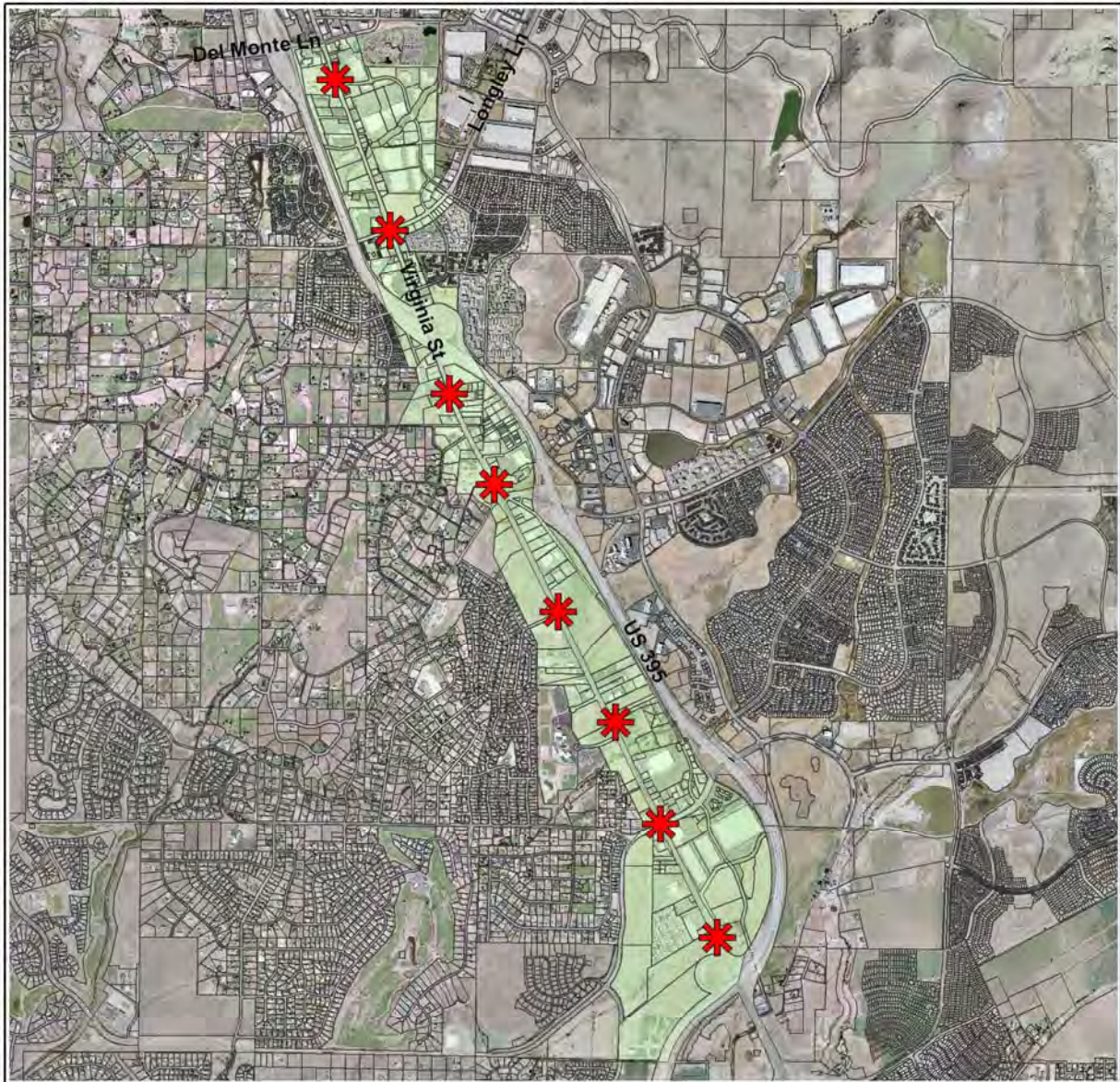


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Map 2 : South Virginia Street TOD (South Section) Circulation Concept

 Conceptual Transit Stations

 South Virginia Boundary (Secondary Corridor)

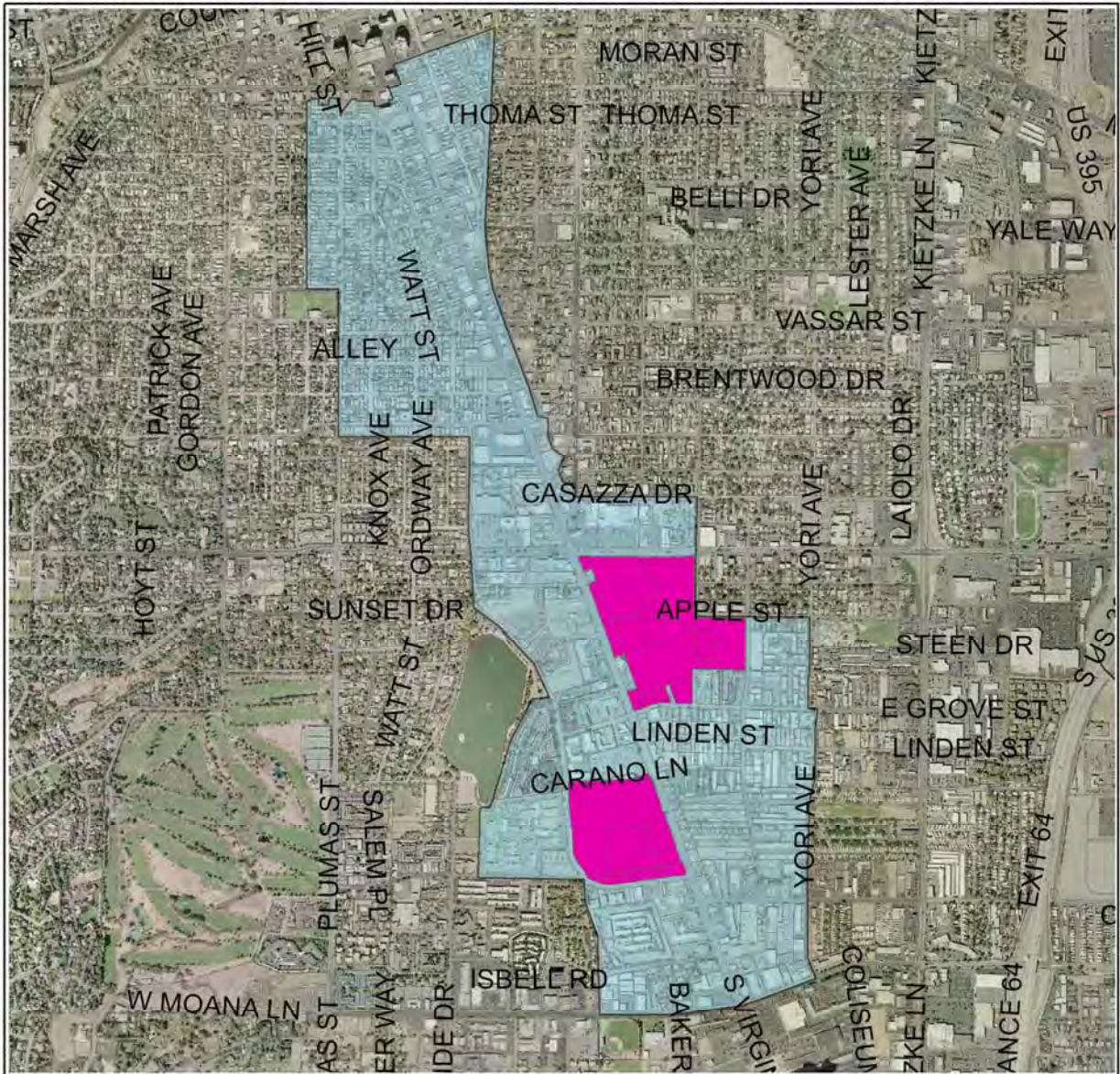


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Map 3: South Virginia Street TOD (North Section) Unrestricted Gaming

- Parcels Entitled for Unrestricted Gaming
- South Virginia Boundary (Primary Corridor)

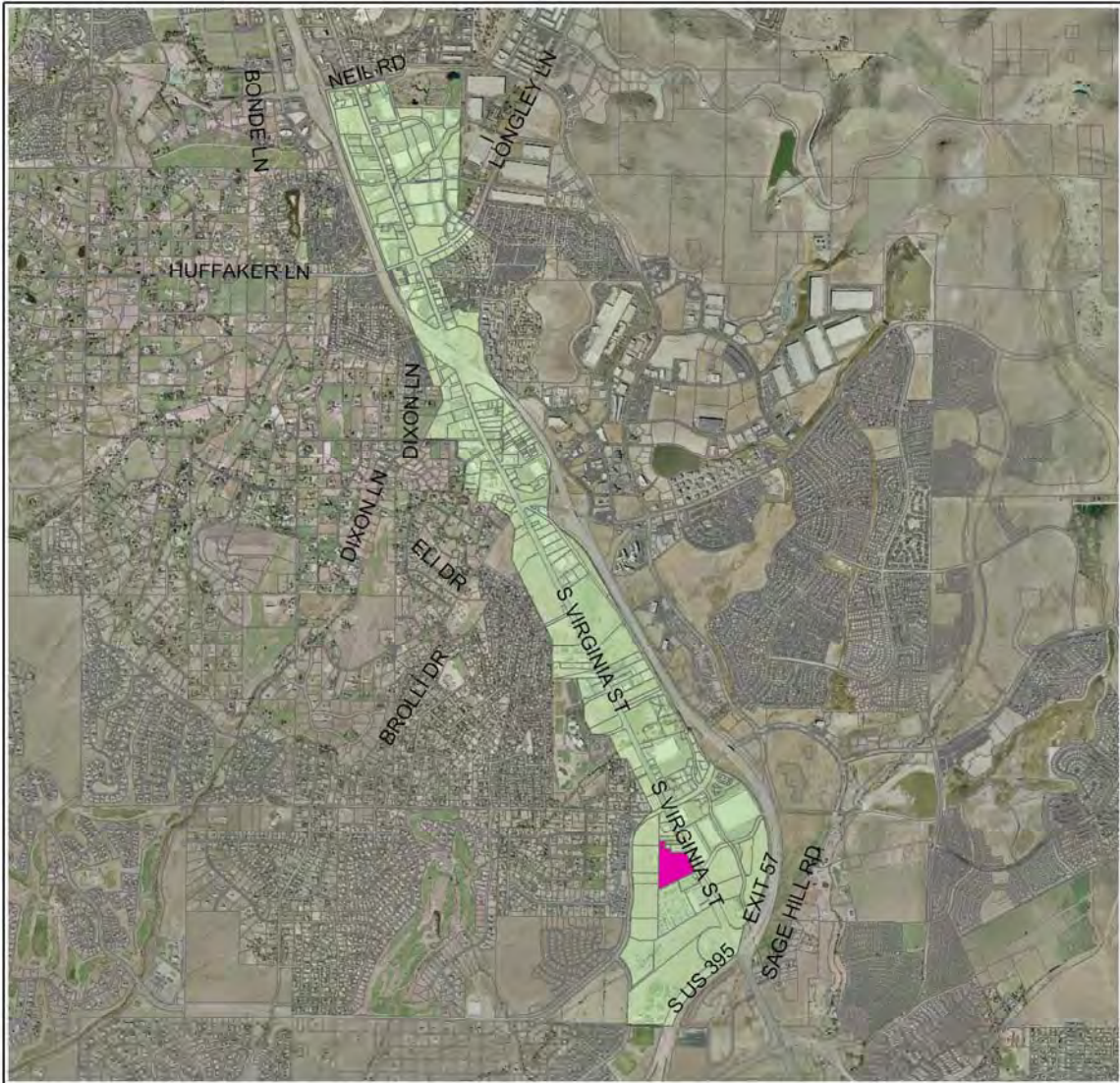


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Map 3: South Virginia Street TOD (North Section) Unrestricted Gaming

- South Virginia Boundary (Secondary Corridor)
- Parcels Entitled for Unrestricted Gaming



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Miles

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NORTH VIRGINIA STREET TRANSIT ORIENTED DEVELOPMENT CORRIDOR PLAN



ACKNOWLEDGEMENTS

City Council

Robert A. Cashell, Sr., Mayor
Hillary Schieve, At-Large
Jenny Brekhus, Ward One
Sharon Zadra, Ward Two
Oscar Delgado, Ward Three
Dwight Dortch, Ward Four
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Adopted by City Council on July 12, 2006
Amended by City Council April 6, 2011
Amended December 11, 2013

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INTRODUCTION

Plan Organization

The North Virginia Street Transit Oriented Development (TOD) Corridor Plan is divided into two sections: the Corridor Plan and Station Area Plans. The Corridor Plan describes the boundary, time frame, relationship to other plans and identifies policies for development within this TOD. The development concept, circulation, land use, and zoning that apply to the parcels are included in the plan for each station area. Development standards and processing provisions are included in the Reno Municipal Code.

Boundary

The Truckee Meadows Regional Plan defines the North Virginia Street TOD Corridor as the corridor which is generally $\frac{1}{4}$ mile on each side of North Virginia Street extending from the University of Nevada Regional Center northern boundary to the southern boundary to the Reno-Stead Airport Regional Center.

Time Frame

The planning horizon for development and redevelopment of this area is twenty years.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS 278.150 through 278.170).

Policies of the Truckee Meadows Regional Plan are applicable regionwide. The City of Reno Master Plan has three different levels of applicability; Citywide, Center and Transit Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Transit Corridor plans are for the eight regional centers and five transit oriented development corridors in the City and its sphere of influence. The North Virginia Street TOD Plan is one of the five transit oriented development corridors plans. Neighborhood plans cover other areas, not in centers or transit corridors, which have been designated as appropriate for more detailed planning. Policies in center, transit corridor, and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center plan areas and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate Municipal Code provisions (e.g., zoning, development standards, and processing requirements) must be consistent with these plans.

Outside of centers, transit corridors are comprised of a series of station areas, or activity nodes, and the links between them. Each TOD Corridor plan is comprised of a series of station area plans. Station area plans contain land use, circulation, density, and general design standards. As new station area plans are prepared, they will be added to the appropriate TOD corridor plan.

The North Virginia Street TOD Corridor was developed with input from the Regional Transportation Commission (RTC), the Truckee Meadows Regional Planning Agency

(TMRPA), Washoe County, the State of Nevada Department of Transportation (NDOT), the City of Reno Neighborhood Advisory Boards (NAB) for the Northeast and North Valleys, the Washoe County Advisory Board (CAB) for the North Valleys, property owners in the area and other interested individuals. The North Virginia Street TOD Corridor Plan replaces either portions or entire plans that are along the North Virginia Street corridor however it maintains many aspects of those plans.

CORRIDOR PLAN

Development Concept

In 2002, the Truckee Meadows Regional Planning Agency updated the Regional Plan. During this update certain key areas in the region were designated as regional centers and transit oriented developments (TOD) corridors. North Virginia Street is a major north-south roadway. A key component for a successful TOD corridor is the mix of land uses, with higher densities and intense use of the land, and the continual expansion of transit with significant pedestrian improvements. In order to encourage and facilitate successful transit-oriented development, a full range of public facilities must be in place to accommodate the type of mixed-use neighborhood development that is desired. There is minimum transit service available in the North Virginia Street TOD. Until such time when transit is expanded in this area the North Virginia Street TOD shall be designated as a secondary TOD.

The TOD Corridor has a Master Plan land use designation of Special Planning Area - North Virginia Transit Corridor. The zoning designation for the area will be MU/NVTC (Mixed Use/North Virginia Street Transit Corridor Zoning Overlay District) and the designation refers to the MU/NVTC zoning overlay sections of RMC Title 18. These sections include specific development requirements for the area, such as setbacks, parking, site layout, architecture, and landscaping.

Some of the land within the corridor has been developed. However most of the development is auto oriented. This plan will encourage redevelopment and intensification of the properties to create a successful TOD corridor. Hotel with Non-restricted Gaming Operation is entitled at the Bonanza Casino, located generally north of Lovitt Lane, south of Mobile Manor Drive, west of Emery Drive and east of North Virginia Street (APN: 003-086-05, 003-086-09, 003-086-10, and 003-086-12).

Establishing a mixture of land uses within a TOD corridor allows individuals to meet their day-to-day needs by using transit and/or by walking to their home, place of work or other services. The mix of land use will facilitate in creating a diverse and vital neighborhood environment, increasing transit use, and pedestrian activity. Higher density development is one of the key components necessary to create compact, vibrant transit-oriented development neighborhoods. TODs encourage pedestrian activity, support retail businesses, and promote transit usage. Buildings should be placed on or near the street so that they are oriented to transit and pedestrians. No parking should be allowed in the front of buildings, it should be located in the rear, side, inside or underground of buildings.

In order to encourage and facilitate successful transit-oriented development, a full range of public facilities must be in place. A variety of infrastructure improvements will need to be made within each corridor in order to accommodate the type of urban, mixed-use neighborhood development that is desired. The development of transit is a key element that needs to be supported by significant pedestrian facilities and amenities.

RTC has numerous proposed roadway improvement projects on North Virginia Street and several intersecting streets. These improvements should be designed to help promote and improve the area as a TOD. Streets should include travel lanes for transit, auto, and bikes along with on-street parking, landscaped parkways, sidewalks, and window shopping area, which create the concept of “complete streets”.

Policies

Each transit corridor should maintain its own unique identity in terms of its mix of land uses, development intensity and the character relating to the surrounding development. To support the development of the TOD the following policies should be utilized.

Policy 1 - Identity

- A. The old western character should be encouraged as a key identity on North Virginia Street.
- B. The natural characteristics of the area should be respected and new development should demonstrate an effort to retain natural features and land contours.
- C. New developments should build in context to the surrounding area, through building scale and density, landscaping, signage, building material, and unique amenities.
- D. Specific standards for lighting, signage, passenger waiting shelters, benches and/or trash containers should be developed for the corridor.

Policy 2 - Infrastructure

- A. The concept of “complete streets” with travel lanes for transit, auto, and bikes along with on-street parking, landscaped parkways, sidewalks, and window shopping area should be promoted.
- B. As new roadway projects are developed they should be designed and reviewed to further support the TOD concepts including crosswalks, bike lanes, and transit amenities.
- C. Transit should be available and promoted with significant transit amenities, including park-and-ride, benches, passenger waiting shelters, bus turn-outs, trash containers, and safe pedestrian facilities.

- D. A grid system of streets with alleys should be encouraged, where appropriate.
- E. Infrastructure improvements and capital improvement plans should be reviewed and updated to support and encourage development along the TOD.

Policy 3 - Attractions

- A. A mixture of land uses should be encouraged that are pedestrian oriented including a variety of housing, offices, retail, entertainment, hotels, restaurants, parks, day care, and public agencies and services.
- B. Significant natural features, open space, and drainageways should be preserved and maintained to promote and enhance the corridor.
- C. Integration of the public facilities should be encouraged to establish and promote a civic and public atmosphere in the area.
- D. Key attractions should include significant pedestrian and transit amenities to enhance the area as a TOD corridor.

Policy 4 - Intensity/density

- A. A transitional area should be provided in height and density from existing and surrounding neighborhoods as the corridor develops.
- B. Infill and redevelopment should be encouraged for the underutilized and vacant parcels.

Policy 5 - Pedestrian Connections

- A. A safe and inviting environment for transit, pedestrians, and bicycles should be established. Providing streetscape amenities including landscaping, benches, crosswalks, median refuges on large streets, and signal timing to ensure pedestrian safety and manage traffic flow.
- B. Shared driveways, access and parking between building parcels should be provided to limit street access points and to minimize conflicts between vehicles and pedestrians.
- C. Safe, visually attractive, and well-defined pedestrian walkways from parking areas, park-and-ride areas, and transit stops to building entrances should be provided.
- D. Connectivity and access for pedestrians and bicycles should be provided and developed from the TOD to the surrounding area.

- E. The various topography constraints need to be identified while still providing for pedestrian access.

Policy 6 - Quality Site Layout/Urban Design

- A. Buildings should be oriented to the sidewalk to provide a prominent pedestrian access and the development of public space along the street frontage should be encouraged.
- B. A variety of building heights and forms should be encouraged to create visual interest and establish a distinct identity with architectural detail that provides a high level of interest at the street level.
- C. Clustering buildings to minimize the loss of natural features and open space should be encouraged.
- D. A significant landscaped buffer should be established between existing residential development and non-residential development along the TOD.
- E. Connectivity should be provided and encouraged from existing development to the TOD development.
- F. Building height and massing should be designed so it contributes to the human-scaled environment, by using architectural elements, such as canopies, awnings, planters, and flower boxes.
- G. The use of “green technologies” should be encouraged.
- H. Buildings should blend into the natural topography and landscape.

Policy 7 - Parking Management

- A. Parking should not be located in the front of buildings and should provide a convenient and safe pedestrian access to the building.
- B. Parking areas should be designated that can be utilized by both residents and businesses, including parking garages, carpool parking, and park-and-ride areas.
- C. Parking structures should be designed to be compatible with the scale and architectural character of the surrounding buildings.
- D. Shared parking should be required to decrease the amount of parking and decrease the emphasis on private vehicles.

Policy 8 - Public Space

- A. The development of a variety of public spaces should be encouraged to create gathering spaces for recreation and entertainment.
- B. Public spaces should be developed with various features including smaller amenities such as fountains, artwork, and benches.
- C. Existing access to parks and open space should be maintained and new access should be identified and developed with each new development in the area.

STATION AREA PLANS

The development of transit stations will further the focus of alternative modes of transportation and provide a public gathering space. Transit stations are different from the local bus stop, which will continue to be developed and maintained along North Virginia Street and Stead Boulevard. Transit stations should be places that have the highest intensity of land uses along the TOD. Transit stations should be placed approximately ½ mile apart from each other, to accommodate the distance that the average person will walk. The location of transit stations will be reviewed as new development occurs along the corridor. The availability of land and the appropriate spacing of the transit stations will be a part of the review process. Currently, North Virginia Street has no developed transit stations.

The development of transit stations should be guided by the TOD policies which include identity, infrastructure, attractions, intensity/density, pedestrian connections, site layout/urban design, parking management, and public space/greenways. Individual stations should establish an identity, which will enhance the area and play a key role as a gathering place. There should be a mix of land uses including different housing types, offices, retail, personal services, hotels, restaurants, day care, and other services. The stations should be developed with a higher density that intensifies the land use in the station area. Quality site layout with architectural details should be encouraged to create visual interest. Vehicular access and parking should be secondary to all pedestrian access and amenities. Area parking garages should be identified and designated as the area develops. The application of these guidelines to station areas will be further defined as the stations are developed. The station areas will have a MU (Mixed Use) base zone with an overlay zone for each station. This designation will refer to a section of Reno Municipal Code. This section will include specific development requirements for the area such as setbacks, parking, site layout, architecture, and landscaping.

IMPLEMENTATION

Amended land use designations and zoning districts, as well as modified Reno Municipal Code provisions, are included in this Plan to implement the development and circulation concepts in this plan.

Land Use

The land use within the boundary of the North Virginia Street TOD is designated as a Special Planning Area in the Reno Master Plan. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in the designated TOD. This designation is consistent with the uses from the development concept portion of this plan. In many cases, the land use designation allows multiple uses on a given parcel. When the North Virginia Street TOD Plan does not specifically address an issue, provisions of other parts of the Reno Master Plan apply.

Zoning, Code Amendments and Design Guidelines

A mix of land uses are permitted by the underlying Mixed Use base zoning district. Permitted land uses, development standards, and processing requirements for the North Virginia Street Secondary TOD are described in the associated overlay zone in the Reno Municipal Code.



The Planning Area Overlay designation permits the continuation of existing land uses. Any change in the land use must be to a permitted use either defined by the North Virginia Street Transit Corridor Overlay Zoning District or by the allowed uses in MU zoning. To help encourage new development, most projects internal to the TOD are allowed to proceed without further discretionary review and can apply for building permits. The code section includes specific development requirements for the area, such as setbacks, parking, architecture, site layout, and landscaping.


Infrastructure

As new development is proposed the impact of the development will be reviewed by various departments and agencies. If additional services are needed they will be required with the development. RTC, in the 2035 Regional Transportation Plan (RTP) has identified planned roadway improvements within the North Virginia Street TOD. Additional development not anticipated when the 2035 RTP was updated will be mitigated as development occurs and will be included in new updates to the RTP.



Map 1: North Virginia Street TOD Boundary (North Section)

- | | |
|--|--|
|  <p>MU/NVTC
(Mixed Use/North
Virginia Street
Transit Corridor)
Secondary Corridor</p> |  <p>MU/RSARC
(Mixed Use/Reno
Stead Airport
Regional Center)</p> |
|--|--|



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Miles

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Map Produced: August, 2013




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Map 1: North Virginia Street TOD Boundary (South Section)

-  MU/NVTC
(Mixed Use North
Virginia Street
Transit Corridor
Secondary Corridor)



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Miles

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Map 2: North Virginia Street TOD Circulation Concept (North Section)

- | | |
|--|--|
|  <p>MU/NVTC
(Mixed Use/North Virginia Street
Transit Corridor)
Secondary Corridor</p> |  <p>MU/RSARC
(Mixed Use/Reno Stead Airport
Regional Center)</p> |
|  <p>Conceptual
Transit Station</p> | |



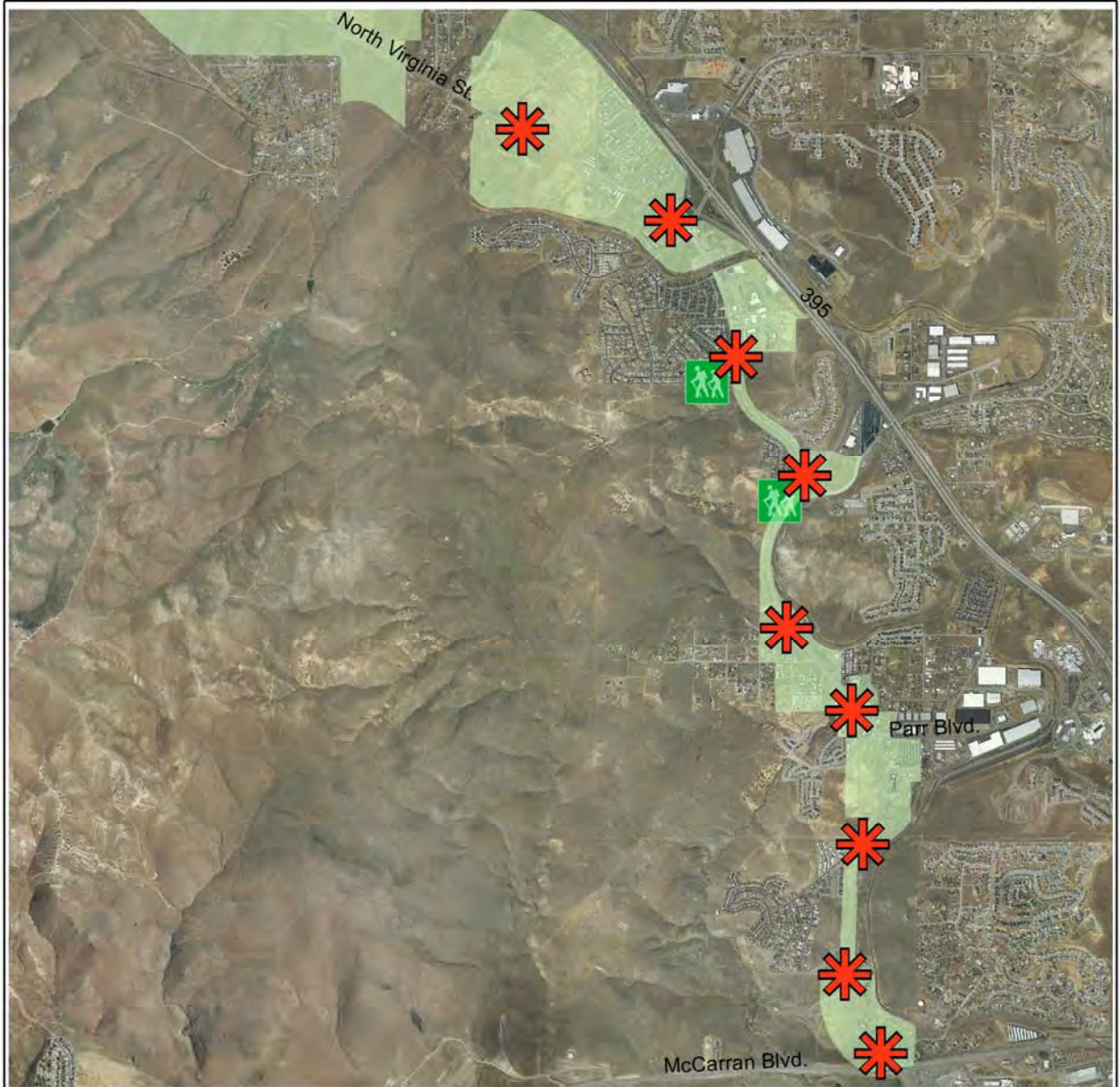
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Map 2: North Virginia Street TOD Circulation Concept (South Section)

-  MU/NVTC
(Mixed Use/North
Virginia Transit Corridor)
Secondary Corridor
 -  Conceptual
Transit Station
-  Conceptual
Trailheads



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Miles

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WEST 4th STREET TRANSIT ORIENTED DEVELOPMENT CORRIDOR PLAN



ACKNOWLEDGEMENTS

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Lauren Barrera, Planning Intern

Adopted by City Council on June 27, 2007

Amended January 14, 2009

Amended December 11, 2013

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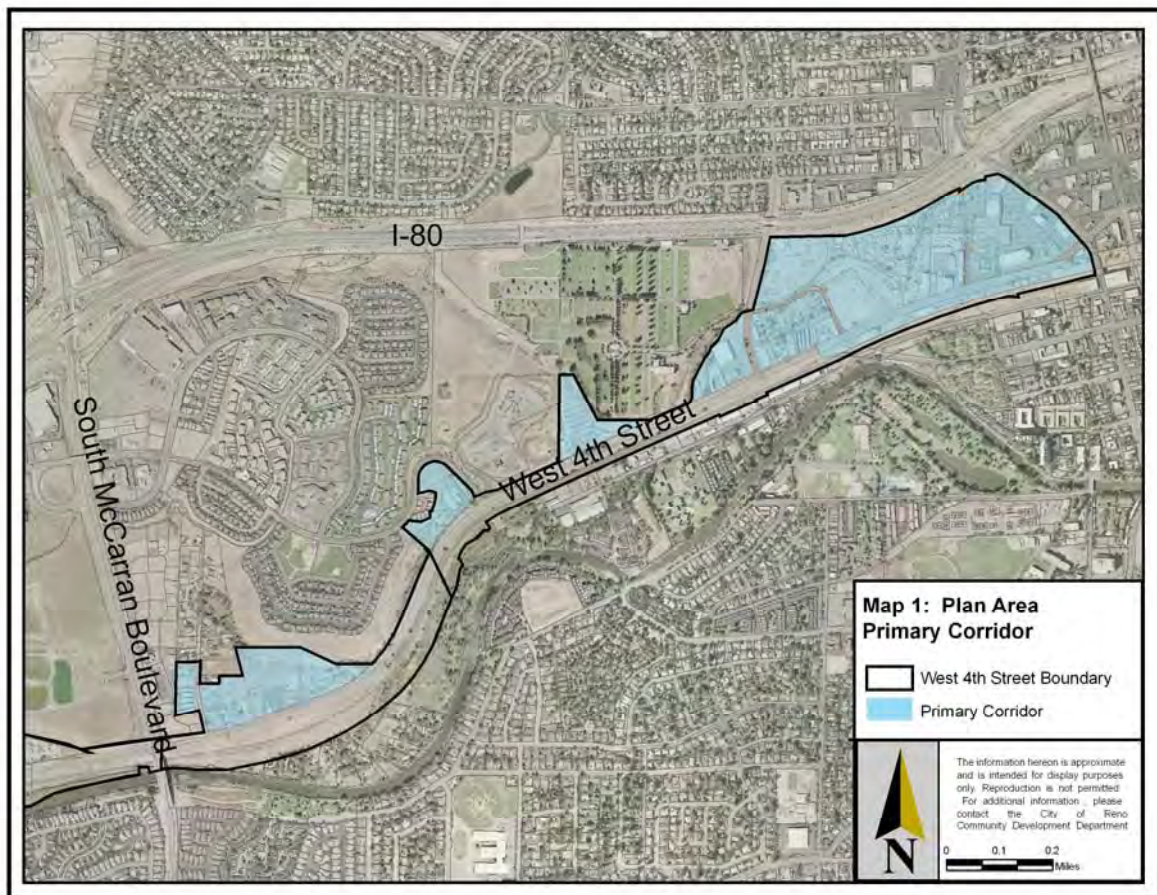
INTRODUCTION

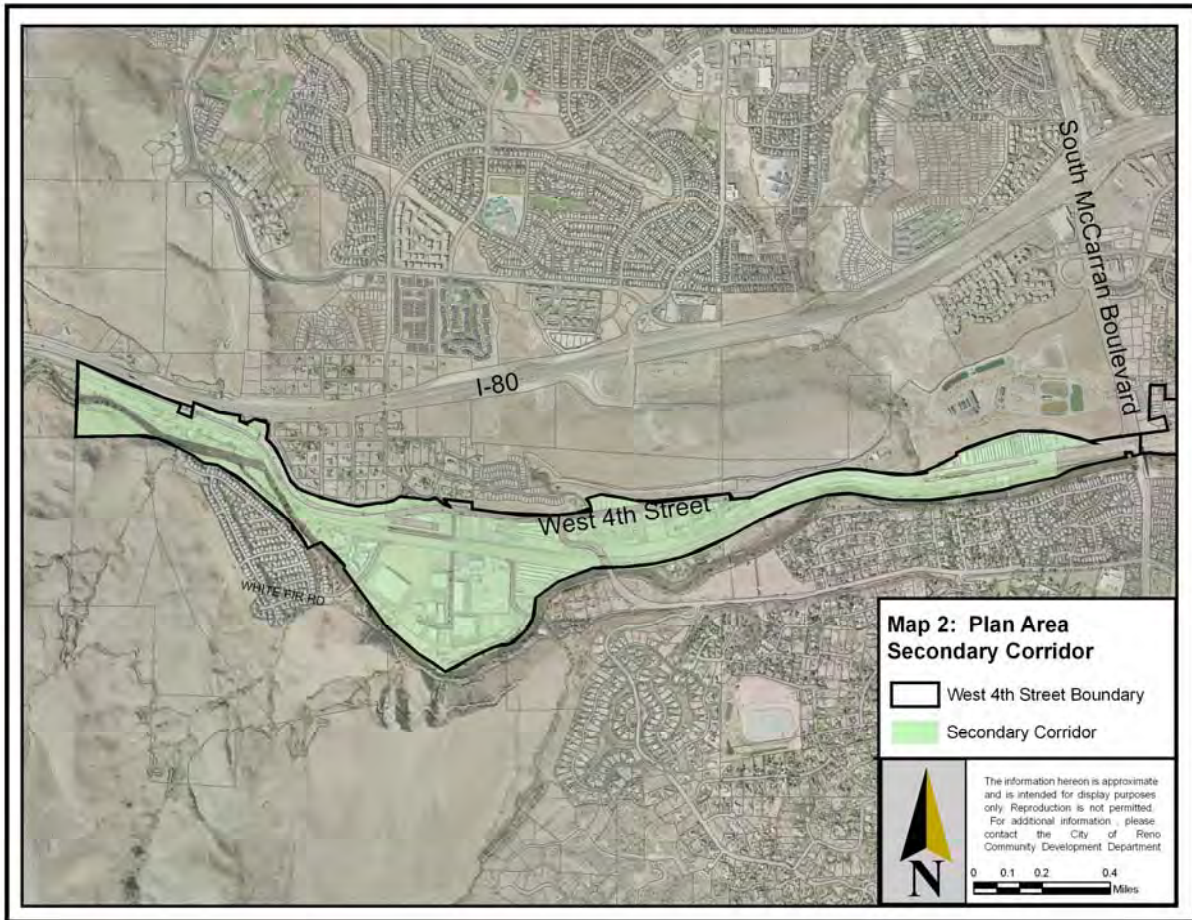
Plan Organization

The West 4th Street Transit Oriented Development (TOD) Corridor Plan is divided into two sections: the Corridor Plan and Station Area Plans. The Corridor Plan describes the development concept, policies for development, circulation, land use, and zoning that apply to the parcels included in the plan area. The Station Area Plan identifies strategic nodes of higher density land uses within the TOD that support alternative modes of transportation and provide public gathering spaces. The Station Area Plans will be further developed through subsequent plan amendments and station locations are conceptually illustrated in maps 3 and 4. Development standards and processing provisions are included in the Reno Municipal Code.

Boundary

The plan area generally extends ¼ mile on each side of West 4th Street extending from the Downtown Regional Center western boundary west to the I-80 intersection. The area located west of McCarran Boulevard is designated as a secondary corridor.





Time Frame

The time horizon for this plan is twenty years.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS 278.150 through 278.170).

Policies of the Truckee Meadows Regional Plan are applicable regionwide. The City of Reno Master Plan has three different levels of applicability; Citywide, Center and Transit Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Transit Corridor plans are for the eight regional centers and five transit oriented development corridors in the City and its sphere of influence. The West 4th Street TOD Plan is one of the five transit oriented development corridors plans. Neighborhood plans cover areas outside of centers or transit corridors, which have been designated for more detailed planning. Policies in center, transit corridor, and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center, corridor, and neighborhood plans must conform to the policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate Municipal Code provisions (e.g., zoning, development standards, and processing requirements) must be consistent with these plans.

The West 4th Street TOD Corridor was developed with input from the Regional Transportation Commission (RTC), Truckee Meadows Regional Planning Agency (TMRPA), State of Nevada Department of Transportation (NDOT), the Northwest and Ward 1 City of Reno Neighborhood Advisory Boards (NAB), the Washoe County Advisory Boards (CAB) for the West Truckee Meadows and Verdi, and property owners in the area. The West 4th Street TOD Corridor Plan replaces either portions of or entire plans that are along West 4th Street corridor; however it maintains many of the same aspects.

Purpose

Certain key areas in the region were designated as regional centers and transit oriented development (TOD) corridors during the 2002 Truckee Meadows Regional Plan update. The North and South Virginia Street, East and West 4th Street, and Mill Street TODs link the Downtown Reno Regional Center to the Stead Airport, University of Nevada, Sparks Downtown, Dandini, Medical, Reno Tahoe International Airport, Redfield, and Convention Regional Centers. Land use intensity should be sufficient to ensure that, over time, the plan areas can be connected through viable transit service.

CORRIDOR PLAN

Development Concept

A key component for a successful TOD corridor is the mix of land uses, higher densities and the continual expansion of transit, infrastructure, and significant pedestrian improvements. In order to encourage and facilitate successful transit-oriented development, a full range of public facilities must be in place to accommodate the type of mixed-use neighborhood development that is desired. The TOD Corridor has a land use designation of Special Planning Area West 4th Street Transit Corridor, with special sub-land use designations identified in the western plan area (Map 6). A zoning designation of MU (Mixed Use) with a West 4th Street Transit Corridor (W4TC) Overlay District should apply and include specific development requirements for the area, such as setbacks, parking, site layout, architecture, and landscaping.

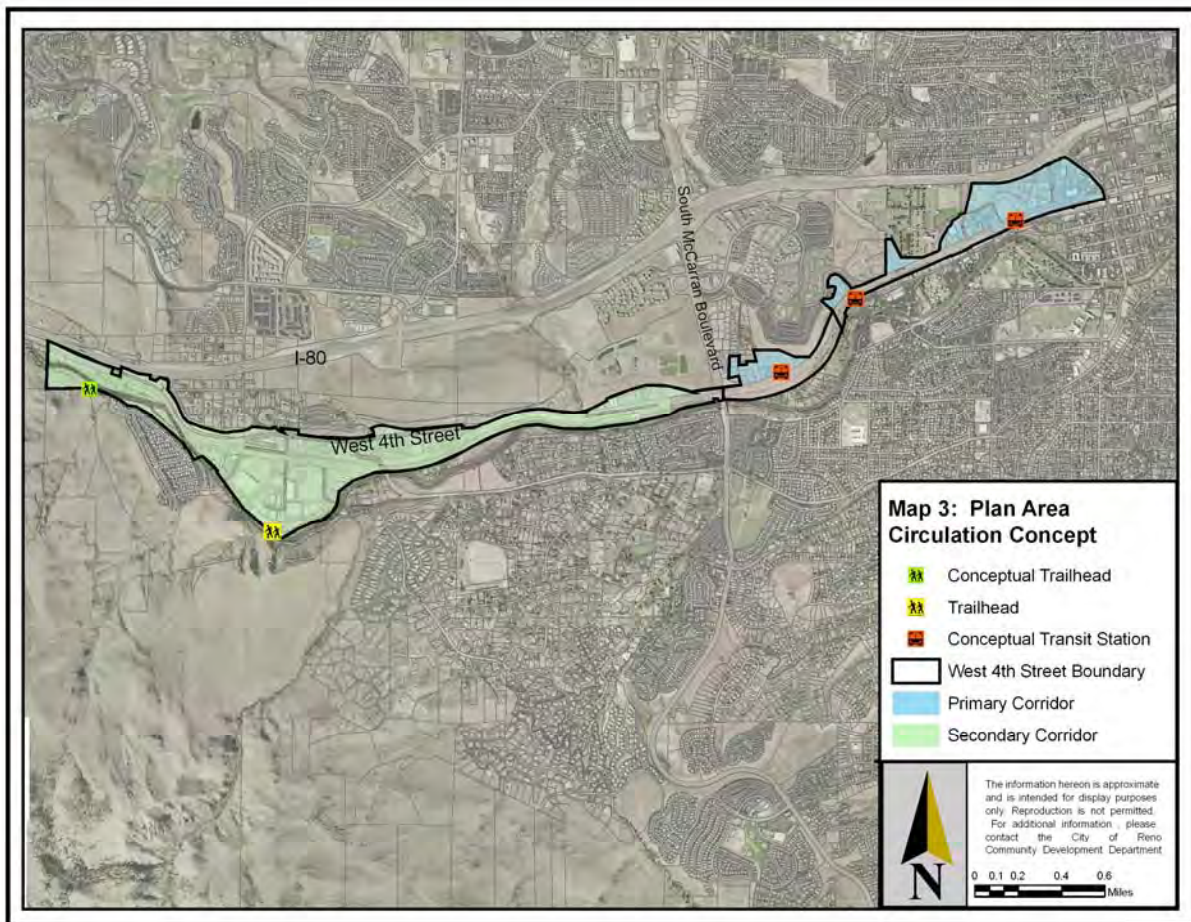
Establishing a mixture of land uses within the TOD corridor allows individuals to meet their day-to-day needs by using transit and/or by walking to their home, place of work or other services. The mix of land use will create a diverse and vital neighborhood environment, increasing transit use, and pedestrian activity. Strategic higher density development is one of the key components necessary to create compact, vibrant transit-oriented development neighborhoods. Development should encourage pedestrian activity, support retail businesses, promote transit, and facilitate cohesive urban design.

General Circulation

Access for both plan areas should be provided through an integrated circulation system that accounts for pedestrians, bicycles, transit and automobiles. A variety of infrastructure improvements will need to be made within the corridor to accommodate the type of urban, mixed-use neighborhood development that is desired. Implementation of transit is a key element that needs to be supported by increased land use densities and significant pedestrian facilities and amenities.

Plan Area Circulation

The 2040 Regional Transportation Plan (RTP) includes several roadway improvements along West 4th Street within the eastern plan area to serve planned growth in the City of Reno and the community of Verdi. These improvements should be designed to help promote and improve the area as a TOD corridor by placing the highest priority for resources towards transit and pedestrian infrastructure while ensuring preservation of necessary Right-Of-Way for future expansion of these services where feasible. Streets should generally include travel lanes for transit (where appropriate), autos, and bikes along with on-street parking, landscaped parkways, sidewalks, and window shopping areas, which implement the concept of “complete streets”. If it is not feasible to accommodate all of the desired uses (e.g. no room for bike lane *and* on-street parking), the following outlines the priority ranking for related infrastructure 1. Pedestrian; 2. Transit; 3. Bicycle Lanes; 4. On-street parking.



General Land Uses

There are currently a mix of auto oriented residential and business uses along both sections of the corridor. This plan encourages redevelopment and intensification of the properties in key areas while enhancing access to the natural environment.

Development Concept

Development east of McCarran Boulevard should require a minimum residential density of 18 dwelling units per acre while nonresidential and mixed-used buildings should have a minimum floor area ratio (FAR) of 0.25. As Bus Rapid Transit or other transit station areas are developed, a minimum FAR of .75 should be required within the station area.

Policies

Each transit corridor should maintain its own unique identity in terms of its mix of land uses, development intensity and the character relating to the surrounding development. To support the development of the TOD the following policies should be utilized.

Policy 1 - Identity

- A. The historic characteristics and features of the West 4th Street and the Truckee River should be a key identity.
- B. The natural characteristics of the area should be respected and new development should demonstrate an effort to retain natural features and land contours.
- C. New developments should build in context to the surrounding area, through building scale and density, landscaping, signage, building material, and unique amenities.
- D. Specific standards for lighting, signage, passenger waiting shelters, benches and/or trash containers should be developed for the corridor.
- E. Development should promote and enhance access to recreation areas and natural features.

Policy 2 - Infrastructure

- A. As new roadway projects are developed they should be designed and reviewed to further support the TOD concepts including crosswalks, bike lanes, and transit amenities.
- B. Pedestrian connections should be provided throughout the corridor to residences, businesses, services, parks, and the Truckee River.
- C. Infrastructure improvements and capital improvement plans should be reviewed and updated to support and encourage development along the TOD- i.e. streets, water, sewage, power etc.
- D. Dark Sky lighting standards should be developed for the western plan area.

- E. New signage should be designed to minimize its impact on the viewshed and utilize dark sky lighting or other suitable alternative.
- F. Moderate access control should be required of all new development to help reduce the need for capacity improvements for automobile traffic.

Policy 3 - Attractions

- A. A mixture of land uses should be encouraged that are pedestrian oriented including a variety of housing, offices, retail, entertainment, hotels, restaurants, urban parks, day care, and public agencies and services.
- B. Significant natural features and views, open space, drainageways, and the Truckee River should be preserved and maintained to promote and enhance the corridor.
- C. Integration of public facilities should be encouraged to establish and promote a civic and public atmosphere in the area.
- D. Key attractions should include significant pedestrian and transit amenities to enhance the area as a TOD and site planning that enhances pedestrian connections to the natural environment.

Policy 4 - Intensity/density

- A. A transitional area should be provided in height and density from existing and surrounding neighborhoods as the corridor develops. Specific residential adjacency standards should apply to new development within the Tourist Commercial Gateway designation that borders any other land use designation or jurisdiction to ensure appropriate design and density transition to surrounding areas.
- B. Infill and redevelopment should be encouraged for the underutilized and vacant parcels.

Policy 5 - Pedestrian Connections

- A. A safe and inviting environment for transit, pedestrians, and bicycles should be established. Providing streetscape amenities including landscaping, benches, crosswalks, median refuges on large streets, and signal timing to ensure pedestrian safety and manage traffic flow.
- B. Shared driveways, access and parking between building parcels should be provided to limit street access points and to minimize conflicts between vehicles and pedestrians.

- C. Safe, visually attractive, and well-defined pedestrian walkways from parking areas, park-and-ride areas, and transit stops to building entrances should be provided.
- D. Connectivity and access for pedestrians and bicycles should be provided and developed from the TOD to the surrounding area.
- E. Development should maintain and/or create access to the Truckee River where possible.
- F. The various topography constraints need to be identified while still providing for pedestrian access.

Policy 6 - Quality Site Layout/Urban Design

- A. Buildings should be oriented to the sidewalk to provide a prominent pedestrian access and the development of public space along the street frontage should be encouraged.
- B. A variety of building heights and forms are encouraged to create visual interest and establish a distinct identity with architectural detail that provides a high level of interest at the street level.
- C. Clustering buildings to minimize the loss of natural features and open space should be encouraged.
- D. Connectivity should be provided and encouraged from existing development to the TOD development.
- E. Building height and massing should contribute to the human-scaled environment, through architectural form, and additional techniques such as canopies, awnings, planters, and flower boxes.
- F. The use of “green” technologies should be encouraged.
- G. Buildings should blend into the natural topography and landscape.
- H. A comprehensive design guideline and gateway plan should be developed for the corridor to foster architectural and site designs that respect the scenic, recreational, and gateway character of the area. These guidelines should generally coordinate with the concepts in the Nevada Department of Transportation’s 1-80 Landscape and Aesthetic Corridor Plan.

Policy 7 - Parking Management

- A. Parking should be located in the rear, side, inside or underground of buildings and prohibited in the front of buildings.
- B. Parking structures should be designed to be compatible with the scale and architectural character of the surrounding buildings.
- C. Shared parking should be required to decrease the amount of parking and decrease the emphasis of private vehicles.
- D. Parking areas should be developed that can be utilized by both residents and businesses, including parking garages, carpool parking and park-and-ride areas.

Policy 8 - Public Space

- A. Access and public space along the Truckee River and throughout the TOD should be encouraged, identified, and developed for recreation and entertainment.
- B. Public spaces should be developed with various features including smaller amenities such as fountains, artwork and benches.
- C. Existing access to parks and open space should be maintained and new access should be identified and developed with each new development in the area.

STATION AREA PLANS

The development of transit stations will further the focus of alternative modes of transportation and provide a public gathering space. Transit stations are different from the local bus stop, which will continue to be developed and maintained along West 4th Street. Transit stations should be places that have the highest intensity of land uses along the TOD. Transit stations should be placed approximately ½ mile apart from each other, to accommodate the distance that the average person will walk. The location of transit stations will be reviewed as new development occurs along the corridor. The availability of land and the appropriate spacing of the transit stations will be a part of the review process. As transit stations are developed higher density and intensity standards should apply.

The development of transit stations should be guided by the TOD policies which include identity, infrastructure, attractions, intensity/density, pedestrian connections, site layout/urban design, parking management, and public space/greenways. Individual stations should establish an identity, which will enhance the area and play a key role as

a gathering place. There should be a mix of land uses including different housing types, offices, retail, personal services, hotels, restaurants, day care, and other services. The stations should be developed with a higher density that intensifies the land use in the station area. Quality site layout with architectural details should be encouraged to create visual interest. Vehicular access and parking should be secondary to all pedestrian access and amenities. Area parking garages should be identified and designated as the area develops. The application of these guidelines to station areas will be further defined as the stations are developed.

IMPLEMENTATION

Amended land use designations and zoning districts, as well as modified Reno Municipal Code provisions, are necessary to implement the development and circulation concepts in this plan.

Land Use

The land use within the boundary of the West 4th Street TOD will be designated as a Special Planning Area in the City of Reno's Master Plan. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in the designated TOD. This designation is consistent with the uses from the development concept portion of this plan. In many cases, the land use designation allows multiple uses on a given parcel. When the West 4th Street TOD Plan does not specifically address an issue, provisions of other parts of the City of Reno's Master Plan apply.

Zoning

The entire area is zoned MU/W4TC (Mixed Use/ West 4th Street Transit Corridor Overlay Zoning District). A mix of land uses are allowed by the underlying Mixed Use base zoning district. Permitted land uses, development standards, and processing requirements for the West 4th Street TOD are described in the associated overlay zone in the Reno Municipal Code.

The Planning Area Overlay designation allows the continuation of existing land uses. Any change in the land use should be to an allowed use defined by the West 4th Street Transit Corridor Overlay Zoning District. To help encourage new development, most projects internal to the TOD should be allowed to proceed without further discretionary review and be able to directly apply for building permits. The code section should include specific development requirements for the area, such as setbacks, parking, architecture, site layout, and landscaping.

Infrastructure

As new development is proposed the impact of the development should be reviewed by appropriate departments and agencies, consistent with Citywide policies. If additional services are needed they should be required with the development. RTC, in the 2035 Regional Transportation Plan (RTP) has identified planned roadway improvements

within the West 4th Street TOD. Additional development not anticipated when the 2035 RTP was updated should be mitigated as development occurs and should be included in new updates to the RTP.

EAST 4TH STREET TRANSIT ORIENTED DEVELOPMENT CORRIDOR PLAN



ACKNOWLEDGEMENTS

City Council

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Adopted by City Council on August 30, 2006
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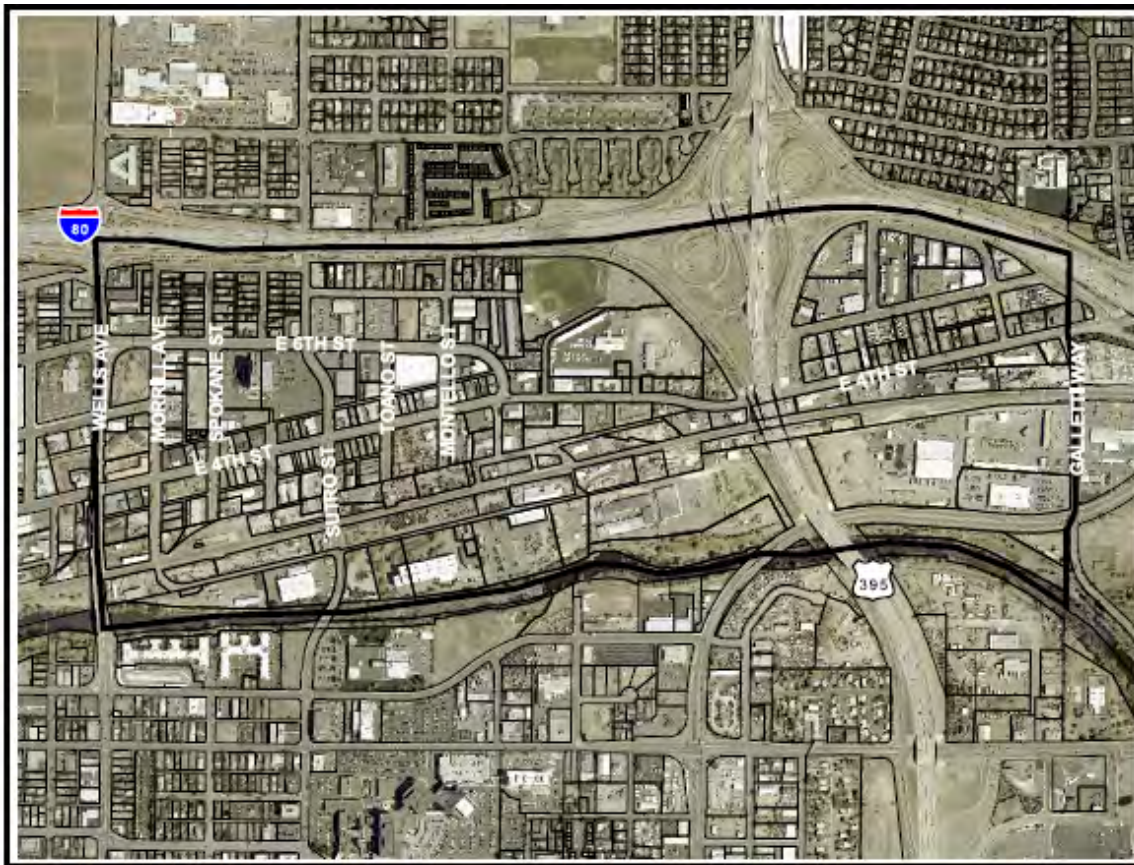
INTRODUCTION

Plan Organization

The East 4th Street Transit Oriented Development (TOD) Corridor Plan is divided into two sections: the Corridor Plan and Station Area Plans. The Corridor Plan describes the boundary, time frame, relationship to other plans and identifies policies for development within this TOD. The development concept, circulation, land use, and zoning that apply to the parcels are included in the plan for each station area. Development standards and processing provisions are included in the Reno Municipal Code.

Boundary

The East 4th Street TOD Corridor area is shown on the map below. In conformance with the Truckee Meadows Regional Plan, the East 4th Street TOD Corridor is generally located east of Wells Avenue, west of the city boundary of Sparks, south of I-80 and north of the Truckee River. This corridor area connects the proposed Downtown Regional Center to the west, the proposed Prater Way TOD in Sparks to the east, the UNR Regional Center to the north and Washoe Regional Center to the south.



Time Frame

The planning horizon for development and redevelopment of this area is twenty years.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS 278.150 through 278.170).

Policies of the Truckee Meadows Regional Plan are applicable regionwide. The City of Reno Master Plan has three different levels of applicability; Citywide, Center and Transit Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Transit Corridor plans are for the eight regional centers and five transit oriented development corridors in the City and its sphere of influence. The East 4th Street TOD Plan is one of the five transit oriented development corridors plans. Neighborhood plans cover other areas, not in centers or transit corridors, which have been designated as appropriate for more detailed planning. Policies in center, transit corridor, and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center plan areas and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate Municipal Code provisions (e.g., zoning, development standards, and processing requirements) must be consistent with these plans.

Outside of centers, transit corridors are comprised of a series of station areas, or activity nodes, and the links between them. Each TOD Corridor plan is comprised of a series of station area plans. Station area plans contain land use, circulation, density, and general design standards. As new station area plans are prepared, they will be added to the appropriate TOD corridor plan.

The East 4th Street TOD Plan was developed with input from the Regional Transportation Commission (RTC), Truckee Meadows Regional Planning Agency (TMRPA), City of Sparks, property owners in the area, the Reno-Sparks Corridor Business Association and the City Reno Neighborhood Advisory Boards (NAB) for Ward 4. The East 4th Street TOD plan replaces the Reno-Sparks Corridor Specific Plan District, however it maintains many of the same aspects.

CORRIDOR PLAN

Development Concept

In 2002, the Truckee Meadows Regional Planning Agency updated the Regional Plan. During this update certain key areas in the region were designated as regional centers and transit oriented developments (TODs). East 4th Street is a major east-west arterial and was named as one of the five TODs. In order to encourage and facilitate successful transit-oriented development, a full range of public facilities must be in place to accommodate the type of mixed-use neighborhood development that is desired. A key component for a successful TOD corridor is the mix of land uses, with higher densities and the continual expansion of transit with significant pedestrian improvements.

The TOD Corridor has a land use designation of Special Planning Area East 4th Street Transit Corridor and a zoning designation of MU (Mixed Use) with an East 4th Street Transit Corridor (E4TC) Overlay District. The overlay district includes specific development requirements for the area, such as setbacks, parking, site layout, architecture, and landscaping.

Most of land within the corridor has been developed. This plan will encourage redevelopment and intensification of the properties to create a successful TOD corridor. Future development within this corridor should develop with a minimum residential density of 14 dwelling units per acre and nonresidential and mixed use development should have a minimum floor area ratio (FAR) of 0.50 or greater. Non-restricted gaming is entitled at the Holiday Inn Diamond's Casino generally located north of East 4th Street, south of East 6th Street, west of Spokane Street and east of Sutro Street (APN's 008-344-07 and 008-344-08).

Establishing a mixture of land uses within a TOD corridor allows individuals to meet their day-to-day needs by using transit and/or by walking to their home, place of work or other services. The mix of land use will facilitate in creating a diverse and vital neighborhood environment, increasing transit use, and pedestrian activity. Higher density development is one of the key components necessary to create compact, vibrant transit-oriented development neighborhoods. TODs encourage pedestrian activity, support retail businesses, and promote transit usage. Buildings should be placed on the street so that they are oriented to transit and pedestrians, any parking needs should be located in the rear, side, inside or underground of the building.

In order to encourage and facilitate successful transit-oriented development, a full range of public facilities must be in place. A variety of infrastructure improvements will need to be made within each corridor in order to accommodate the type of urban, mixed-use neighborhood development that is desired. The development of transit is a key element that needs to be supported by significant pedestrian facilities and amenities. Street improvements should include travel lanes for transit, auto, and bikes along with on-street parking, landscaped parkways, sidewalks and window shopping area, which create the concept of "complete streets".

The area located east of Interstate 580 and the area located south of 6th Street and west of Sutro Street are a designated Secondary Corridor. No minimum density or FAR should be required.

Policies

Each transit corridor should maintain its own unique identity in terms of its mix of land uses, development intensity and the character relating to the surrounding development. To support the development of the TOD the following policies should be utilized.

Policy 1 - Identity

- A. The historic characteristics and features of the East 4th Street and the Truckee River should be a key identity.
- B. Maintain and revitalize existing, historical housing and businesses of the area and new development should compliment existing historical structures and features.
- C. New developments should build in context of the surrounding area, through building scale and density, landscaping, signage, building material, and unique amenities.
- D. Specific standards for lighting has been developed and this should be expanded to include signage, passenger waiting shelters, benches and/or trash containers should be developed for the corridor.

Policy 2 - Infrastructure

- A. The concept of “complete streets” should be promoted with travel lanes for transit, auto, and bikes along with on-street parking, landscaped parkways, sidewalks, and window shopping area.
- B. Pedestrian connections should be provided throughout the corridor to residences, businesses, services, parks, the Truckee River and adjacent regional centers.
- C. As new roadway projects are developed they should be designed and reviewed to further support the TOD policies, looking at access and connectivity to surrounding areas and safety for pedestrians, bicycles, transit and autos.
- D. Transit should be available and promoted with significant transit amenities, including park-and-ride, benches, passenger waiting shelters, bus turn-outs, trash containers and safe pedestrian facilities.
- E. Infrastructure improvements and capital improvement plans should be reviewed and updated to support and encourage development along the TOD.

Policy 3 - Attractions

- A. Promote the improvement of key attractions in the area including historical sites, residential housing, retail, businesses, and the Truckee River.
- B. Mixed land uses should be encouraged including housing types, offices, retail, entertainment, hotels, restaurants, urban parks, day care, and public agencies/services.

- C. Key attractions should include significant pedestrian and transit amenities to enhance the area as a TOD corridor.
- D. Integration of the public facilities should be encouraged to establish and promote a civic and public atmosphere in the area.

Policy 4 - Intensity/density

- A. Outside of the Secondary Corridor area, New residential development should provide a minimum density of 18 units per acre. New development adjacent to East 4th Street and East 6th Street should provide a minimum FAR of .75 through a variety of building heights and pedestrian oriented structures. All other mixed or nonresidential development should provide a minimum FAR of .25.
- B. A transition should be provided in height and density from existing and surrounding neighborhoods as the corridor develops.
- C. Infill and redevelopment should be encouraged for the underutilized and vacant parcels.

Policy 5 - Pedestrian Connections

- A. A safe and inviting environment for transit, pedestrians and bicycles should be established and created. Providing streetscape amenities including landscaping, benches, crosswalks, median refuges on large streets and signal timing to ensure pedestrian safety and manage traffic flow.
- B. Shared driveways, access and parking between buildings parcels should be provided to limit street access points and to minimize conflicts between vehicles and pedestrians.
- C. Safe, visually attractive, and well-defined pedestrian walkways from parking areas, park-and-ride areas, and transit stops to building entrances should be provided.
- D. Access to the Truckee River should be maintained and encouraged with all development

Policy 6 - Quality Site Layout/Urban Design

- A. Buildings should be oriented to the sidewalk to provide a prominent pedestrian access and the development of public space along the street frontage should be encouraged.

- B. A variety of building heights and forms should be encouraged to create visual interest and establish a distinct identity with architecture detail that provides a high level of interest at the street level.
- C. Commercial and office land uses should be concentrated near East 4th Street and the transit stations with residential units on the upper floors.
- D. Building height and massing should be designed so it contributes to the human-scaled environment, by using architectural elements, such as canopies, awnings, planters, and flower boxes.
- E. The use of “green“ technologies should be encouraged.

Policy 7 - Parking Management

- A. Parking should not be located in the front of buildings and should provide a convenient and safe pedestrian access to the building.
- B. Parking areas should be designated, including parking garages, carpool parking and park and ride areas that can be utilized by residents and businesses.
- C. Shared parking should be required to decrease the amount of parking and decrease the emphasis on private vehicles.
- D. Parking structures should be designed to be compatible with the scale and architectural character of the surrounding buildings.

Policy 8 - Public Space

- A. Access and public space along the Truckee River and throughout the TOD should be encouraged, identified, and develop for recreation and entertainment.
- B. Public spaces should be developed with various features including smaller amenities such as fountains, artwork, and benches.

STATION AREA PLANS

The development of transit stations will further the focus of alternative modes of transportation and provide a public gathering space. Transit stations are different from the local bus stop, which will continue to be developed and maintained along East 4th Street. Transit stations should be places that have the highest intensity of land uses along the TOD. Transit stations should be placed approximately ½ mile apart from each other, to accommodate the distance that the average person will walk. The location of transit stations will be reviewed as new development occurs along the corridor. The

availability of land and the appropriate spacing of the transit stations will be a part of the review process. Currently, East 4th Street has no developed transit stations.

The development of transit stations should be guided by the TOD policies which include identity, infrastructure, attractions, intensity/density, pedestrian connections, site layout/urban design, parking management, and public space/greenways. Individual stations should establish an identity, which will enhance the area and play a key role as a gathering place. There should be a mix of land uses including different housing types, offices, retail, personal services, hotels, restaurants, day care, and other services. The stations should be developed with a higher density that intensifies the land use in the station area. Quality site layout with architectural details should be encouraged to create visual interest. Vehicular access and parking should be secondary to all pedestrian access and amenities. Area parking garages should be identified and designated as the area develops. The application of these guidelines to station areas will be further defined as the stations are developed. The station areas will have a MU (Mixed Use) base zone with an overlay zone for each station. This designation will refer to a section of Reno Municipal Code. This section will include specific development requirements for the area such as setbacks, parking, site layout, architecture, and landscaping.

IMPLEMENTATION

Amended land use designations and zoning districts, as well as modified Reno Municipal Code provisions, are included in this Plan to implement the development and circulation concepts in this plan.

Land Use

The land use within the boundary of the East 4th Street TOD will be designated as a Special Planning Area in the Reno Master Plan. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in the designated TOD. This designation is consistent with the uses from the development concept, portion of this plan. In many cases, the land use designation allows multiple uses on a given parcel. When the TOD Plan does not specifically address an issue, provisions of other parts of the Reno Master Plan apply.

Zoning, Code Amendments and Design Guidelines

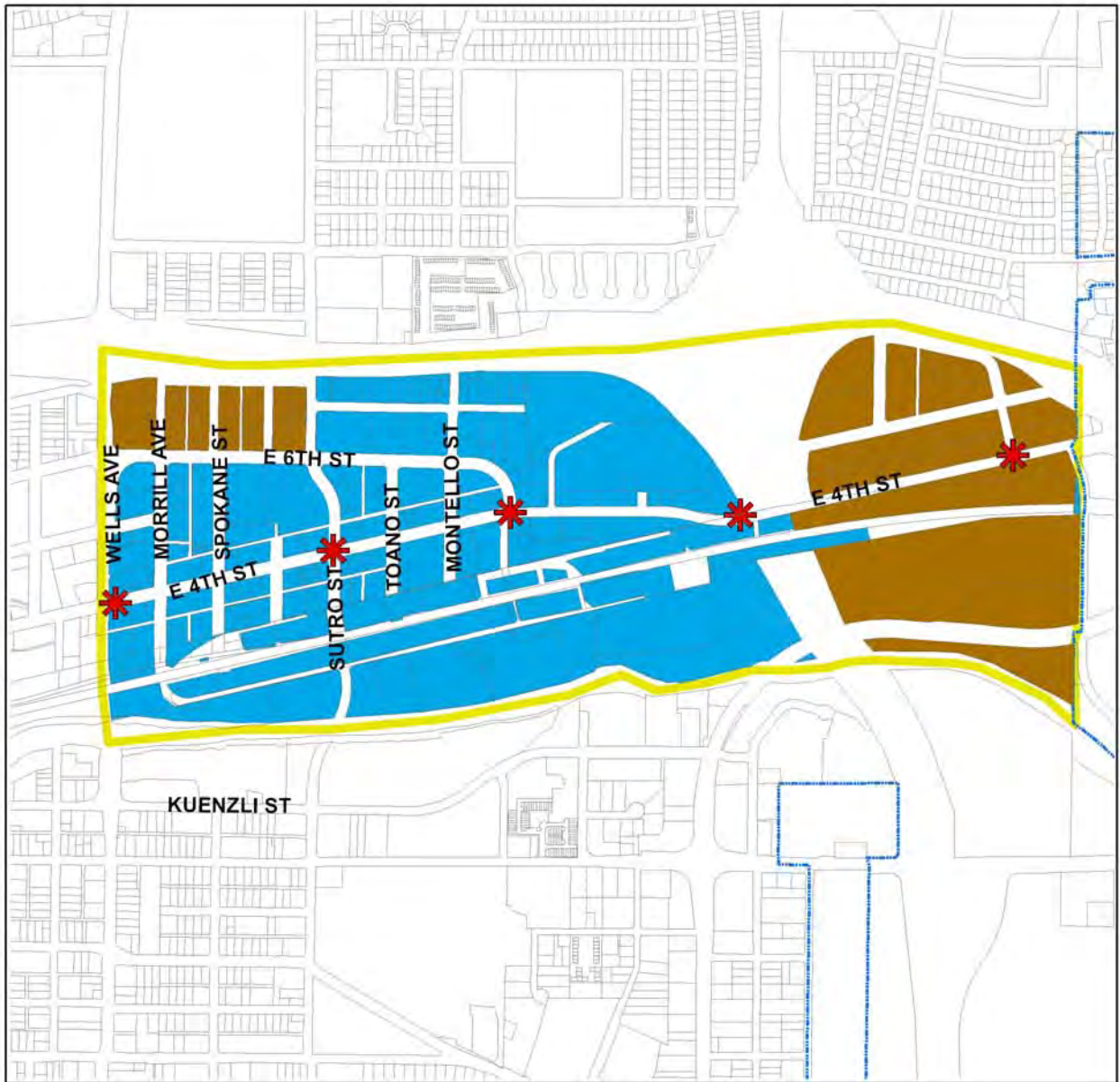
With adoption of the East 4th Street TOD Plan the entire area will be zoned MU/E4TC (Mixed Use/ East 4th Street Transit Corridor Overlay Zoning District). A mix of land uses are permitted by the underlying Mixed Use base zoning district. Permitted land uses, development standards, and processing requirements for the East 4th Street TOD are described in the associated overlay zone in the Reno Municipal Code.

The Planning Area Overlay designation permits the continuation of existing land uses. Any change in the land use must be to a permitted use either defined by the East 4th Street Transit Corridor Overlay Zoning District or by the allowed uses in MU zoning. To help encourage new development, most projects internal to the TOD are allowed to

proceed without further discretionary review and can apply for building permits. The code section includes specific development requirements for the area, such as setbacks, parking, architecture, site layout, and landscaping.

Infrastructure

As new development is proposed the impact of the development will be reviewed by various departments and agencies. If additional services are needed they will be required with the development.



MAP 1: EAST 4TH STREET TOD DEVELOPMENT CONCEPT

- MU/E4TC (Mixed Use/East 4th Street Transit Corridor)
- MU/E4TC (Mixed Use/East 4th Street Transit Corridor) Secondary Corridor
- City Limit Boundary
- E 4th Street TOD Boundary
- Proposed Transit Stop Locations

0 180 320 640 960 1,280
Feet

The information hereon is approximate and is intended for display purposes only. Reproduction is not permitted. For additional information, please contact the City of Reno Community Development Department
Map Produced: March, 2013

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MILL STREET TRANSIT ORIENTED DEVELOPMENT CORRIDOR PLAN



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Adopted by City Council September 14, 2005
Amended December 11, 2013

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INTRODUCTION

Plan Organization

The Mill Street Transit Oriented Development (TOD) Corridor Plan is divided into two sections: Corridor Plan and Station Area Plans. The Corridor Plan describes the boundary, time frame, relationship to other plans and identifies policies for development within this TOD. The development concept, circulation, land use, and zoning that apply to the parcels are included in the plan for each station area. Development standards and processing provisions are included in the Reno Municipal Code.

Boundary

The Mill Street TOD Corridor area is shown below. In conformance with the Truckee Meadows Regional Plan, the Mill Street TOD Corridor is generally located ¼ mile on each side of the route beginning at the Washoe Medical Regional Center. From that point the corridor travels east on Mill Street to Terminal Way and then south on Terminal Way to the Reno-Tahoe International Airport Regional Center. The adjacent regional center plans include all station areas in the TOD corridor except one. The Station not included in one of the adjacent regional centers is River Landing at Mill Street.



West and north of the plan area lays the Reno-Sparks Indian Colony. This area has established land uses and proposed land development under the Colony's jurisdiction, hence residential adjacency standards are included to provide appropriate transition between uses. This will maintain separation between the lower density housing on the Colony and the high density housing proposed by the plan.

Time Frame

The planning horizon for development and redevelopment of this area is twenty years.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS 278.150 through 278.170).

Policies of the Truckee Meadows Regional Plan are applicable region wide. The Reno Master Plan has three different levels of applicability: Citywide, Center and Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Corridor plans are for the nine centers and five transit oriented development corridors in the City and its' sphere of influence. Neighborhood plans cover other areas, not in centers or corridors, which have been designated as appropriate for more detailed planning. Policies in center, corridor and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center, corridor and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate municipal code provisions (e.g., zoning, development standards and processing requirements) must be consistent with these plans.

Outside of centers, corridors are comprised of a series of station areas, or activity station areas, and the links between them. Each transit corridor plan is comprised of a series of station area plans. Transit corridors contain land use, circulation, density, and general design standards. As new station area plans are prepared, they are added to the appropriate transit corridor plan.

CORRIDOR PLAN

Development Concept

The majority of land within the corridor has been developed. Non-restricted gaming is entitled on the property west of Greg Street, east of Highway 395, north of Mill, and South of 2nd Street. Much of the property in the area is in need of redevelopment and intensification to create a successful transit corridor. Development and redevelopment within this corridor and the associated station areas is required to develop at a minimum density of 30 units per acre. When a mixed-use or non-residential development is being constructed, a floor area ratio of 1.5 or greater is required.

The Transit Corridor has a base zoning of mixed use (MU) and an overlay zoning district of the Mill Street Transit Corridor (MSTC). The zoning designation of MU/MSTC refers to MU/MSTC overlay sections of code. These sections include specific development requirements for the area, such as setbacks, parking, site layout, architecture, and landscaping. The River Landing at Mill (RLM) Station Area is located within the MSTC overlay zone and has area specific development standards differing from the other portions of the corridor.

Excluding River Landing at Mill Station area, the area located east of Interstate 580 is designated as a Secondary Corridor. No minimum density or FAR requirements should be required.

Policies

To support transit-oriented development there are eight “Best Practices” that should be utilized. These “Best Practices” include: identity, infrastructure, attractions, intensity/density, pedestrian connections, site layout/urban design, parking management, and public space/greenways.

Each Transit Corridor should maintain its own unique identity in terms of its mix of uses, development intensity and character, should largely be informed by and relate to the surrounding development context.

In order to encourage and facilitate successful transit-oriented development, a full range of public facilities must be in place. A variety of infrastructure improvements will need to be made within each corridor in order to accommodate the type of urban, mixed-use neighborhood development that is desired.

Establishing a mix of complementary land uses within a TOD corridor allows individuals to meet their day-to-day needs within walking distance of their home or place of work; creating a neighborhood environment that increases transit use, extends hours of activity, and reduces traffic. Higher density development is one of the key components necessary to create compact, vibrant transit-oriented development neighborhoods that encourage pedestrian activity, support retail businesses, and promote transit usage. Buildings should be placed on the street with any parking needed to the rear of the site.

In keeping with building that support pedestrian scale, pedestrian connections separate from automobile circulation, should also be constructed between open space, stations and high activity areas.

Parking standards should be reduced in corridor areas as well as a number of alternative parking solutions, such as shared parking encouraged. This will allow for more land to be available for higher density uses or open space. The policies that should encourage these types use developments are listed below.

Policy 1 - Identity

- A. Provide alternative transportation between the airport and downtown.
- B. Public spaces should interconnect with the adjacent Washoe Medical and Reno-Tahoe International Airport Regional Centers.

Policy 2 - Infrastructure

- A. Provide pedestrian connections throughout the corridor to services, parks, the Truckee River and businesses (see Map 1).
- B. Encourage the development of sidewalks, which are eight feet or wider within the corridor.

Policy 3 - Attractions

- A. Promote the improvement of key attractions in the area including recreation, the Truckee River, the Reno-Tahoe International Airport, the Washoe Regional Center, businesses, and natural features.
- B. Provide a mix of land uses including a mix of housing types, offices, retail, personal services, hotels, restaurants, urban parks, day care, and public agencies/services.

Policy 4 - Intensity/density

- A. Outside of the Secondary Corridor and the station area, new development should provide a minimum density of 18 units per acre with a minimum FAR of .25 through a variety of building heights and pedestrian oriented structures.
- B. Require transition between the lower densities and building heights of the existing surrounding neighborhoods, to the desired higher densities and building heights along the transit corridor.

Policy 5 - Pedestrian Connections

- A. Promote the enhancement of the identified pedestrian corridor connections within the plan.
- B. Encourage the installation of wider sidewalks, landscaped parkways, street trees, street furniture, and other pedestrian amenities.

Policy 6 - Quality Site Layout/Urban Design

- A. Commercial and office land uses should be concentrated near Mill Street and the transit stations.
- B. Incorporate residential units into the upper floors adjacent to Mill Street and within the transit stations.
- C. Encourage a variety of building heights and forms to create visual interest and establish a distinct identity with architecture detail that provides a high level of interest at the street level.
- D. Buildings within the corridor should be oriented toward the primary street frontage or provide a prominent pedestrian access.
- E. Buildings should front the sidewalk edge on major streets, providing for compact development and creating public space along the street frontage.

Policy 7 - Parking Management

- F. Encourage shared parking in mixed land use development to decrease the amount of parking on the site and decrease the emphasis of private vehicles.
- G. Parking should be located inside, underground, or behind buildings.

Policy 8 - Public Space

- A. Encourage the use of public space for recreation entertainment, restaurant, and other commercial land uses.

STATION AREA PLAN

River Landing at Mill

River Landing at Mill will be developed as one of the major transit stops along this corridor. This plan generally covers the area north of Mill Street, south of the Truckee River, east of Highway 395, and west of Greg Street and Bible Way. This area is an appropriate location for a bus rapid transit (BRT) station when the BRT system is expanded to this corridor. Until such a time as the BRT station can be located on Mill

Street it is anticipated the bus service will be at the main existing terminal on the south side of the property. River Landing at Mill has a Master Plan Land Use designation of Special Planning Area, indicating that this plan, not the more general provisions of the Master Plan is applicable for the area.

The River Landing at Mill Station Area has a MU (Mixed Use) base zone with an overlay zoning of RLM (River Landing at Mill). This designation refers to the Mixed Use/ River Landing at Mill section of Code. This section includes specific development requirements for the area such as setbacks, parking, site layout, architecture, and landscaping.

To support transit-oriented development there are eight “Best Practices” that apply. These “Best Practices” include: identity, infrastructure, attractions, intensity/density, pedestrian connections, site layout/urban design, parking management, and public space/greenways. The application of these practices to this station area is further defined below.

1. Identity – The River Landing at Mill area establishes an identity that ties it in with the Mill Street Transit Corridor but also sets it apart from other station areas within the Corridor. This identity should be established through building scale and density, landscaping, signage, and unique pedestrian amenities connecting the river to the station area.
2. Infrastructure – The infrastructure within and connecting to this area should be enhanced. Sidewalks should be improved, any necessary improvements to the adjacent streets will be completed, and access to the Truckee River should be enhanced.
3. Attractions – The permitted uses within this area should give visitor and the general public a reason to go to River Landing at Mill. The transit station should play a key role in bringing people to the area. A mix of land uses including a mix of housing types, offices, retail, personal services, hotels, restaurants, urban parks, day care, public agencies/services are all permitted land uses within the area.
4. Intensity/density – A variety of building heights and high residential densities should be provided. The minimum density within this station area will be 18 units per acre with a minimum FAR of .75. Mixed use and recreation facility development will contribute to the vibrant intensity of this station area.
5. Pedestrian connections – The pedestrian corridors within the River Landing at Mill Station Area as shown on Map 1. These corridors connect the Mill Street Transit Corridor with the Truckee River. A public plaza or gathering area should be provided at each end of this pedestrian connection.

6. Quality site layout/urban design – Encourage a variety of building heights and forms to create visual interest and establish a distinct identity with architecture detail that provides a high level of interest at the street level. Buildings within the corridor should be oriented toward the primary street frontage or provide a prominent pedestrian access. Buildings should front the sidewalk edge on major streets, providing for compact development and creating public space along the street frontage. Architectural detailing should include generous articulation, varying building materials, awnings, balconies, and other details. Blank walls, with no architectural detailing will not be permitted on any building.

Sidewalks should be widened, street trees installed, and commercial buildings should be placed at the edge of the sidewalk. Commercial land uses should be concentrated near Mill Street and the transit station. This should provide activities and services adjacent to the TOD to attract people to the area. Residential units should be located on the northern portion of the site.

7. Parking Management – Vehicular access and parking should be secondary to all pedestrian access and amenities. Parking should be located behind buildings, inside or underground. If parking is located along any public streets, the amount of perimeter landscaping will be increased. Additional oversized trees and berming should be used to screen the parking. Parking should be shared in mixed land use development to decrease the amount of parking on the site and decrease the emphasis on private vehicles.
8. Incorporate Public Space – The use of public space should be encouraged for entertainment, restaurant, and other commercial land uses. A strong emphasis should be placed on the association between this station area and the Truckee River. Public space should be encouraged adjacent to Mill Street and adjacent to the Truckee River.




MAP 1: DEVELOPMENT CONCEPT

-  Proposed Transit Stop
-  Existing Transit Stop
-  Pedestrian Corridor
-  Mill Street TOD Boundary
-  MSTC (Mill Street Transit Corridor) Primary
-  MSTC (Mill Street Transit Corridor) Secondary
-  RLM (River Landing at Mill Street)

0 125250 500 750 1,000 Feet

The information hereon is approximate and is intended for display purposes only. Reproduction is not permitted. For additional information, please contact the City of Reno Community Development Department. Map Produced: March, 2013



Community Development Department

1 East 1st Street Phone: 334-2063
P.O. Box 1900 Fax: 334-2043
Reno, NV 89505 www.cityofreno.com

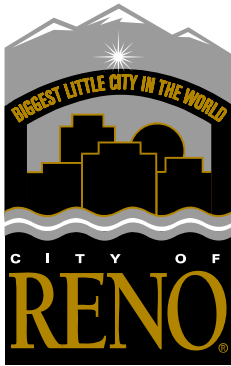


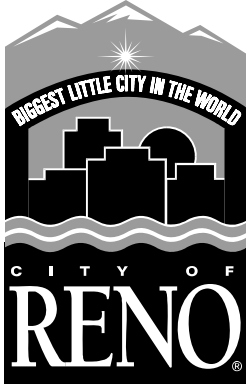
NEIGHBORHOOD PLANS

Neighborhood plans cover specific areas of the City, other than centers and corridors, where the City Council and Planning Commission have determined that a more detailed plan is necessary. These plans are listed below. The updated plans contained in this binder are shown in *italics*.

- *Reno-Stead Corridor Joint Plan*
- *McQueen Neighborhood Plan*
- *West University Neighborhood Plan*
- Newlands Neighborhood Plan
- Plumas Neighborhood Plan
- *Greenfield Neighborhood Plan*
- Wells Avenue Neighborhood Plan (to be completed after October 2007)
- Country Club Acres Neighborhood Plan (to be completed after October 2007)
- Southeast Neighborhood Plan (to be completed after October 2007)
- Northeast Neighborhood Plan (to be deleted in November 2007)

Reno-Stead Corridor Joint Plan





**City of Reno
Department of
Community Development
450 Sinclair Street
Post Office Box 1900
Reno, NV 89505
Tel.: 775-334-2062
Fax: 775-334-2343**



**Washoe County
Department of
Community Development
1001 E. Ninth St., Bldg. A
Post Office Box 11130
Reno, NV 89520-0027
Tel: 775-328-6100
Fax: 775-328-6133**

Reno-Stead Corridor Joint Plan

This document is one of a series, which, as adopted, constitute a part of the Washoe County Comprehensive (Master) Plan and is an element of the City of Reno Master Plan.

This document is available for \$25.00 from either the Washoe County Department of Community Development or the City of Reno Department of Community Development.

If you have a copy of the Washoe County Comprehensive (Master) Plan notebooks, please place this in Volume Three, Specific Plans.

The Washoe County Master Plan, including this document, is available on the Washoe County Community Development website at www.washoecounty.us/comdev/.

SIXTH PRINTING, NOVEMBER 2010

**JOINT RESOLUTION OF THE
RENO CITY COUNCIL AND THE BOARD OF COUNTY COMMISSIONERS**

**ADOPTING AN UPDATED RENO-STEAD CORRIDOR JOINT PLAN
A PART OF THE CITY OF RENO MASTER PLAN (CASE NUMBER LDC09-00078) AND
A PART OF THE WASHOE COUNTY COMPREHENSIVE PLAN (CASE NO. CP10-005)**

WHEREAS, Section 278.150 and 278.210, Nevada Revised Statutes, specifies that the Reno City Planning Commission may prepare and adopt a master plan for all or any part of the City of Reno, subject to Reno City Council approval, and the Washoe County Planning Commission may prepare and adopt a master plan for all or any part of the County, subject to County Commission approval;

WHEREAS, the Truckee Meadows Regional Plan identifies the RENO-STEAD CORRIDOR JOINT PLAN as a part of the City of Reno Master Plan and the Washoe County Comprehensive Plan - North Valleys Area Plan and, further, NRS 278.02784 and 278.02786 specify the purpose and procedure for the adoption of a joint plan consistent with the Truckee Meadows Regional Plan;

WHEREAS, a public hearing on the adoption of the updated RENO-STEAD CORRIDOR JOINT PLAN was held by the Reno City Planning Commission and the Washoe County Planning Commission, was held June 15, 2010;

WHEREAS, the Reno City Planning Commission and the Washoe County Planning Commission voted in the affirmative by a two-thirds majority in accordance with NRS 278.02786(2) to adopt said amendment having found that the RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, and the most recent amendment, comprised of the maps, descriptive matter and other matter intended to constitute the amendment, as submitted at the public hearing, provides a long-term general plan for the development of the City of Reno and Washoe County including the subject matter currently deemed appropriate for inclusion in the City of Reno Master Plan and the Washoe County Comprehensive Plan - North Valleys Area Plan;

WHEREAS, the Reno City Planning Commission, the Washoe County Planning Commission and the Regional Planning Commission have submitted the updated RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, to the City Council of the City of Reno, Nevada, and the Board of County Commissioners of Washoe County, Nevada, for approval and adoption;

WHEREAS, pursuant to NRS 278.02786(5), a joint public hearing on the adoption of the RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, was originally held on July 8, 1999, by the City Council of the City of Reno, Nevada, and the Board of County Commissioners of Washoe County, Nevada, with the most recent amendment to the RENO-STEAD CORRIDOR JOINT PLAN being held on July 12, 2010;

WHEREAS, under the provisions of NRS 278.220, the City Council of the City of Reno, Nevada and the Board of County Commissioners of Washoe County, Nevada find that the updated RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and the

**JOINT RESOLUTION OF THE RENO CITY COUNCIL AND THE BOARD OF COUNTY COMMISSIONERS
ADOPTING AN UPDATED RENO-STEAD CORRIDOR JOINT PLAN A PART OF THE CITY OF RENO MASTER PLAN
(CASE NUMBER LDC09-00078) AND A PART OF THE WASHOE COUNTY COMPREHENSIVE PLAN (CASE NO. CP10-005)**

amended Washoe County Comprehensive Plan - North Valleys Area Plan, conserves and promotes the public health, safety and general welfare;

WHEREAS, the updated RENO-STEAD CORRIDOR JOINT PLAN, an element of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, is the desired pattern and guide for the orderly physical growth and development of the Reno-Stead Corridor based on the projected population growth, with the least amount of natural resource impairment, and the efficient expenditure of funds for public services;

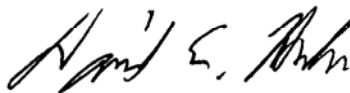
WHEREAS, NRS 278.02784 specifies that the RENO-STEAD CORRIDOR JOINT PLAN shall be submitted to the Regional Planning Commission for review of conformance with the Truckee Meadows Regional Plan pursuant to NRS 278.028; and, further, that a public hearing on review of conformance of the RENO-STEAD CORRIDOR JOINT PLAN, with the Truckee Meadows Regional Plan, was originally held on June 23, 1999, with the most recent amendment to the RENO-STEAD CORRIDOR JOINT PLAN being held on November 10, 2010, and the Regional Planning Commission found that the updated RENO-STEAD CORRIDOR JOINT PLAN, was in conformance with and promotes the goals and policies of the Truckee Meadows Regional Plan; now, therefore, it is hereby

RESOLVED, BY THE CITY COUNCIL OF THE CITY OF RENO, NEVADA, AND THE BOARD OF COUNTY COMMISSIONERS OF WASHOE COUNTY, NEVADA, that the Council and Board do hereby adopt and endorse the updated RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, to serve as a guide for the orderly growth and development of the City of Reno, Nevada, and of Washoe County, Nevada;

AND BE IT FURTHER RESOLVED, that the City Council of the City of Reno, Nevada, and the Board of County Commissioners of Washoe County, Nevada, do hereby agree and direct that any amendments to the RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, must be approved by both the Reno City Planning Commission and the Washoe County Planning Commission before being forwarded for adoption to the Council and Board.

ADOPTED this 12th day of November, 2010.

WASHOE COUNTY COMMISSION



David E. Humke, Chair

ATTEST:

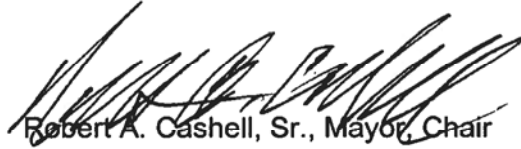


Amy Harvey, County Clerk

**JOINT RESOLUTION OF THE RENO CITY COUNCIL AND THE BOARD OF COUNTY COMMISSIONERS
ADOPTING AN UPDATED RENO-STEAD CORRIDOR JOINT PLAN A PART OF THE CITY OF RENO MASTER PLAN
(CASE NUMBER LDC09-00078) AND A PART OF THE WASHOE COUNTY COMPREHENSIVE PLAN (CASE NO. CP10-005)**

ADOPTED this 12th day of July, 2010.

RENO CITY COUNCIL


Robert A. Cashell, Sr., Mayor, Chair

ATTEST:


Lynnette Jones, City Clerk



**JOINT RESOLUTION OF THE
RENO CITY PLANNING COMMISSION (NO. 05-10) AND THE
WASHOE COUNTY PLANNING COMMISSION (NO. 10- 14)
ADOPTING AN UPDATED RENO-STEAD CORRIDOR JOINT PLAN
WASHOE COUNTY COMPREHENSIVE PLAN AMENDMENT CASE NO. CP10-005**

WHEREAS, Section 278.150 and 278.210, Nevada Revised Statutes, provide that the Reno City Planning Commission may prepare and adopt a master plan for all or any part of the City of Reno, and the Washoe County Planning Commission may prepare and adopt a master (comprehensive) plan for all or any part of the County;

WHEREAS, Section 278.02784 and 278.02786, Nevada Revised Statutes, specify the purpose and procedure for the adoption of a joint plan consistent with the Truckee Meadows Regional Plan; and

WHEREAS, a public hearing on the adoption of the updated RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and amended Washoe County Comprehensive Plan - North Valleys Area Plan, was held on June 15, 2010, by said Commissions;

WHEREAS, at that public hearing, the City of Reno Planning Commission and the Washoe County Planning Commission voted in the affirmative by a two-thirds majority, in accordance with NRS 278.02786(2), to adopt said amendment;

WHEREAS, the proposed amendments provide a long term general plan for the development of the joint planning area including the subject matter currently deemed appropriate for inclusion in the plan;

NOW, THEREFORE, BE IT RESOLVED pursuant to NRS 278.210(3) that (1) the City of Reno Planning Commission and the Washoe County Planning Commission do hereby approve the proposed master plan amendment, amending the RENO-STEAD CORRIDOR JOINT PLAN, an element of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, comprised of the maps, descriptive mater and other matter intended to constitute the amendment as submitted at public hearing noted above and included in Exhibit B;

BE IT FURTHER RESOLVED that the amended RENO-STEAD CORRIDOR JOINT PLAN, an element of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, be submitted to the Truckee Meadows Regional Planning Commission for a finding of conformance with the Truckee Meadows Regional Plan, and to the City Council of the City of Reno, Nevada, and the Board of County Commissioners of Washoe County, Nevada, with the recommendation for approval and adoption thereof.

ADOPTED this 15th day of June, 2010, by the following vote of the Reno Planning Commission:

Ayes: Commissioners Newberg, Weiske, Foster, Romeo, Woosley

Nays: None

Absent: Commissioners Coffman, Haltom

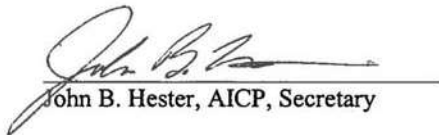
RENO CITY PLANNING COMMISSION

Joint Resolution of the City of Reno Planning Commission
and the Washoe County Planning Commission
Reno-Stead Corridor Joint Plan Update



Jim Newberg, Chair

ATTEST:



John B. Hester, AICP, Secretary

ADOPTED this 15th day of June, 2010, by the following vote of the Washoe County Planning Commission:

Ayes: Commissioners VanderWell, Weber, Cobb, Hartung, Edwards

Nays: Commissioner Hibdon

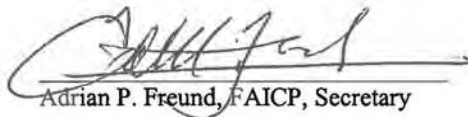
Absent: Commissioner Whittemore

WASHOE COUNTY PLANNING COMMISSION



Dian A. VanderWell, Chair

ATTEST:



Adrian P. Freund, FAICP, Secretary

Acknowledgments

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Dwight Dortch
Dan Gustin
Pierre Hascheff
Jessica Sferrazza
Sharon Zadra

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Donna Dreska, City Manager
Susan Schlerf, Assistant City Manager

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Kevin Weiske, Vice Chair
Max Haltom
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Jason Woosley
Lisa A. Foster
Dennis Romeo

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Bonnie Weber, Vice Chair
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David Childs, Assistant County Manager

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Introduction

The purpose of this plan is to identify a framework for future growth and development in the Reno-Stead Corridor Joint Plan area for residents, property owners, Washoe County and the City of Reno. The initial release of the Reno-Stead Corridor Joint Plan was based on the 1996 Truckee Meadows Regional Plan. This 2010 update drastically changes the appearance of the plan but maintains the main purpose and goals of the plan. Since previous versions of this plan there have been many updates to the overall City of Reno Master Plan and the Washoe County Comprehensive Plan. With those updates much of the information from this plan has become out of date or duplicative.

The 2010 version of the plan is a response to the request by the Citizen Advisory Board and the Neighborhood Advisory Board to improve communications related to development within the subject area.

The Reno-Stead Corridor Joint Plan area includes 4,309 acres. The joint plan area is generally described as bounded to the west by Red Rock Road, to the north by properties around Tholl Road, to the east by the community of Golden Valley, and to the south by the neighborhoods of Horizon Hills and Anderson Acres (Refer to Map 1, Vicinity Map). The joint plan respects the environmental constraints as well as existing and adjoining planned land uses. The joint planning process incorporated citizen input gathered at numerous workshops and public meetings. Citizens, landowners and the City of Reno and Washoe County Planning Commissions helped shape the land use plan and policies that address important land use relationships. The policies contained in the joint plan are designed to preserve desired community characteristics as the area matures during the 20-year plan period.

The Regional Planning Commission (RPC) designated this area as a joint plan area in 1996, with recommendations from the workshops. The Reno-Stead Corridor Joint Plan is required to be consistent with the *2007 Truckee Meadows Regional Plan*. Adoption of the joint plan requires approval by both Planning Commissions, Reno City Council and Washoe County Commission, and a finding of conformance by the Regional Planning Commission. The joint plan must then be certified by the Reno City Council and Washoe County Commission.

Since the original adoption of the plan, the City of Reno has processed all discretionary development and ministerial approvals within the sphere of influence. Washoe County administers all discretionary development and ministerial approvals for lands outside of the City's sphere of influence. Parcels within the City's sphere of influence are lands the City plans to annex within the 20-year plan period in accordance with an annexation plan per NRS 268.625.

A. Statutory Authority and Relationship to Adopted Plans

Nevada Revised Statutes (NRS 278.02784) authorizes the Truckee Meadows Regional Planning Commission (RPC), the regional planning body, to designate areas within Washoe County to be jointly planned by the County and municipality affected by development in the plan area. 2007 Truckee Meadows Regional Plan Policy 4.2.2 designates the Reno-Stead Corridor Joint Plan area as an area for joint planning.

2007 Truckee Meadows Regional Plan Policy 4.2.2 outlines the goals and policies of joint planning. The master plan for a joint plan area must:

1. Be consistent with the Regional Plan;
2. Designate the portion of the area, if any, that is included within the sphere of influence of a city;
3. Designate the portion of the area, if any, that is subject to the jurisdiction of the county for planning and zoning and development decisions; and
4. Be submitted to the RPC for review for conformance with the Regional Plan. (NRS 278.02784).

B. Development Constraints

The joint plan area encompasses a multitude of development constraints: sloped terrain in excess of 15 percent, drainage channels, 100-year flood hazards, floodway areas and potential wetlands. These development constraints, discussed in greater detail in the Conservation Section, were considered in assigning land uses. Additionally, this plan contains policies (in both the Conservation and Land Use sections) to complement development code requirements that mitigate environmental impacts of development.

C. Land Use

The Reno-Stead Corridor Joint Plan is a document that establishes master plan designations in the joint plan area. For the City of Reno, land use designations are effectuated by adoption of zoning. The City of Reno administers all development regulations for parcels within its sphere. In the case of Washoe County, the master plan designations are also the zoning/land use districts. Washoe County administers development regulations for parcels outside of Reno's sphere.

In 1999, existing development in the joint plan area consisted of four established communities, three mobile home parks, and scattered commercial and industrial uses. The residential communities were: Anderson Acres, Horizon Hills subdivision, Grandview Terrace subdivision, and properties along Tholl and Cassilis Roads. The densities were generally one-third acre homesites and one- to five-acre homesites, many with livestock.

The dominant land use within the joint plan area was private vacant land with a pre-1993 zoning classification of A-1 (1 dwelling unit/acre [du/ac]). With the adoption of the North Valleys Area Plan in 1991, most of these parcels were designated Low Density Suburban (1 du/ac) or General Rural (1 du/40 acres). The General Rural land use was applied on parcels that either exhibited an environmental constraint (e.g. slopes in excess of 15 percent) or were far removed from public infrastructure. Growth in the North Valleys planning area has brought infrastructure to areas that were until recently far removed from public services. The General Rural land use designation does, however, reflect a rural lifestyle enjoyed by many North Valleys residents. A number of parcels along North Virginia Street were designated Specific Plan. Specific Plan, as a designation, defines areas for mixed uses but requires more detailed planning to identify the appropriate mix of land uses within the area. The 1999 plan retained the recommendation of the North Valleys Area Plan that those properties develop as a Specific Plan Zoning District. This ensures a homogeneous development pattern between uses, building types, and architectural

elements. If a Specific Plan District is not adopted pursuant to the City's Zoning Ordinance, properties will develop according to the underlying land uses assigned by this joint plan.

Vacant lands within the plan area also include public property owned by Washoe County (e.g. the North Valleys Regional Sports Complex and water tanks), Washoe County School District (e.g. the North Valleys Transportation Center) and the federal government (e.g. steep slopes and ridgelines). The U.S. Forest Service may acquire private parcels in this area in an effort to consolidate its holdings in the Peavine Mountain area and protect a valued scenic and natural resource.

In 1999, the most concentrated area of commercial activity was located in the North Valleys Shopping Center located at the intersection of Lemmon Road and U.S. 395. Additional commercial uses included stand-alone commercial businesses on Red Rock Road and the North Virginia Street corridor. Industrial activity was scattered throughout the plan area, particularly on lands bounded by U.S. 395 and North Virginia Street. These uses included open storage, warehousing, and vehicle and machinery repair shops.

The Reno-Stead Corridor Joint Plan area is surrounded to the north and east by the Reno City limits. In 1966, upon disposal by the United States Government, the Stead Air Force Base and surrounding properties were annexed to the City. Over time, the City annexed lands contiguous to the former military base. During the same period, the City's main northern limits were expanded.

Conservation

The conservation of natural resources and open space is important to residents in the Truckee Meadows. Furthermore, the Reno-Sparks business community recognizes that our scenic and natural environment in northern Nevada can be used to promote tourism. Outdoor activities such as hiking, bird watching, horseback riding and biking all require open space. Natural resources such as ridgelines, playas and rock outcroppings also help define community boundaries. The philosophy of preserving and expanding our area's open system is documented in the *Truckee Meadows Regional Plan*, the *Washoe County Regional Open Space Plan*, the *Washoe County Comprehensive Plan* and the *City of Reno Master Plan*. Several properties within the joint plan area have slopes in excess of 15 percent and provide habitat for a variety of large birds, including bald eagles, and other wildlife.

This section of the plan identifies natural resources in the Reno-Stead Corridor Joint Plan area and proposes policies to preserve environmental features in areas where development is proposed. These policies relate to two types of resources most commonly impacted during development: topography (as related to sloped terrain) and water resource environments (including major drainageways, floodplains, wetlands and stream environments).

Additionally, the Truckee Meadows Regional Plan, Washoe County Comprehensive Plan - Conservation Element, Washoe County Regional Open Space Plan and City of Reno Master Plan Conservation and Open Space and Greenway Plans discuss and establish policies for the preservation of these resources. The joint plan does not discuss these resources in detail but incorporates specific policies to protect natural and scenic resources. Policies included throughout the aforementioned plans regarding natural resources are incorporated by reference and should be considered when development proposals are reviewed.

Topography

The joint plan area is dominated by undulating terrain of mountains and valleys, particularly south of U.S. 395 and west of Red Rock Road. The terrain projects a sparse imagery, populated by solitary rock outcroppings and isolated vegetative stands. Mountain and hillside terrains provide views into the valleys below in addition to areas well outside of the joint plan area. The mountains and hills also serve as a scenic backdrop to the communities of the North Valleys and provide habitat for a variety of species.

The *City of Reno Hillside Development Ordinance* (Reno Municipal Code [RMC] 18.12 Article XVI) and *Washoe County Development Code* (WCDC Article 424), regulate development on hillsides. The intent of each is to establish provisions for developing, preserving and protecting hillsides and ridgelines within Washoe County. Hillside development policies minimize the potential for environmental degradation including slope failure, increased erosion, sedimentation, and stormwater run-off. In Reno, hillside policies are applicable on properties that have an average gradient equal to or greater than 10 percent or slopes that exceed 15 percent on 25 percent of the site. The City hillside ordinance contains a density reduction formula as slope grade increases. Development Code Article 424 in Washoe County applies to new development on properties containing slopes in excess of 15 percent on 20 percent or more of the site. In addition to existing regulations, this joint plan adopts policies to address development on hillside terrain.

Drainageways

Peavine Mountain forms the southern boundary of the North Valleys planning area. Tributary streams drain off the face of Peavine Mountain carrying water through a series of natural drainageways to Lemmon Lake playa, just east of the Stead Airport. Tributary streams also carry water off Peavine Mountain towards Stead Boulevard under U.S. 395 that eventually flows into the Silver Lake playa west of Stead Airport. Several steep hills and knolls are situated at the base of Peavine Mountain and within the joint plan area that direct the natural flow along Lemmon Drive and through the Tholl Road area. Because Lemmon Lake and Silver Lake are closed basin lakes, evaporation or infiltration is typically the only means of discharge. The Federal Emergency Management Agency (FEMA) has established a high water elevation for the Lemmon Lake and Silver Lake playas that cannot be exceeded or structural flooding may occur.

The City of Reno Conservation Plan identifies a major drainageway as having the following characteristics:

- Drains an area of 100 acres or more;
- Has unique biological and physical characteristics created by the conveyance of water;
- Connects neighborhoods or open spaces such as parks or public land;
- Provides a continuous system which may provide pedestrian/bicycle use of wildlife corridor opportunities; and
- Provides important open space between similar or different development types.

The City of Reno Master Plan and the Washoe County Comprehensive Plan contain adopted policies for drainageway protection. Essentially, it is desirable for drainageways to remain in an undisturbed and natural state. This condition is not always available or feasible; therefore, policy allows drainageways to be altered when an enhancement is made to the drainageway. Specific design standards shall be applied to each development based on the zoning jurisdiction.

Floodplains

Floodplains are drainageways with high flood risk subject to a one percent or greater statistical chance of flooding in any given year. Development constraints related to floodplains should be determined from the Federal Emergency Management Agency (FEMA) which depicts areas within the floodway and 100-year floodplain. Both the City and County participate in the FEMA insurance program.

Washoe County and the City of Reno are collectively working with private entities to develop a flood control master plan for the properties within the City and unincorporated County near the intersection of Military Road and Lemmon Drive. The goal is to permit development without raising the highwater mark at Lemmon Lake. However, development increases the amount of impervious surface that could result in raising of the base flood elevation in the playas. Federal and local regulations do not permit an increase in base elevation beyond one foot. New development is required to store natural runoff on-site. Lemmon Valley Land Company will also construct a system of pervious drainage channels to carry water directly to Lemmon Lake. Open channels allow for the water to both evaporate and infiltrate which replenishes the groundwater supply.

Stream Environments/Wetlands

Any physical construction which may impact the presence of a Federally Significant 404 wetland will be required to obtain a permit from the U.S. Army Corp of Engineers. Construction

impacting non-404 wetlands must satisfy the requirements of the City's *Wetland and Stream Environment Policy* and related regulations.

Conservation Policies

C.1 Regulate development in hillside and mountainous areas in order to mitigate drainage, erosion, siltation and landslide problems, in accordance with the applicable City or County hillside development and conservation ordinances.

C.1.1 During the discretionary approval process projects should be evaluated to ensure that soil disturbance and removal of vegetative cover be limited to specified building envelopes, approved driveways and roads. Revegetation of impacted areas shall be consistent with natural vegetation.

C.2 Protect and preserve water resources including drainageways, floodplains, stream environments and wetlands in accordance with the applicable City or County streamzone protection and conservation ordinances based on zoning jurisdiction.

C.2.1 The use of major drainageways as undeveloped buffers between areas of development is encouraged. Undeveloped drainageways should also be used for pedestrian, equestrian or bicycle access into the Peavine Mountain area and other open space areas where appropriate. Access routes along major drainageways should include sufficient width for a trail easement. Motorized vehicle access should be restricted where appropriate.

C.2.2 Development proposals that incorporate wetlands or other stream environments shall comply with the requirements of the City's Major Drainageways Plan and Wetland and Stream Environment Policy, or Article 438, Significant Hydrologic Resources, of the County's Development Code, as applicable in each jurisdiction.

C.3 Discourage development that detracts from an area's visual features and amenities, architectural character or neighborhood integrity.

C.3.1 Each development proposal shall be evaluated with the intent to preserve visually prominent ridges and rock outcroppings. Evaluation should address mitigation of the affects on visual appearance, scarring of hillsides, and the impact of increasing access in roadless areas.

C.3.2 Building envelopes for lots on ridgetops that are not set aside for open space shall be subject to a minimum 100-foot setback from the horizontal plane of the ridgeline and 50 feet from the vertical plane of the ridgeline, whichever is more restrictive.

C.3.3 The color of building materials including that of structures, retaining and masonry walls shall be consistent with that of the natural terrain. Reflective material should not be used.

C.3.4

Signage, exposed utility poles and billboards that contribute to visual clutter shall be evaluated during development review. Utilities shall be placed underground. Existing billboards shall be removed in conjunction with new development along the U.S. 395 corridor.

Land Use and Sphere of Influence

The joint planning area encompasses a variety of lifestyle opportunities. High mountains including Granite Peak on the west and views of Peavine Mountain to the south surround the valley. There are steep rock outcroppings reaching 5,350 feet on the east side of Lemmon Drive, separating Lemmon Valley from Golden Valley. The physical characteristics of the land are a fundamental element of land use planning. This section incorporates policies to protect the area's significant resources, including existing neighborhoods.

Land Use

In most instances, there is a corresponding City of Reno land use for each County land use designation. For example, the City of Reno's Suburban Residential land use designation is comparable to Washoe County's Medium Density Suburban designation—both permit up to three dwelling units per acre. Generally, City of Reno land uses reflect the more urbanized nature of the City in contrast to lower density/intensity features prominent in the County. This joint plan adopts hybridized land use designations unique to the joint plan effort. The hybridized land uses are anticipated to most adequately accommodate expected densities and uses as the plan area matures. Upon adoption, the joint plan is incorporated as a portion of the City of Reno Master Plan. The following table defines the hybridized land uses specified in the joint plan.

Joint Plan Area Land Use Designations

Land Use Designation	Description
High Density Rural (HDR)	Residential uses on 5 to 2.5 acre lots. Livestock grazing and agricultural activities are common secondary uses.
Low Density Suburban/Rural Residential (LDS/RR)	Residential uses on 2.5 to 1 acre lots.
Medium Density Suburban/Suburban Residential (MDS/SR)	Predominant housing type is single family, detached at 1 to 3 dwelling units per acre. Attached single family, small neighborhood commercial and civic uses may also be permitted.
High Density Suburban/Low Density Residential (HDS/LDR)	Predominant housing type is single family, detached at 3 to 7 units per acre. Small neighborhood and civic uses to service the needs of the residents may be permitted.
General Rural (GR)	Predominant housing type is single family, detached at 1 dwelling unit per 40 acres.
General Commercial	Areas for businesses that provide a variety of wholesale and retail goods and services and serve a community or regional market. Offices, restaurants, theaters, limited gaming and other compatible activities that serve the area are also permitted.
Industrial	Allows for a range of manufacturing, warehouse and distribution activities. Also associated with research and production facilities.
Parks and Recreation	Lands devoted to parks or recreation activity, available for public access, use or enjoyment, containing significant environmental resources.
Public and Semi-Public Facilities	Areas intended for public or semi-public facilities such as schools, churches, fire stations, hospitals, civic and community buildings, and utility building and facilities. This designation includes uses developed either by public or private capital which may be public or may be restricted, as in the case of private roads, but in both cases, a large number of people use the facility and the use is essentially public in nature.
Open Space	Identifies areas that have slopes in excess of 30 percent as identified by Washoe County's Geographic Information System integrated terrain unit data. These areas must be kept in a natural, undisturbed state.

The following table identifies the zoning district which corresponds to each land use designation. For explanation of Land Use Designations and Zoning Districts refer to the Washoe County Development Code and Reno Municipal Code, Title 18 respectively.

**Joint Plan Area Land Use Designations and
Corresponding City Zoning Districts**

RSCJP Land Use Designation	Comparable City Zoning Districts
High Density Rural (HDR)	LLR- 2.5
Low Density Suburban/Rural Residential (LDS/RR)	LLR-2.5, LLR-1
Medium Density Suburban/ Suburban Residential (MDS/SR)	LLR-1, SFR-15
High Density Suburban/ Low Density Residential (HDS/LDR)	SFR-15, SFR-9, SFR-6
General Commercial	PO, GO, NC, AC, CC
Industrial	I, IC, IB
Parks and Recreation	PF
Public and Semi-Public Lands	PF
General Rural (GR)	NA
Open Space (OS)	OS, PF, LLR-2.5

Planned Land Use

The following factors were taken into consideration in assigning land uses within the joint plan area:

- **Development suitability.** Topographical data included in the North Valley Area Plan was used to identify properties with development constraints due to steep slopes, floodplains or potential wetlands. Assigned land uses in the proposed land use plan and plan policies specific to topographical features or individual properties are intended to protect sensitive environmental features.
- **Existing surrounding development.** An attempt was made to propose compatible uses adjacent to existing ones, particularly around established residential areas. This issue was of special concern for properties along Tholl Road and Cassilis Roads, and along North Virginia Street.
- **Input from property owners and residents.** Property owners and residents discussed their preferences with members of the general public at the public workshops or advisory board meetings. As mentioned previously, several property owners petitioned the City during the plan process for inclusion into the sphere of influence. These pending SOI applications provided detail of owner intentions for the development of their property.

The proposed land use plan blended property owner requests, interpretations of regional and local master plan policies, and development constraints. The following is a discussion of the land uses assigned to the original joint plan area based on the above-referenced factors.

The *Washoe County North Valleys Area Plan* identifies a significant ridgeline that begins at the intersection of Lemmon Drive and U.S. 395 and runs north-south to Tholl Road. The highest elevation point on this ridgeline is approximately 5,000 feet. Geographically, the North Valleys Regional Sports Complex is located at the base of the highest peak. Six private parcels and one

publicly-owned parcel encompassed this ridgeline. The development suitability analysis confirmed that approximately 41 acres on the six parcels had slopes in excess of 30 percent. The adopted land use was General Rural. The land use plan proposed Open Space land use designation for all areas above 30 percent slope. Consequently, a total of 50 acres have been designated Open Space throughout the joint plan. This designation preserves land that should be kept in a natural, undisturbed state.

The North Valleys Regional Sports Complex, coupled with the significant ridgeline, separate the established Tholl Road neighborhood from the more urbanizing undeveloped areas along U.S. Highway 395. The established Tholl Road neighborhood and surrounding undeveloped parcels were designated Low Density Suburban. The land use plan proposed no change in land use in order to preserve the existing suburban lifestyle.

North of Tholl Road is an existing mobile home park, scattered single family homes or large lots, and undeveloped lands. The adopted land use was Low Density Suburban. The land use plan proposed an intensification and feathering of more intense land use designations from Tholl Road north toward incorporated Reno. This included redesignating the Etcheberry properties to Medium Density Suburban and the Harding property to High Density Suburban. It is anticipated that the Harding property would be developed at five dwelling units to the acre and that one-third acre lots would predominate adjacent to five-acre homesites between the Etcheberry and Harding properties. Land use policies are included to protect existing homes from the additional impacts created by new development to the extent possible.

The properties north of Buck Drive and east of Lemmon Drive are situated at the base of steep slopes. The adopted designation was General Rural. Development consisted of a church and nursery. These parcels have steep slopes, a 100-year flood hazard or a drainageway constraining the properties. The land use plan proposed gradually intensifying these densities north from Medium Density Suburban to General Rural. The proposed land uses were consistent with property owner requests and community survey results.

The land use plan proposed concentrating the bulk of the density and development potential on the two vacant parcels fronting U.S. 395 and Lemmon Drive. The proposed land uses included High Density Suburban and General Commercial in addition to Low Density Suburban on the areas with a slope condition of 15 to 30 percent. It is anticipated that property owners will transfer the density down to the more developable areas on-site. The amount of General Commercial totals 246 acres, which is of sufficient quantity to develop as either a major shopping center or business park, or combination. The community survey results indicated that 71 percent of the respondents favored more commercial uses, particularly professional services/office parks, medical/dental, restaurants and hardware/lumber stores.

The Washoe County Specific Plan areas have been redesignated with industrial, commercial and residential uses in the Reno-Stead Corridor Joint Plan, consistent with the survey results and with the request of the property owners. The land use plan proposed increased intensity on the vacant land west of Grandview Terrace and comparable density abutting Horizon Hills. The drainage channel adjacent to Grandview Terrace will buffer the existing residential development from the planned residential development to the west.

Sphere of Influence

Purpose

The purpose for establishing sphere of influence (SOI) boundaries is twofold. As discussed in the context section, state statute defines the SOI as an area for City expansion. The second purpose for the SOI is to define an extra-jurisdiction area into which the City may administer development regulations (which may include zoning, subdivision review and approval, and issuance of building permits). One advantage to extra-jurisdiction regulations is that the delivery of services may occur in a more continuous and unified manner.

Special Planning Area 1

Purpose

Special Planning Area 1 is hereby created to recognize the mediated agreement for the area identified on page 18 as Special Planning Area 1. Special Planning Area 1 provides for development standards that recognize these properties as a transition between primarily urban uses located west and south of the planning area and suburban/rural uses located north and east of the planning area. The development standards are intended to accommodate a smooth transition between the two different development patterns described above.

Land Use Policies and Development Standards

The purpose of the following policies is to encourage appropriate development within the plan area. These policies should be consulted upon preparation and review of any development plans within the plan area or upon review of a development proposal. Within the context of the policies, the City of Reno shall be referred to as “City” and Washoe County as “County.” The Land Use and Transportation Element and the Housing Element of the Washoe County Comprehensive Plan and the Land Use Plan, Public Services, Facilities and Infrastructure Plan, and Housing Plan of the City of Reno are incorporated into this document, by reference.

Land Use

LU.1 Provide clearly defined, effective and efficient procedures for development review in the Sphere of Influence by the City of Reno and Washoe County.

LU.1.1 Upon Regional Planning Commission adoption of the Sphere of Influence boundaries proposed by this plan, the City may assign and initiate zoning for properties in the Sphere of Influence.

LU.1.2 The County will administer all development regulations and permits outside of the Sphere of Influence.

LU.1.3 The City land use and development standards will apply within the Sphere of Influence as authorized by NRS 278.02788.

LU.1.4 If desired by residents of existing neighborhoods, the City should prepare neighborhood plans. The purpose of neighborhood plans shall be to address localized land use conditions and inventory capital improvement and infrastructure needs.

LU.2 Allow non-conforming uses to continue for properties within the Sphere of Influence and for properties which are annexed into the City of Reno.

LU.3 New development adjacent to established residential communities should be compatible. A gradual transition to higher intensity land uses shall be provided.

LU.3.1 The use of buffer areas or lot-width matching should be used between existing residential development and new residential developments if varying lot sizes are proposed. The buffer areas may include non-motorized pedestrian trails, greenbelts or no-build zones indicated on individual lots.

LU.3.2 To ensure that new residential development will be compatible with existing development, the zoning district assigned to new lots adjoining existing homesites should not allow densities greater

than those established by the Master Plan land use designation for the developing parcel (e.g. if the land use designation is Medium Density Suburban/Suburban Residential [1-3 du/acre], a zoning designation should not allow lot sizes smaller than one-third acre in size). If a buffer area is provided between existing homesites and new development, this policy shall not apply.

LU.3.3 The height of proposed residential structures directly abutting existing homes should not exceed the average height of the existing homes.

LU.3.4 Major drainageways should be maintained as buffers between developments of dissimilar characteristics or between residential and non-residential uses, or to be used as open space. In such circumstances, it may be necessary that setbacks are needed which exceed those specified in the Reno Major Drainageways Plan and other development ordinances. It may be appropriate to situate pedestrian paths in drainageways or setback areas.

LU.3.5 To provide a transition, development features of existing neighborhoods should be included in new adjacent development.

LU.3.6 Buffering should be provided between residential and new non-residential developments which includes landscaping and a solid screen.

LU.4 New residential subdivisions should provide drought tolerant landscaping in the front yard area.

LU.5 New development adjacent to public land should provide opportunities for non-vehicular access to these areas.

LU.5.1 Access to public lands should be provided as identified in the Open Space and Greenways plans.

LU.5.2 New subdivisions should provide pedestrian and bicycle access to adjacent developments to encourage alternative modes of transportation.

LU.5.3 New development should be proportionate to and integrated with surrounding terrain and existing development in the vicinity.

LU.6 Encourage mixed uses which present unifying community design features and integrate a diversity of residential neighborhoods, neighborhood centers, employment, shopping, and recreation activities.

LU.6.1 To avoid monotonous linear development, multi-family development should be designed in small clusters as neighborhood units. Vertical and horizontal offsets should be required to visually reduce building mass and create individual spaces (courtyards, seating arrangements, etc.) for multifamily projects.

LU.6.2 New development requiring discretionary approval shall be noticed to neighboring property owners within 750 feet, with a minimum of 30 property owners. Development proposals shall be presented to both the City of Reno Ward Four North Valleys Neighborhood Advisory Board and the Washoe County North Valleys Citizen Advisory Board.

LU.7 The impacts of industrial development on residential areas shall be considered in building placement and design.

LU.7.1 Industrial development should generally be of the industrial business park type including light manufacturing, warehousing and distribution facilities.

LU.7.2 Outdoor storage may be permitted on properties with Industrial land use designations with minimum operational and screening standards.

LU.7.3 On industrial sites that are two acres or less the minimum side and/or rear yard setback should be determined by utilizing a 1:1 height:setback ratio (1:3 for parcels over two acres) for that portion of any building which exceeds 15 feet in height. The additional setback shall be measured from the side or rear setback line. The ten feet adjacent to the property line shall be landscaped.

LU.7.4 The minimum building separation from industrial development adjacent to residential areas should be at least twice the height of the industrial building. This area may be used for parking and landscaping.

LU.7.5 To convey visual interest and disrupt massing, a multi-color treatment should be used on the exterior of industrial buildings.

LU.8 U.S. 395 shall be considered a “gateway” into the Truckee Meadows. New development shall be sensitive to the views from U.S. 395.

LU.8.1 Truck delivery areas and/or loading bays should be screened from U.S. 395.

LU.8.2 Existing billboards along U.S. 395 should be removed in conjunction with new developments any time a discretionary permit is required. No new billboards should be allowed within the plan area and no electronic billboards should be allowed within the plan area.

LU.8.3 Mineral Extraction sites should not be located in areas visible from U.S. 395.

LU.9 Ensure that signs and the architecture of buildings and projects are compatible with the surrounding character of the area.

LU.9.1 Neon signage should be prohibited.

LU.9.2 Illumination, if any, should be of diffused light that is stationary and constant intensity. No uplighting should be allowed.

Sphere of Influence

LU.10 The properties in the Grandview Terrace (i.e. Grandview GID) area shall be shown as voluntary (i.e. cannot be annexed if a majority of all property owners protest) annexation areas in all future City of Reno Annexation Programs for those programs to be found in conformance with this joint plan and the 2007 Truckee Meadows Regional Plan.

LU.11 Neither the City of Reno nor Washoe County will independently sponsor a Regional Plan amendment regarding the Joint Plan boundary from private property owners.

Special Planning Area 1

LU.12 **The following standards shall apply to development within Special Planning Area 1 (see page 18, Special Planning Area 1):**

- LU.13.1 The height of structures and the setback of structures, both main and accessory, within the buffer area displayed on Map 2 Special Planning Area 1, shall be in compliance with Article 406, Table 110.406.05.1 of the Washoe County Development Code (Chapter 110) for Low Density Suburban (LDS) uses.
- LU.13.2 Subdivision and design of lots along the north and east boundaries of Special Planning Area 1 shall be in accordance with the design enumerated on Map 2, Special Planning Area 1, or shall be designated as open space.
- LU.13.3 Equine uses may be permitted on the buffer lots enumerated on Map 2, Special Planning Area 1.
- LU.13.4 All vehicular access should be paved for air and water quality. Street lights should be placed throughout developments for safety reasons. Shorter lights could be installed to decrease light spillage.
- LU.13.5 Access easements for emergency vehicles may be created along the north and east boundaries of the special planning area. If access easements are created, they shall align with Winchester Drive and/or Cactus View Drive and the easements shall be signed and secured in such a manner as to discourage vehicular traffic except for emergency vehicles.
- LU.13.6 Water and sewer lines shall be sized at the direction of the water and/or sewer purveyor to serve properties outside of the boundaries of Special Planning Area 1. Water and sewer easements that may serve property outside and north and east of Special Planning Area 1 shall be aligned with the emergency access easements.
- LU.13.7 All electrical utilities below transmission scale within the special planning area should be placed underground.
- LU.13.8 All lighting shall be “dark skies” compliant.

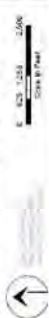
Reno - Stead Corridor Joint Plan

PLANNED LAND USE

- JOINT PLAN BOUNDARY
- HIGH DENSITY RURAL
5 - 2.5 acre lots
- LOW DENSITY SUBURBAN/
RURAL RESIDENTIAL
2.5 - 1 acre lots
- MEDIUM DENSITY SUBURBAN/
SUBURBAN RESIDENTIAL
1 - 1.5 acre lots
- HIGH DENSITY SUBURBAN/
LOW DENSITY RESIDENTIAL
3 - 7 acre lots
- GENERAL COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI PUBLIC FACILITIES
- PARKS & RECREATION
- OPEN SPACE
- GENERAL RURAL
- CITY OF RENO EXERTED
SPHERE OF INFLUENCE

NOTE: Any changes to the land use or lot sizes shown on this map require approval through the planning process.

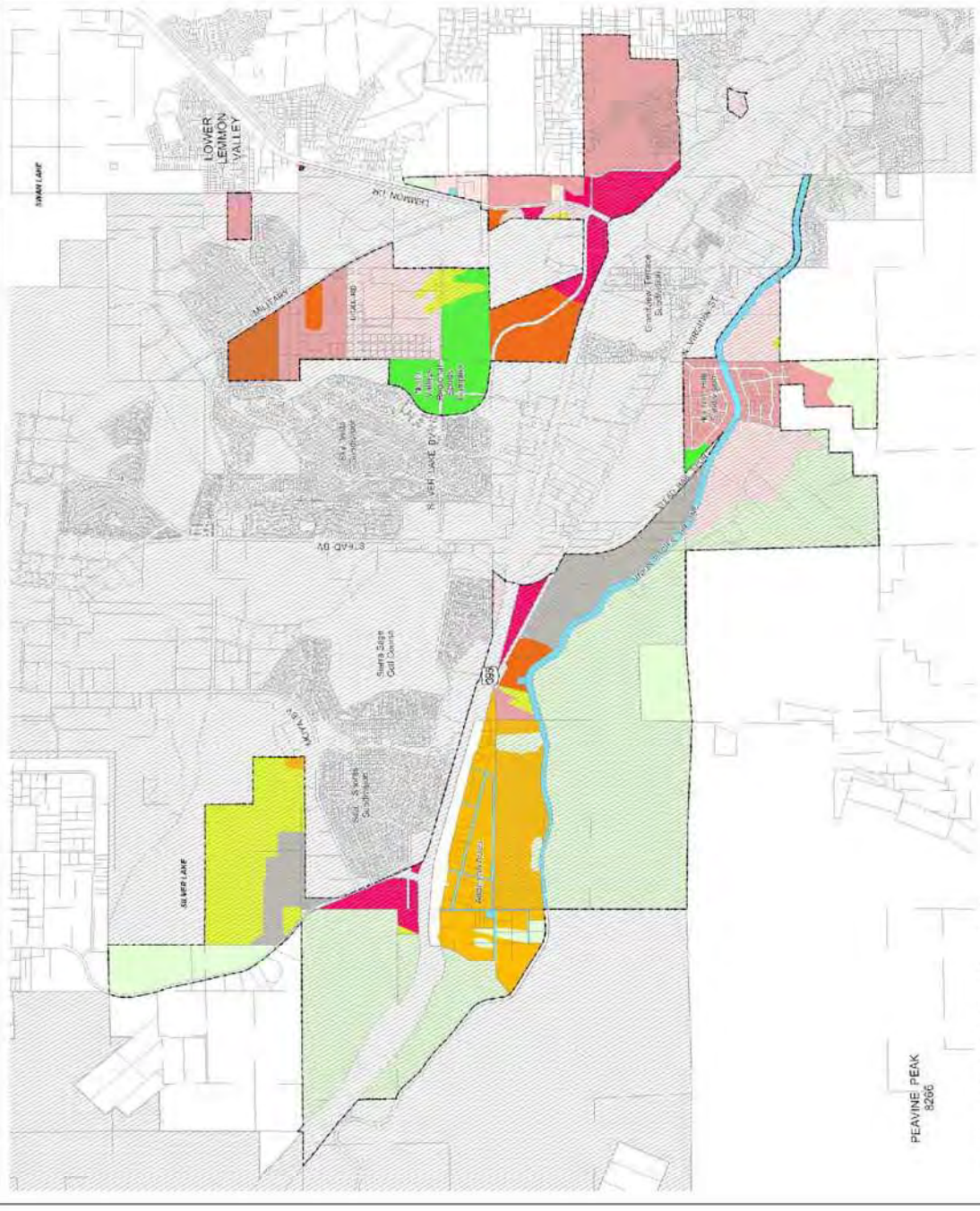
1. THE CITY OF RENO, NEVADA, IS AN APPROVED COMMUNITY DEVELOPMENT PLAN AREA UNDER THE RENO-STEAD CORRIDOR JOINT PLAN. THIS PLAN IS A PART OF THE RENO-STEAD CORRIDOR JOINT PLAN. THE RENO-STEAD CORRIDOR JOINT PLAN IS A PART OF THE RENO-STEAD CORRIDOR JOINT PLAN.



**WASHOE COUNTY
NEVADA**

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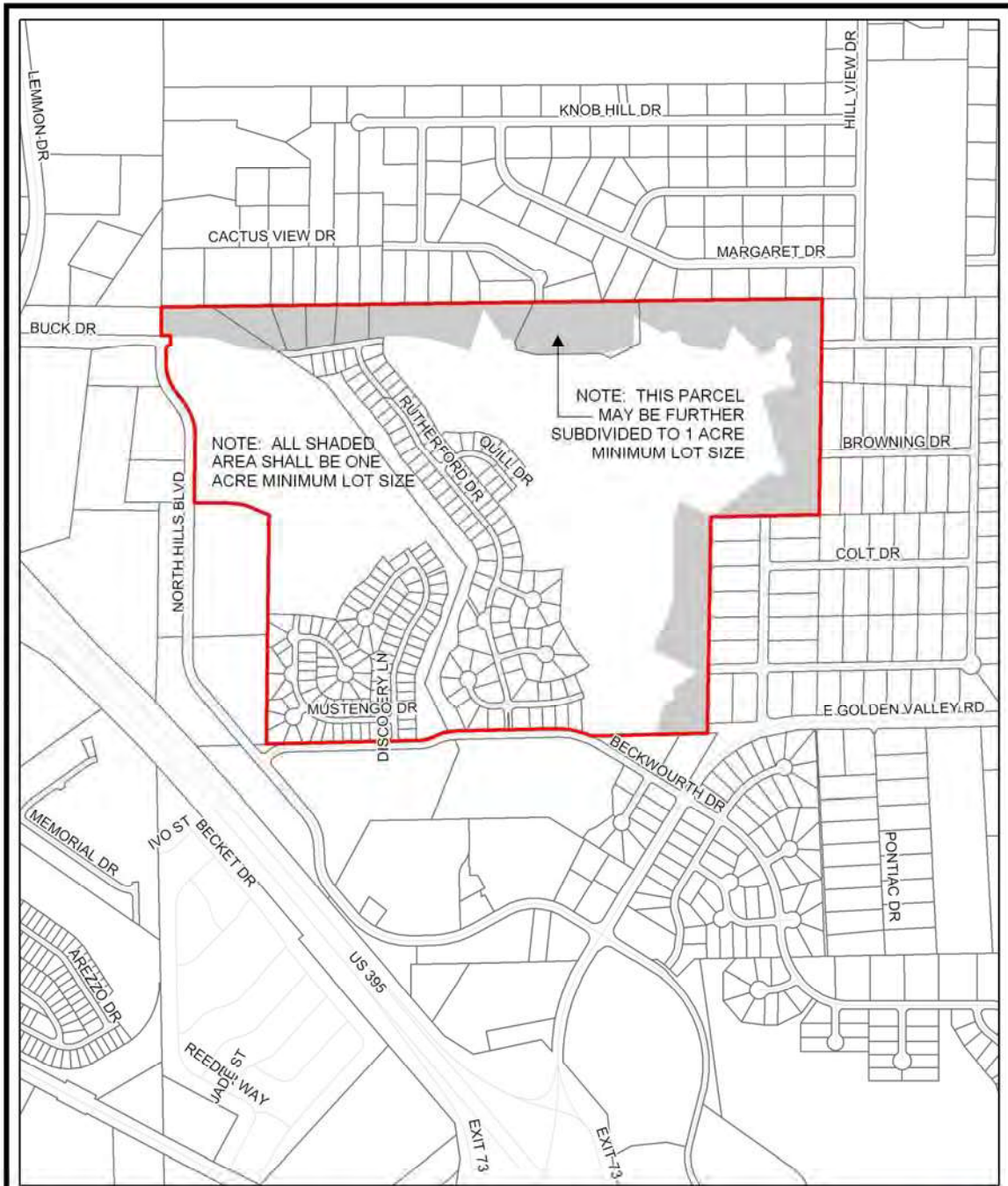
(775) 236-3606



ADOPTION DATE: 2010

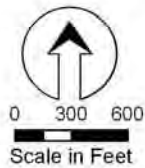
SOURCE: WASHOE COUNTY COMMUNITY SUPPORT SERVICES

PEAVINE PEAK
8206



**RENO-STEAD CORRIDOR JOINT PLAN
SPECIAL PLANNING AREA 1**

Date: September 2010
Source: Washoe County Community Development



Department of
 Community
 Development



**WASHOE COUNTY
 NEVADA**



Post Office Box 11130
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Public Services and Facilities

As growth continues to occur in the planning area, the demand for public services and facilities will increase. The Public Services and Facilities portion of the City of Reno Master Plan and associated policies and the adopted Washoe County Comprehensive Plan are hereby incorporated, by reference.

Libraries

The Peavine Branch library located in the North Valleys Shopping Center on Golden Valley Road serves the joint plan area, including Stead. Upon adoption of the Reno-Stead Corridor Joint Plan, a copy was provided to a representative from the Washoe County Library system so that additional services, if needed, are programmed by the Library.

Public Services and Facilities Policies

The following policies attempt to balance concerns of property owners, residents and technical staff in supporting increased development and services to the plan area.

Parks and Open Space

PSF.1 Support the preservation of desirable open space as identified in the City of Reno Open Space and Greenways Plan and in the Washoe County Regional Open Space Plan.

PSF.1.1 Restrict development on steep slopes, rock outcroppings, playas, drainageways, and wetlands on lands.

PSF.2 Encourage that new development in the joint plan area preserve the existing viewshed toward Peavine Mountain.

PSF.2.1 New residential, commercial and industrial development applications should include a viewshed analysis depicting the implication of building height and mass on existing development as it relates to the views toward Peavine Mountain. The viewshed analysis shall enable residents to visualize and determine if their views of Peavine Mountain will be negatively impacted by proposed development.

Schools

PSF.3 Support effective and efficient use of all public lands for public use.

PSF.3.1 During review of Special Use Permits, encourage the Washoe County School District to install turf for playfields concurrent with building construction in all new schools built in the joint plan area.

PSF.3.2 Encourage joint use agreements between the Washoe County School District, the City of Reno and Washoe County for park and recreation facilities.

PSF.3.3 Encourage the Washoe County School District to design new facilities in a manner that maintains an appropriate transition with adjoining residential neighborhoods, avoiding structures that could establish unnecessary physical barriers.

Transportation

The Reno-Stead Corridor plan area straddles an important entry and transportation route into the greater Truckee Meadows area, and also serves the needs of the North Valleys communities. The ability for the area to grow and prosper is directly related to the adequacy of its transportation infrastructure. An adequate transportation system is not only an essential component in the success of local commerce and industry, but is also necessary to ensure the safety and mobility of our citizens. The degree to which our area suffers from poor air quality as a result of automobile emissions is also directly related to the adequacy and efficiency of our transportation infrastructure. Local perceptions of our area's overall quality of life and the quality of life image that we project to the rest of the nation are directly related to the perceptions of our transportation system.

The transportation system for the plan area should be consistent with the Regional Transportation Commission Streets and Highways System map and associated current documents.

The Union Pacific Railroad runs through the joint plan area. Residential development adjacent to the railroad should be discouraged or adequately buffered.

The joint plan area is currently in the Regional Transportation Commission's (RTC's) public transportation service area. RTC provides transit service to Stead and to Lemmon Valley. Based on the anticipated growth, RTC should periodically evaluate the feasibility of providing additional transit service or alternative modes of transportation to the area. As development occurs, bus stops and bus pullouts should be provided where appropriate.

MCQUEEN NEIGHBORHOOD PLAN



ACKNOWLEDGEMENTS

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Sharon Zadra, Ward Two

Jessica Sferrazza, Ward Three

Dwight Dortch, Ward Four

David Aiazzi, Ward Five

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Adopted August 2005

Amended August 2007

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INTRODUCTION

The McQueen neighborhood is located in the northwest section of the City of Reno, on the southern flanks of Peavine Mountain. It is bounded by the Highland Ditch/West 4th Street to the south, the city of Reno limits to the north, the western boundary of Somerset Planned Unit Development to the west. The eastern boundary is generally McCarran Boulevard. However, the commercial properties and major drainageway located on the east side of McCarran Boulevard between West 7th Street and U.S. Interstate 80 are within the boundary (see Map 1).

This plan is intended to provide guidance for the development and redevelopment of the planning area for the next twenty year period. The Implementation section outlines polices and implementation steps to address issues.

The Plan is organized into four sections; introduction, elements (land use; zoning; parks, recreation and open space; circulation), and implementation.

The McQueen Plan addresses desired land uses, open space, and development of a neighborhood commercial center. Participating stakeholders, including Ward 5B – Northwest Neighborhood Advisory Board members prepared the following vision statement for the neighborhood.

Vision

The neighborhood is an integrated community with a single-family residential core complemented by a variety of housing opportunities for a diverse population. More distinctive character and identity is attained through a centralized neighborhood commercial focus area that provides a place for residents to gather and spend leisure time, and includes safe access to nearby existing urban trails. Increased connectivity, pleasant walking and biking opportunities are enhanced with the continued expansion and maintenance of the urban trails system that includes controlled access to rural Peavine Mountain areas to the north, and the river corridor to the south.



ELEMENTS

Land Use

This plan utilizes variations on land use designations adopted in the Citywide Land Use Plan. For this neighborhood, it is important to provide for a greater distinction between residential densities. Table 1, provides a comparison between the Land Use Plan designations, the McQueen Neighborhood Plan land use designations, and conforming zoning districts. The McQueen Neighborhood Land Use Plan is shown on Map # 3.

Table 1: Master Plan/Zoning Conformity

Citywide Land Use Plan Designations	McQueen Neighborhood Plan Land Use Designations	Conforming Zoning Districts – McQueen Neighborhood Plan
Single Family Residential (1 acre/du - 3 du/acre)	Single Family Residential - 1 du/acre - 3 du/acre	LLR2.5 (Large Lot Residential-2.5 acre), LLR1 (Large Lot Residential-1 acre), LLR.5 (Large Lot Residential-.5 acre), SF15 (Single Family Residential-15,000 square feet), and PF (Public Facility)
Mixed Residential (3-21 du/acre and some commercial uses)	Mixed Residential – 3 du/acre - 11 du/acre	SF15 (Single Family Residential-15,000), SF9 (Single Family Residential- 9,000 square feet), SF6 (Single Family Residential- 6,000 square feet), SF4 (Single Family Residential- 4,000 square feet), and PF (Public Facility)
	Mixed Residential – 14 du/acre -21 du/acre	MF14 (Multifamily – 14 dwelling units/acre) MF21 Multifamily – 21 dwelling units/acre), PO (Professional Office), NC (Neighborhood Commercial), and PF (Public Facility)

Table 1: Master Plan/Zoning Conformity (continued)

Citywide Land Use Plan Designations	McQueen Neighborhood Plan Land Use Designations	Conforming Zoning Districts – McQueen Neighborhood Plan
Urban Residential/ Commercial	Urban Residential – 14 du/acre - 30 du/acre	MF14 (Multifamily – 14 dwelling units/acre), MF21 Multifamily – 21 dwelling units/acre), MF30 (Multifamily – 30 dwelling units/acre), and PF (Public Facility)
	Office – small scale, low rise professional or general offices	PO (Professional Office), GO (General Office), and PF (Public Facility)
	Neighborhood Commercial-small shopping and service centers designed to meet the needs of the surrounding residents	NC (Neighborhood Commercial) and PF (Public Facility)
Urban Residential/ Commercial	General Commercial – Integrated shopping areas designed to serve the needs of the community	CC (Community Commercial), AC (Arterial Commercial), and PF (Public Facility)
Industrial	Research and Development – Low rise buildings	IB (Industrial Business) and PF (Public Facility)
Public Facility	Public Facility – Schools, parks, golf courses, fire stations, and other public or quasi-public lands	PF (Public Facility)
Parks/Recreation/Open Space	Parks/Recreation/Open Space – Parks, golf courses, and other open spaces (major drainageways)	PF (Public Facility) and OS (Open Space)
Special Planning Area	Special Planning Area – Planned Unit Developments and Specific Plan Districts	SPD (Specific Plan Districts) and PUD (Planned Unit Developments)

Zoning

To implement this Plan, the Reno Municipal Code includes the McQueen Neighborhood Plan Overlay. The purpose of the overlay is to outline development standards that specifically apply to this neighborhood and are not already included in the Reno Municipal code. These standards address the neighborhood commercial center, the freeway corridor area, soundwalls, berms, and hillsides. In addition, zoning map amendments, completed as separate actions, create conformance with the Master Plan, as required in State Law.

There are three Planned Unit Developments (PUD) in the McQueen Neighborhood: Somersett, Sharlands, and Keystone Community Campus (see Map 2). Future amendments to the Somersett, Sharlands and Keystone Community Campus Planned

Unit Developments should be consistent with or exceed the requirements in this plan (Policy 1 in the Implementation section).



There is an adequate amount of existing commercial zoning for the neighborhood. Commercial zoning should be limited to existing properties, except in freeway corridor areas. Commercial zoning should be limited to existing properties, except in freeway corridor areas (Policy 2 in the Implementation section). Design in commercially zoned areas must provide for adequate buffers when adjacent to residential uses. Uses which result in high volumes of truck traffic, such as warehousing and distribution, are prohibited.



There is a node of commercially zoned properties NC (Neighborhood Commercial) located in the center of the neighborhood at the intersection of Mae Anne Avenue and Robb Drive. This area is defined as the geographical center of the neighborhood and should be developed into a central gathering spot. Development standards for this area describe the architectural character, size and scale of development. These standards call for individual buildings and shops within shopping centers to have a complementary architectural treatment;

for development to contain public outdoor spaces that include small plazas, seating areas, fountains and/or public art; and pedestrian access to connect shopping areas to adjacent urban trails. Buildings should reflect varying pitched-roofs. Façade articulation should produce shadow lines. Natural materials and textures like wood, stone and stucco should be used. A mix of façade textures and details outlined above should

occur on all four elevations of each building. Buildings should not be required to be placed adjacent to the street and drive-through facilities should be allowed.

The southern portion of the McQueen area abuts the Highland Ditch/West 4th Street. This freeway area is considered a gateway for Reno. In general, development standards should include additional setbacks, screening and landscaping, and the prohibition of blank wall façades adjacent to the freeway.

Specific design standards for soundwalls and/or berms on arterial streets adjacent to residentially zoned properties were identified in the 1989 McQueen Development Plan. These standards allow for some flexibility in the design, which provides a developer with options, depending on the conditions of the property.

In addition to Citywide hillside development requirements, open view fencing should be placed adjacent to open space areas, and drainageways. This requirement is included in the McQueen Neighborhood Plan Overlay.



Most of the significant ridgelines in the area are currently outside of the City limits and outside of the City Sphere of Influence. To protect ridgelines on lands that annex to the City, new development should minimize visual scarring and site disturbance at the ridgeline. Natural rock outcrops should be preserved. Destruction of natural vegetation should be minimized. Retaining walls should be used to reduce grading. Buildings should be designed to be compatible with natural slope characteristics to minimize artificial angles resulting from cuts and fills. Straight continuous contour lines should be minimized, the rounding of contours look more natural.

Additional vegetation can soften hard graded edges. Slope adaptive architecture or a reduction in the number of two story buildings should be considered. Sight-line perspectives (cross sectional drawings and/ or enhanced photos) from nearby arterial streets should be analyzed.

If and when annexed, properties north of the existing neighborhood boundary should be included in the McQueen Neighborhood Plan. Development should conform to the policies of this plan (Policy 3 in the Implementation section).

Parks, Recreation and Open Space

This Plan calls for continuation of an existing park policy identified in the 1989 McQueen Development Plan. If the nearest existing neighborhood park site is greater than 2 miles from any portion of a proposed residential development, the developer shall consult with the City of Reno Parks, Recreation and Community Services Department to determine the need for a neighborhood park within the development. Any need for a



park, service and/or facility, as well as available funding resources will be identified. The developer will be given the option to determine the location and size of the park to best integrate it within the overall project design (Policy 4 in the Implementation section). There are many youths living in the neighborhood, when planning future park sites and facilities, youth activities should be considered (Policy 5 in the Implementation section).

The McQueen neighborhood has more publicly owned open space than any other neighborhood in the City. This offers tremendous outdoor recreation opportunities with the development of urban trails in existing major drainageways and residents have identified issues with the management of the open space. The City of Reno adopted the Open Space and Greenways Plan in June 2007. The plan will guide the development of open space and greenways in the McQueen area. The implementation of the plan's policies should address the following issues for the McQueen area:

- Access point (portal) designs, included width, setbacks, and signage should be standardized. Developers should be responsible for the construction of trails adjacent to their site.
- Identify appropriate uses, improvements, and maintenance of open space.
- Preserving open space is becoming a very important issue in the region since much of the development has filled the valley and is now reaching into the foothill areas. Acquisition methods and desired properties should be identified and conservation programs could be identified.

Current City standards require that subdivisions be designed with two independent means of access. Due to topographical constraints, several emergency secondary access roads have been placed in drainageways.

Since emergency secondary access roads are important for emergency vehicles, it is necessary to keep them open and passable. The neighborhood has many open space areas that are susceptible to brush/wild land fires. Access along these roads help firefighters minimize fire damage to homes. The secondary access roads also provide an emergency "escape route" for residents if the primary access route is blocked. However, non-emergency vehicles are utilizing these roads, access signage exists in some spots, but is not consistently located at all points of access. In addition, the location of signage and sign language is not always consistent.

Secondary access should be discouraged whenever possible. If there is no other alternative, with new development, the title or land deed for affected properties should spell out the location of access routes and any use restrictions. In addition, authorized access signage should be required. All signage language should be consistent and placed in consistent locations (Policy 6 in the Implementation section).

Development has been expanding onto the southern flank of Peavine Mountain for the last twenty years. One of the most contentious issues in this neighborhood has been access roads to Peavine Mountain. There are existing historical access roads leading to several areas on the mountain that are increasingly used by pedestrians, bicyclists, motorcycles, dirt-bikes, ATVs, four-wheel drives, and other vehicles. Conflicts between



outdoor enthusiasts and property owners have arisen due to differing philosophies on appropriate uses, access and operating times in areas where single family homes are backed up to rural mountain open spaces. Property owners would like to minimize the impact of increasing numbers of people driving through neighborhoods, parking on neighborhood streets, and accessing open space.

The Carson Ranger District, Humboldt-Toiyabe National Forest in cooperation with the City of Reno and Washoe County developed the Peavine Mountain Roads and Recreation Strategy (Peavine Strategy) in the fall of 2001. The public process included input from outdoor recreational users and property owners. Both the Reno City Council and the Washoe County Board of Commissioners have endorsed this strategy.

The Peavine Strategy identifies a total of thirteen portals, or access points. Within the McQueen Neighborhood, there are six access points, including Keystone Canyon (2 access points), Kings Row, Roxbury Drive, Las Brisas Boulevard, and one in the new Somerset development area. Portals are identified on Map 3. As development occurs on private land, the strategy calls for the City of Reno staff to work with developers to ensure continued access to Peavine open spaces.

The forest Service is working with regional and local groups to complete the following tasks:

- Develop standards and system plans for non-motorized trails.
- Continue to identify which roads should be decommissioned.
- Further efforts to acquire private land for public purpose.

Even though this multi-jurisdictional effort has begun the process for identifying and addressing Peavine access issues, there is an immediate need to address access issues. As a result this plan includes a policy stating that changing the designation of any access point (portal) or adding any new portal should require a public process to allow residents the opportunity to provide input and comment. The noticing pattern should follow the required distance for zone changes (Policy 7 in the implementation section).

Currently, Washoe County law prohibits target shooting closer than five thousand feet from any residence. In addition, patrolling officers have discretionary powers to determine the safety in any given situation. Recently, law enforcement patrolling has increased in the area. The Washoe County Sheriff and the U. S. Forest Service have a cooperative agreement to pay for additional patrolling on weekends and evenings.

There are identified problem spots on the mountain, and law enforcement will be increased in these areas. Signs or information kiosks will be placed at all portals (access points) that outline restrictions and show maps with shooting boundaries.

Circulation

The McQueen neighborhood transportation system consists of roadways utilized by bicycles, buses and cars. Sidewalks and urban trails are utilized by bicycles and pedestrians. The McQueen neighborhood has more public urban trails than any other area of the City. Residents value the trails and see them as an asset. Continued maintenance, expansion and connection of the trails are encouraged. The 2030 Regional Transportation Plan completed by the Regional Transportation Commission outlines existing and proposed bicycle facilities. Whenever possible, the City should continue to connect bike facilities to sidewalks and urban trails to increase the overall connectivity of the neighborhood. Bicycle facilities including specified type (class) within the McQueen Neighborhood are shown on Map 3.

IMPLEMENTATION

This section outlines policies and steps to implement the plan. Policies are strategies that should be used in decision making and development analyses. Implementation steps are separate actions that should be completed to implement the plan.

Policies

Policy 1: Future amendments to the Somerset, Sharlands, and Keystone Community Campus Planned Unit Developments should be consistent with or exceed the requirements of this plan.

Policy 2: Commercial zoning should be limited to existing properties, except in freeway corridor areas.

Policy 3: Properties to the north of the existing neighborhood boundary should be included in the McQueen Neighborhood Plan upon annexation. Development should conform to the policies of this plan.

Policy 4: If the nearest existing neighborhood park site is greater than 2 miles from any portion of a proposed residential development, the developer shall consult with the City of Reno Parks, Recreation and Community Services Department to determine the need for a neighborhood park within the development. Any need for a park, service and/or facility, as well as available funding resources will be identified. The developer will be given the option to determine the location and size of the park to best integrate it within the overall project design.

Policy 5: When planning future park sites and facilities, youth activities should be considered.

Policy 6: Secondary access should be discouraged whenever possible. If there is no other alternative, with new development, the title or land deed for affected properties should spell out the location of access routes and any use restrictions. In addition, authorized access signage should be required. All signage language should be consistent and placed in consistent locations.

Policy 7: The Peavine Mountain Roads and Recreation Strategy access points (portals) are designated as motorized or non-motorized. In order to modify the designation of any portal or add any new portal, a public process should occur to allow residents the opportunity to provide input and comment. The noticing pattern should follow the required distance for zone changes.

Map 1

McQueen Neighborhood Plan McQueen Neighborhood Plan Land Use Designations

- Single Family Greater than or Equal to 1 acre/du to 3 du/acre
- Mixed Residential 3 du/acre - 11 du/acre
- Mixed Residential 14 du/acre - 21 du/acre
- Urban Residential 14 du/acre - 30 du/acre
- Neighborhood Commercial
- Parks/Recreation/Open Space
- Public Facility
- Research and Development
- Special Planning Area
- General Commercial
- Office
- Parcel line data
- McQueen Neighborhood Boundary



0 0.25 0.5 0.75 Miles

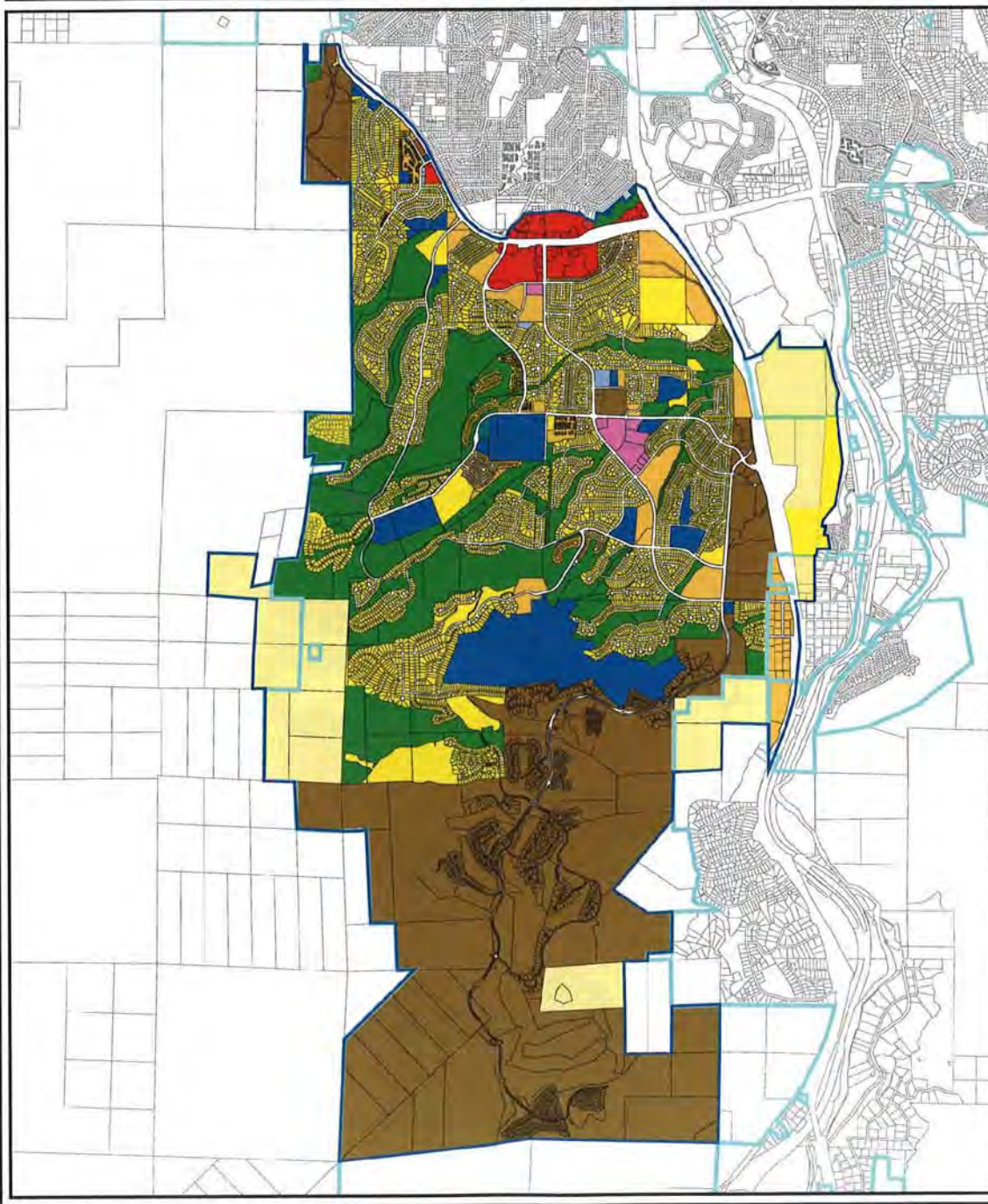
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Map Produced: June 9, 2005



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J:\CI\neighborhood planning data\McQueen 0505
McQueen Master Plan 0505



Map 2

McQueen Neighborhood Plan

PLANNED UNIT DEVELOPMENTS

- McQueen Neighborhood Boundary
- Planned Unit Development

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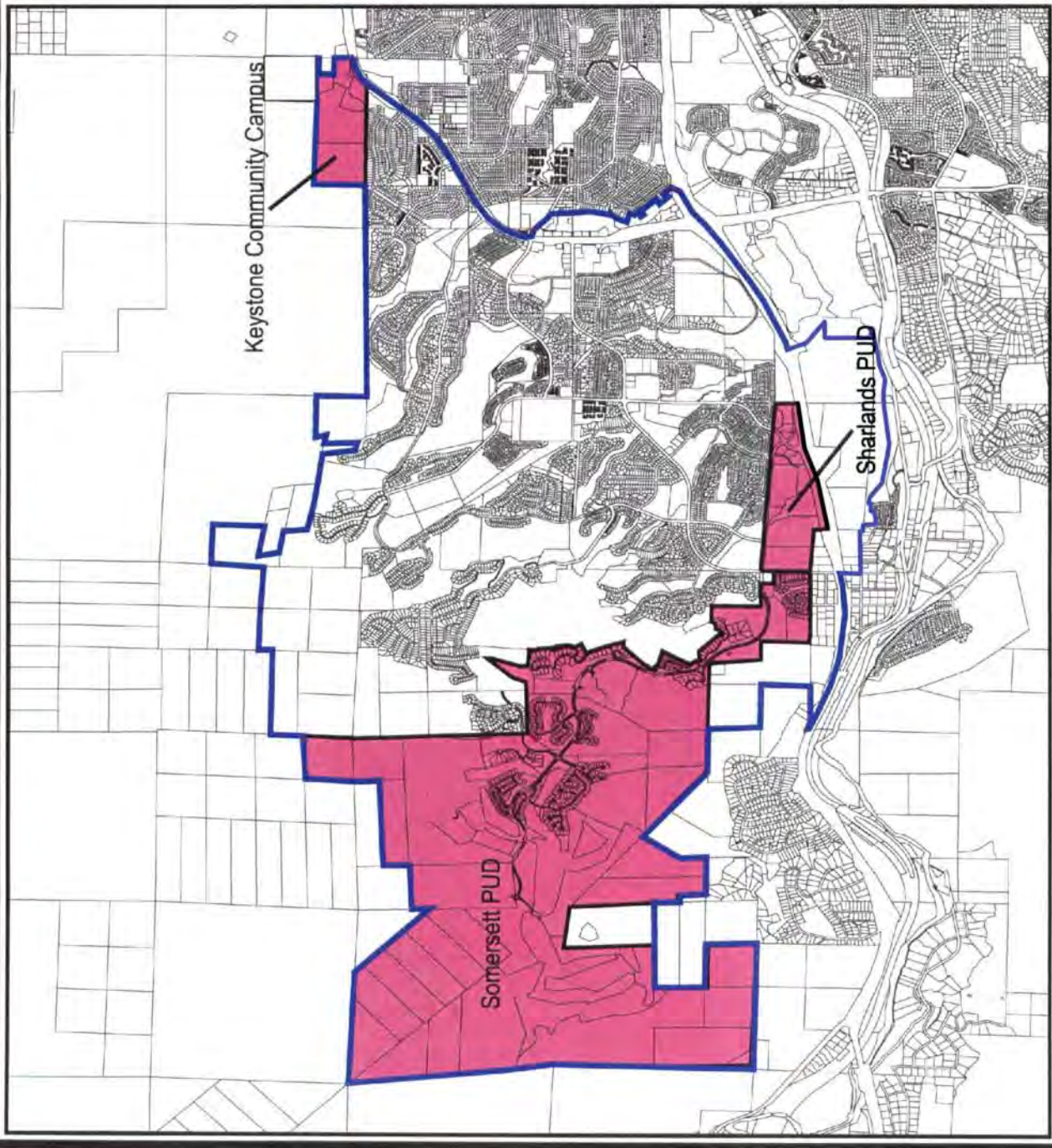
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




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Map 3 McQueen Neighborhood Plan

Parks, Recreation, and Open Space

-  McQueen Neighborhood Boundary
 -  Open Space
 -  City of Reno Parks
 -  Washoe County Parks
 -  Existing City of Reno Trails
 -  Proposed City of Reno Trails
 -  Class II Bike Lanes
 -  Class III Bike Lanes
 -  U.S. Forest Service Designated "Fire Heads"
- Note: Additional trails are provided for the Somerset Planned Unit Development (see page 10).

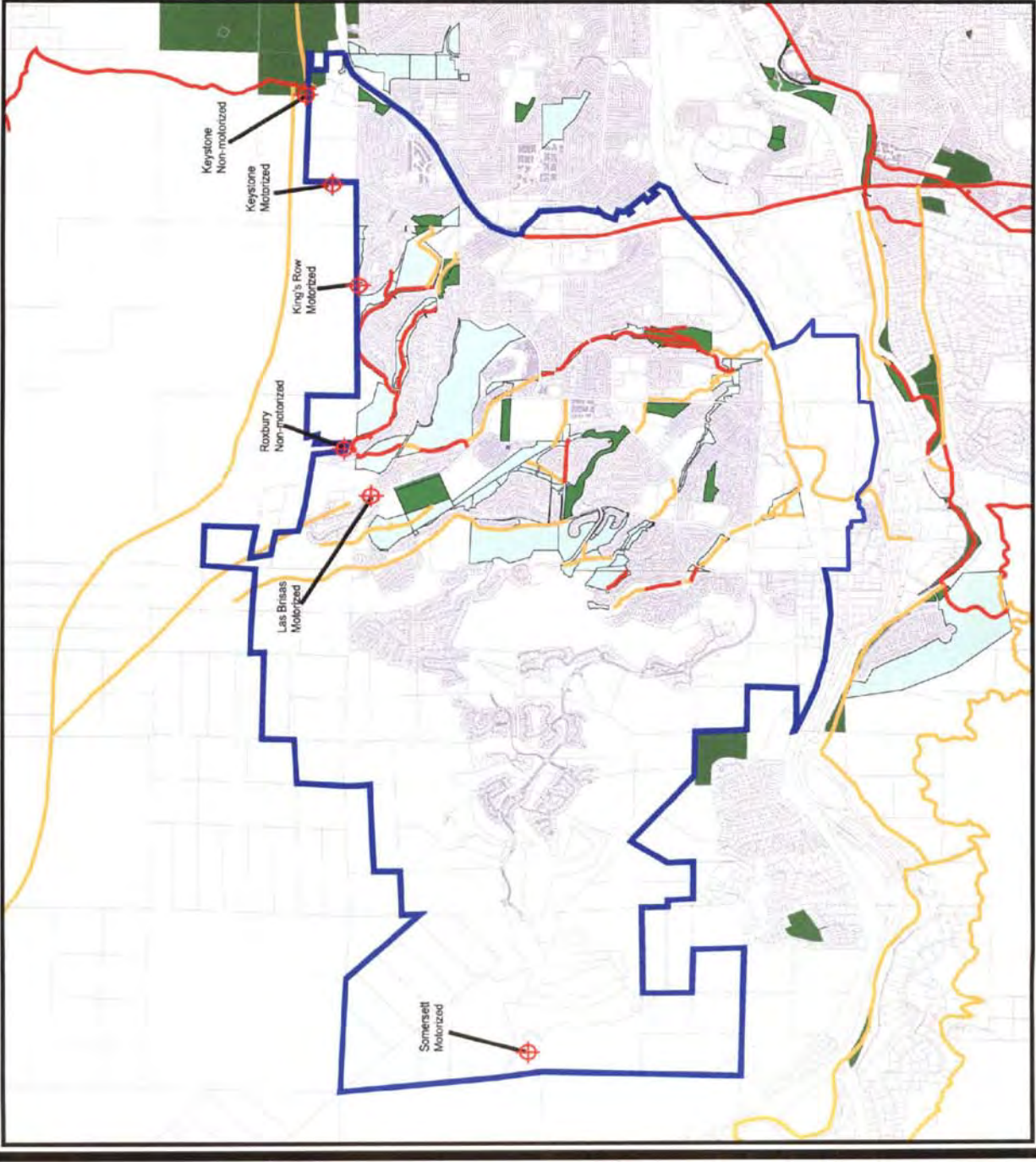


This information has been prepared and approved for the City of Reno by the City of Reno Community Development Department.

Map Produced: June 3, 2004



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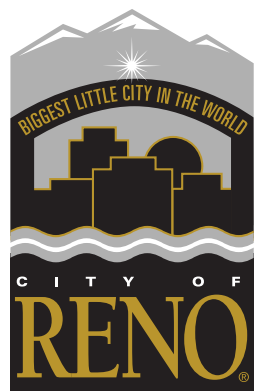
WEST UNIVERSITY NEIGHBORHOOD PLAN



Prepared by:

**CITY OF RENO
Community Development
Department**

JUNE 25, 2003



RESOLUTION NO. 6207

INTRODUCED BY Aiazzi

A RESOLUTION TO AMEND RESOLUTION NO. 5673 BY ADOPTING A NEIGHBORHOOD PLAN FOR THE WEST UNIVERSITY NEIGHBORHOOD AS A MASTER PLAN ELEMENT IN CASE NO. LDC03-00408.

WHEREAS, the Reno City Council, on November 9, 1999, approved Resolution No. 5673, adopting the Reno Master Plan;

WHEREAS, Section 278.150 and 278.210, Nevada Revised Statutes, specifies that the City of Reno Planning Commission may prepare and adopt a master plan for all or any part of the City of Reno, subject to Reno City Council approval;

WHEREAS, the Reno City Planning Commission, on May 21, 2003, approved Resolution No. 4-03, adopting a neighborhood plan for the West University Neighborhood as a Master Plan element;

WHEREAS, the Reno Master Plan identifies neighborhood conservation as one of three major goals, and the Planning Commission priority work program includes creation of a plan for the West University Neighborhood;

WHEREAS, a 1992 plan prepared for the West University Neighborhood was adopted as a master plan element at that time;

WHEREAS, the City Council held a public hearing on the adoption of the West University Neighborhood Plan as an element of the Reno Master Plan, following a prolonged process of public involvement and participation in preparing the plan; and

WHEREAS, the Reno City Council finds that said Amendment to Master Plan will provide for the desired pattern and guide for orderly redevelopment of the West University Neighborhood and is in the general welfare of the community;

NOW, THEREFORE, BE IT RESOLVED by the Reno City Council that Resolution No. 5673 be amended by repealing the 1992 West University Neighborhood Plan and adopting the 2003 West University Neighborhood Plan as described in Case No. LDC03-00408.

Upon motion of Councilmember Aiazzi, seconded by Councilmember Hascheff, the foregoing Resolution was passed and adopted by the following vote of the Council:

AYES: Aiazzi, Hascheff, Harsh, Zadra, Sferrazza, Dortch, Cashell

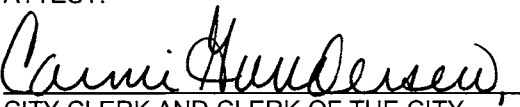
NAYS: None

ABSTAIN: None ABSENT: None

APPROVED this 25th day of June, 2003.

This resolution will become effective upon a determination of conformance by the Regional Planning Commission.


MAYOR OF THE CITY OF RENO

ATTEST:

CITY CLERK AND CLERK OF THE CITY COUNCIL OF THE CITY OF RENO, NEVADA



RESOLUTION NO. 4-03

A RESOLUTION ADOPTING AN AMENDMENT TO THE RENO MASTER PLAN, PLANNING CASE NO. LDC03-00408, ADOPTING THE WEST UNIVERSITY NEIGHBORHOOD PLAN, AS AN ELEMENT OF THE RENO MASTER PLAN AND REPEALING THE 1992 WEST UNIVERSITY NEIGHBORHOOD PLAN, AND RECOMMENDING THE SAME TO THE RENO CITY COUNCIL.

WHEREAS, Section 278.150 and 278.210 Nevada Revised Statutes specifies that the City of Reno Planning Commission may prepare and adopt a master plan for all or any part of the City of Reno, subject to Reno City Council approval;

WHEREAS, the City Of Reno Planning Commission was created by the City Council in June of 1981, in part to develop a Master Plan to serve as a guide for City growth and development; and

WHEREAS, The Truckee Meadows Regional Plan requires the City to prepare infill development plans compatible to established neighborhoods;

WHEREAS the Reno Master Plan identifies neighborhood conservation as one of three major goals, and the Planning Commission priority work program includes the creation of a plan for the West University Neighborhood; and

WHEREAS, the Reno City Council, on November 9, 1999, approved Resolution No. 5673, adopting the Reno Master Plan and a plan for the West University Neighborhood that was adopted by the City Council in 1992 was adopted as an element of the Reno Master Plan at that time; and

WHEREAS, a public hearing on the adoption of the West University Neighborhood Plan as an element of the Reno Master Plan, was held on May 21, 2003 following a prolonged process of public involvement and participation in preparing the plan; and

WHEREAS, the City of Reno Planning Commission finds that said Amendment to Master Plan will be a suitable and reasonable guide for the growth and physical development of the City; and

NOW, THEREFORE, BE IT RESOLVED by the City of Reno Planning Commission that Amendment to Master Plan, Planning Case No LDC03-00408, West University Neighborhood Plan, is hereby adopted as an element of the Reno Master Plan and the 1992 West University Neighborhood Plan is repealed as a master plan element; and

BE IT FURTHER RESOLVED, that the City of Reno Planning Commission recommends that the City Council adopt the West University Neighborhood Plan, Amendment to Master Plan, Planning Case No.LDC03-00408 as an element of the Reno Master Plan.

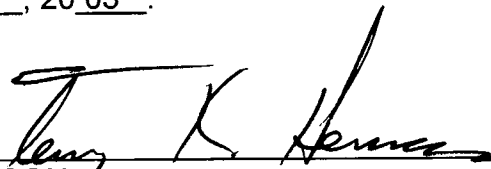
Upon motion of Commissioner Sanders, seconded by Commissioner Schembri, the foregoing Resolution was passed and adopted this 21 day of May, 2003, by the following vote of the Commission:

AYES: Clary, Cobb, Sanders, Schembri, Herman

NAYS: None

ABSTAIN: None ABSENT: Brooks and Burkhart

APPROVED this 21 day of May, 2003.



CHAIRPERSON

ATTEST:



COMMUNITY DEVELOPMENT MANAGER
RECORDING SECRETARY

ACKNOWLEDGMENTS

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Dwight Dortch, Ward Four
Toni Harsh, Ward One
Pierre Hascheff, At-Large
Jessica Sferrazza, Ward Three
Sharon Zadra, Ward Two

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Sara Ellis
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Steve Mathers
Joe Vermes

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Greg Zoeller

Consultant Review

Winter & Company

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1.0 INTRODUCTION

1.1 Plan Organization

This plan proposes direction for the long-term future of the West University neighborhood and is divided into five sections: *Introduction*, *Elements*, *Implementation*, *Planning Process* and *Appendixes*. The *Introduction* describes current neighborhood conditions and why a plan is needed. The strategy for the future is provided in the *Elements* section. The *Implementation* section contains policies to achieve the desired future for the neighborhood and assigns responsibilities for accomplishing actions. The *Planning Process* section outlines how the plan was developed and how it can be changed. The *Appendixes* include information such as a resource directory, regulations adopted with the plan, and other reference material. Maps that are referenced throughout the document follow the *Appendixes*.

1.2 Boundary Delineation

The West University neighborhood is bounded by U.S. Interstate 80 to the south, North McCarran Boulevard to the north, Keystone Avenue to the west and Evans Avenue to the east. The neighborhood is approximately 1.74 square miles in area. See Map 1, Plan Area.

1.3 Time Frame

This plan is intended to provide guidance for development and redevelopment within the planning area for the next twenty year period. The *Implementation* section provides a more detailed time line for the completion of individual projects and programs.

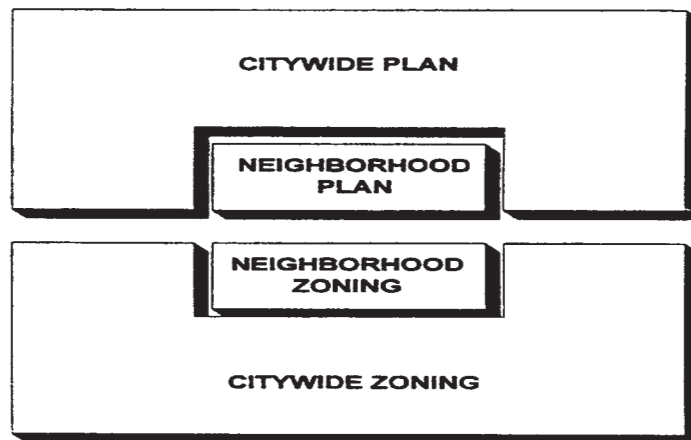
1.4 Relationship to Other Plans

Upon adoption, this plan will become an element of the City of Reno Master Plan. Both plans are prepared in accordance with Nevada Revised Statutes (NRS) 278.150 through 278.170. This plan is accompanied by ordinances to be incorporated into Reno Municipal Code (RMC) Title 18. The need to adopt regulations consistent with the plan is mandated by state law that requires conformity between land use and development regulation (NRS 278.0284).

Upon adoption of this plan, the 1992 **West University Neighborhood Plan**, which was created for the western residential portion of the plan area will be repealed. A copy of the plan will be kept by the Community Development Department as a reference source because the plan provides a detailed account of neighborhood history. The *Planning Process* section discusses the role of the 1992 plan in preparing this document.

Policies of the **Reno Master Plan** and **Truckee Meadows Regional Plan** are applicable city and region-wide. Policies in this plan elaborate, with neighborhood-level detail, upon general policies contained in the city and regional plans. This plan conforms to both plans such that policy direction established in the neighborhood plan is not in conflict with policy direction of the Reno Master Plan and the Truckee Meadows Regional Plan.

The graphic below depicts the relationship between the **Reno Master Plan** and neighborhood plans. Zoning districts adopted at the neighborhood level share a similar relationship.



1.5 Needs Assessment

This section assesses neighborhood needs. These findings are the basis for the plan's recommendations. Neighborhood needs are determined by:

- reviewing available statistical information about the neighborhood;
- physical observations of the neighborhood; and
- synthesizing the concerns and comments raised by neighborhood residents, property owners, businesses, and other interested parties (hereafter identified as planning participants).

Since 1990, the University of Nevada, Reno's (the University) enrollment has increased from 11,164 to 13,913 or 20%. Campus enrollment is expected to increase to 19,976 or 30% during this decade. The University is the second largest employer in the Reno area with over 4,270 employees. This growth rate creates a demand for more activity and building on the University campus and for the West University neighborhood to accommodate students and employees who want to live near campus.

Due to trends of campus expansion beyond the University's historical boundaries and projected growth, one of this plan's major recommendations pertains to the University. University administrators have agreed to prepare a comprehensive master plan with community input. The plan will give the community and City advance knowledge about where and how the campus will grow in the future.

According to planning participants, campus growth also contributes to a preference for the neighborhood to redevelop as a more dynamic urban environment. This plan adopts a vision for a greater variety of the commercial, recreational and cultural offerings that one finds in a "college-town" neighborhood. For this reason, several policies encouraging new business activity are adopted.



Enrollment at the University of Nevada, Reno increased 20% in the 1990's. This growth rate accompanied physical expansion of the campus area.

The average age of neighborhood structures is 44 years old in comparison to 29 years old for structures city-wide. The average size structure built on single-family zoned properties is 1,447 square feet in comparison to 1,742 square feet City wide. The fact that neighborhood structures are older and smaller than those City wide indicates that redevelopment of properties can be expected over time to meet the demands of today's residential occupants.

Another one of this plan's major recommendations is the adoption of zoning regulations to ensure that new development reflects the traditional architectural and site design features of the neighborhood's earliest development.

Some of the neighborhood infrastructure including alley pavement, sidewalks and utility poles is more than 60 years old. As a result, there are crumbling sidewalks, dirt alleys, and crisscrossing utility lines.

The 2000 United States census resulted in more neighborhood areas eligible for federal funds dedicated to low and moderate income neighborhoods. This plan recommends use of those funds and other specified funding sources to improve the pedestrian experience within the neighborhood.

1.6 Mission/Purpose

The purpose of this plan is to accommodate changing community needs while maintaining the neighborhood's traditional character. More specifically, the plan outlines a delicate balance of preserving historic neighborhood features while allowing for change.

The West University Neighborhood Advisory Board (WUNAB) is a city-appointed advisory board organization that spearheaded the development of this plan. The WUNAB prepared the following statement with other community members who participated in the planning process. The statement describes a vision for the neighborhood that participants want this plan, and subsequent implementing efforts, to maintain and enhance.

The neighborhood vision includes development of more neighborhood gathering places.



The neighborhood vision is of an integrated community with an historic single-family residential core complemented by a variety of housing opportunities for a diverse population. The vision also includes a balanced neighborhood with safe and pleasant walking opportunities to most services and activities. The University of Nevada, Reno is the central neighborhood attraction featuring recreational, cultural and entertainment amenities. University related uses and facilities fit harmoniously within the neighborhood and enhance community character. Opportunities exist to purchase essentials, or to be entertained in pockets of appropriately situated commercial services. New construction and property redevelopment preserves the integrity of the residential core. Development is of a suitable scale, design and setting, and is compatible and not in conflict with the surrounding area. This is a proud neighborhood with distinctive community identity, celebrated by an involved citizenry.

The next plan section, *Elements*, expresses preferences to guide development, and public and private decision-making. The *Implementation* section organizes these preferences into goals and policies, assigns responsibility to different agents for achieving the goals and policies and establishes time frames for implementation. One of this plan's major recommendations is the preparation of a campus master plan for the University of Nevada, Reno. It is anticipated that when the campus plan is prepared, the **Reno Master Plan** and this document will be amended to incorporate the campus plan as a City adopted document.

2.0 ELEMENTS

2.1 Neighborhood Identity

The University of Nevada, Reno is a defining presence in the neighborhood. Like many college campus neighborhoods, the West University neighborhood is home to many students and University employees. The neighborhood also hosts a variety of supporting campus activities like the University Inn, religious ministries serving students and restaurants. From a city-wide perspective, the University attracts people to the neighborhood both as a commuting destination (the University is the region's second largest employer) and to enjoy cultural and recreational offerings. The University's presence and the human activity associated with a "college town" give the neighborhood its unique image as a neighborhood with a lot going on.

The neighborhood's earliest development included housing options in addition to single-family homes. Many duplexes and triplexes contributed to the neighborhood's compact scale.



At the time of the 2000 census, 8,870 people lived in the neighborhood. The neighborhood's residential density (a measure of how many people live within a one acre area) is 8.0 units to the acre compared to 3.8 units to the acre city-wide. Residential density supports vibrant street life by putting people within proximity to each other and to services. In such a setting, walking becomes a preferred mode of transportation and there are more opportunities for social interaction as people cross paths. Individuals who participated in the preparation of this plan would like to see the neighborhood's walking character enhanced as a means to strengthen the neighborhood's image as dynamic environment.

In addition to students and University employees, neighborhood residents include a mix of long-term elderly persons, young families, and downtown workers. Housing types range from single-family bungalows to multi-unit apartment complexes. Map 2, Existing Land Use, depicts how neighborhood properties are utilized.

Residential density has increased over time as single-family residences are replaced with multi-family units. Planning participants feel that although residential density is needed to accommodate University housing demands, some apartments have been constructed

insensitively to the neighborhood's established architectural and urban design identity. As a result, this plan's recommendations include zoning changes to allow for more density and regulations that require new development to fit in with established neighborhood architectural and urban design features.



Historic single-family bungalows predominate in the neighborhood's core residential areas west of North Sierra Street.

The greatest concentration of non-residential properties is located within a spine shaped area between North Virginia and North Sierra Streets south of North McCarran Boulevard. The commercial spine area is interrupted by private and University residences north and south of College Drive. Commercial properties resume south of Eleventh Street and extend to the plan's southern boundary at U.S. Interstate 80. Planning participants state that for a campus neighborhood, there is not a sense of a college business district. They point to the motels located north of U.S. Interstate 80 that are oriented toward a downtown clientele. Another plan recommendation is that new businesses serving the University population be established in the neighborhood.

A node of commercially zoned properties is located at the intersection of Tenth and Ralston Streets. Other commercial properties are located along West Seventh Street between Keystone Avenue and Washington Street and on East Ninth Street and Record Street. For the most part, commercially zoned properties in these areas are used residentially.

Ralston Street bisects the residential core area that is designated on Map 3, Land Use Plan as the Traditional Neighborhood area. Lands in this "core" residential area were subdivided and developed prior to 1941 and are characterized by early and middle 20th century single-family residences representing a range of architectural styles.

According to the City of Reno Historic Structures Handbook, (August 1995), cottage, tract and bungalow style buildings predominate. Many

larger residences have been converted to rooming houses or apartments to accommodate multiple tenants. Apartment buildings are interspersed on blocks with single-family structures, having replaced earlier structures.

Pocket areas that were developed similarly to the Traditional Neighborhood Core area include a hilltop five block area located between North Virginia and North Sierra Streets north of College Drive and properties along Evans Avenue.

The Traditional Neighborhood features a grid street pattern. Grid characteristics include small scale blocks (about 400 feet in length), alleys, and streets oriented toward two axes. Variations from the grid pattern occur in several sloped areas in response to topography. More recently developed neighborhood areas shown on Map 3, Land Use Plan, as Small Scale Residential lands, exhibit a modified grid pattern. Grid systems promote a pedestrian environment. “They encourage walking and biking with their direct routing and their options to travel along high-volume streets. The most pedestrian-oriented cities in the world are those with the densest, web-like street structures.” (Reid Ewing, *Traffic Calming, State of the Practice*; Institute of Transportation Engineers, 1999, p. 186)

Within the Traditional Neighborhood, street rights-of-way generally accompany two drive and parking lanes with sidewalks separated from curbs by parkways. Parkway are small strips of land intended for landscaping. Neighborhood parkways vary in width from several feet where parkways have been reduced to accommodate wider streets to nearly fifteen feet. Planning participants feel that parkways beautify the neighborhood and promote walking by providing pedestrians with a buffer area from the vehicle realm of the street and shading sidewalks with street tree canopies.

Areas north of College Drive and west of Washington Street were developed mostly after World War II and are more homogenous. For the most part, properties in this area are developed as single-family residences with an assortment of community facilities such as schools, parks and churches.

In addition to the University, other neighborhood landmarks include Rancho San Rafael Regional Park, Highland Reservoir, Hillside Cemetery, several churches and Peavine Elementary School. Map 1, Plan Area, shows neighborhood landmarks. The neighborhood park is Whitaker Park. Saint Mary’s Regional Medical Center is connected to the neighborhood by a pedestrian bridge that crosses the interstate. These facilities provide opportunities for recreational, social, employment and educational activities and are regarded by residents as neighborhood assets.

The neighborhood has a long tradition of civic involvement. Twice a year, residents and property owners participate in a neighborhood clean-up now in its twelfth year. Residents and property owners have been organized as a representative group since the 1980's when the WUNAB predecessor entity, the University District Council, assisted the City in preparing a plan for the area. In 2000, WUNAB members and residents oversaw the design and construction of a neighborhood park located at the intersection of North Sierra and Eleventh Streets. The University invites residents to annual community meetings to discuss issues of mutual concern. Several WUNAB members and residents sit on ad-hoc and established University committees and provide citizen input on issues impacting both entities.



West University residents and property owners have a long history of participation in community events such as neighborhood clean-up days.

Residents state that they have strong family ties to the neighborhood. Several residents are the second or third generation to live in the West University neighborhood. Some planning participants are absentee landowners of inherited family homes who remain involved in neighborhood issues. Other residents have relatives who also live in the neighborhood. For example, three sisters own adjoining homes on the same street.

Planning participants believe that the neighborhood identity as home to the state's flagship educational institution in a traditional urban environment is the basis of a desirable neighborhood.

2.2 Land Use/Zoning

Following the needs assessment, a fine grain analysis at the lot and block level was conducted to determine how to accommodate new growth while maintaining desired neighborhood values of the WUNAB

vision statement. A result of the analysis is a division of the neighborhood into subareas with distinct land use designations. These designations are: Traditional Neighborhood, Small Scale Residential, Regional Center and Transit Corridor. See Map 3, Land Use Plan.

The distinction of subareas allows for analysis of areas according to similar character and zoning. This distinction also allows for a determination of where additional residential density should be allowed and where uses complementary to a campus neighborhood should be encouraged. Upon review, it was determined that discrete zoning changes to residential properties within the Traditional Neighborhood are appropriate.

Twenty parcels along Angel, Nevada, and West Eleventh streets are proposed for upzoning to allow approximately four units on an average (i.e., 7,000 square foot) sized lot. Currently, zoning allows for two to three units per lot. At over 8,500 square feet, lots on West Eleventh Street are among some of the neighborhoods largest. Rear alley access also makes these properties suitable for higher density zoning. Appendix B, Zoning Changes, is a list of properties proposed for zoning changes. Map 4, Existing Zoning and Map 5, Revised Zoning, also identify those properties.

Zoning changes are also proposed for parcels on Buena Vista Avenue, Bon Rea Way, Imperial Boulevard, Bell and Washington Streets to rectify problems with the zoning map that shows these parcels in two different zoning districts. It is cumbersome to develop lots with multiple zoning districts. Several properties used for public purposes are also rezoned as public facilities. Two Washington Street parcels south of Eleventh Street are rezoned to conform lot size to the zoning district lot size standard.

The **Truckee Meadows Regional Plan** identifies the University as a Regional Center and North Virginia Street as a Transit Oriented Development Corridor. The City zoning code has provisions intended to encourage redevelopment and support more urban and dense land use along the Virginia Street corridor and around Regional Centers. The code requires enhanced pedestrian amenities and allows for reduced parking standards, taller buildings, and streamlined development review processing. A portion of the neighborhood is within the University Regional Center and Transit Corridor. This plan modifies the University Regional Center and Transit Corridor identified in the zoning code to better reflect existing and desired land use patterns. See Map 3, Land Use Plan.



Multi-family development in areas closest to the campus is encouraged.

The corridor boundary is drawn to allow for increased density in areas most suitable for multi-family development due to proximity to the campus, major streets and commercial services. New development in this area should build at a minimum density of eighteen units to the acre, in order to enforce the neighborhood's compact scale, promote transit use and the addition of new commercial services.

The City's zoning code allows for modification to city-wide zoning districts within neighborhood plan areas. The need for "custom zoning districts" is based upon an understanding that a one size fit all zoning district may not meet the unique conditions of different community areas. These custom zoning districts are known as "overlay zoning". Appendix A.3, Zoning Overlay District, lists modifications to different zoning districts assigned to neighborhood properties.

Non-residential uses allowed in the Traditional Neighborhood zoning districts that are disallowed by the zoning code include art galleries and monasteries. These are uses that one might typically find in a residential area neighboring a college campus and are included in the overlay district.

Some modifications to the zoning districts are intended to ensure that new development complements the residential character of the Traditional Neighborhood. For these reasons several non-residential uses (e.g., mini-warehouses) are prohibited. The zoning code allows non-residential uses on certain streets designated as higher capacity, non-local streets. One such designated street is Ralston Street. After further review as discussed in the Circulation Element, Ralston Street is proposed to be re-designated and non-residential uses restricted.

Childcare centers are not allowed in the one and two-family zoning districts on lots less than 10,000 square feet because variances to adopted standards have been needed to fit this use on average sized lots. The result of these variances is a property that has different site features (e.g., taller fences, more on-street parking), thus disrupting established design patterns of neighborhood blocks. An adequate amount of land is zoned for childcare centers within walking distance to most homes.

An overlay district for lands designated on Map 3, Land Use Plan, as Small Scale Residential is not proposed. This is because this area is homogenously zoned for Single Family Residential, 6,000 square foot lots (SF6) and the city-wide zoning adequately addresses needs of that area.

Automobile oriented uses such as car washes, service stations and other uses that are incompatible in the compact neighborhood setting are restricted from University Regional Center and Transit Corridor lands. To meet the need for student housing, the density limit for University Regional Center and Transit Corridor lands is eliminated.

Development projects with ground floor businesses and residences on above floors contribute to a vibrant urban environment.



Two other provisions are included to encourage additional businesses in the neighborhood to serve an increasing population and to prevent an over concentration of residential development. These provisions allow restaurants in more locations and require commercially zoned properties to have ground floor non-residential uses if residential units are constructed on floors above.

Because the need to provide off-street parking is often stated as an obstacle in the establishment of restaurant businesses, the variance standard of a hardship might include the necessity to replace historic residential structures rather than re-adapting those structures as restaurants in order to meet parking standards.

With such circumstances, the Board of Adjustment or Planning Commission may eliminate parking requirements for non-employees, if historic buildings are rehabilitated according to the City's standards of RMC 18.30 and listed on the City of Reno's Historic Register. This relief is appropriate for restaurants because many customers will be walking from the campus or neighborhood, not driving from other city areas. In the instance where a building does not contribute to the neighborhood's historical character or re-adaptation is not feasible the need to construct a building in a context sensitive manner (e.g ., similar massing, facade and architectural style) may also be a hardship for not meeting parking standards.



The West Seventh Street Business Corridor includes a mixture of land uses and some vacant properties.

The West Seventh Street Business Corridor is an area of underutilized and vacant parcels, Keystone Avenue businesses, office developments and residences. The 1992 plan noted this area as one in transition and suggests that more non-residential zoning is appropriate to encourage redevelopment. Since 1992, several residential structures have been improved. Non-residential zoning is supported for this area except for properties that face the two cul-de-sac streets. These cul-de-sacs support isolated residential areas and should be preserved.

Master Plan/Zoning Conformity

Nevada law requires that zoning regulations and any action related to zoning or development, conform to the City's master plan. As this plan is an adopted element of the **Reno Master Plan**, zoning assigned to individual parcels and any subsequent development approvals must be consistent with the plan. For purposes of conformity to the master plan, Table 1, master plan / zoning conformity, identifies which zoning districts conform to land uses assigned by the plan.

As mentioned previously, a detailed analysis at the lot and block level was conducted reviewing the zoning pattern of the Traditional Core. This review resulted in upzoning of the twenty properties discussed previously and a preference to reinforce the traditional land use pattern of one and two-family residences in the district's western edge transitioning easterly to multi-family densities.

There is a belief by planning participants that this pattern would be undermined if additional high density zoning is assigned to Traditional Neighborhood properties. Consequently, existing higher density residential zoning in the Traditional Neighborhood is recognized (i.e., downzoning is not proposed). Limited upzoning to the MF-21 and MF-30 districts is acceptable for lots on blocks where the majority of lots are zoned MF-30, at the time of plan's adoption. This policy will allow for blocks to have a desired condition of uniform zoning.

Similarly, Community Commercial zoning is recognized in the University Regional Center and Transit Corridor and West Seventh Street Business Corridor, but additional assignment of that district is not allowed. The High Density Focal Center is a conforming district in the University Regional Center and Transit Corridor although no properties are zoned as such. This district allows some uses (e.g., bars), that must be considered for impact if zoning change requests are made for properties west of North Sierra Street.

Table 1 - Master Plan/Zoning Conformity

Master Plan Land Use Designation	Conforming Zoning Districts
Small Scale Residential	Single Family Residential - 6,000 Public Facility Open Space
Traditional Neighborhood ¹	Single Family Residential - 6,000 Multi-Family - 14 d.u./ac Multi-Family - 21 d.u./ac Multi-Family - 30 d.u./ac Neighborhood Commercial Public Facility Open Space
University Regional Center and Transit Corridor ²	Multi-Family - 14 d.u./ac Multi-Family - 21 d.u./ac Multi-Family - 30 d.u./ac High Density Regional Center Professional Office General Office Neighborhood Commercial Arterial Commercial Public Facility Open Space
West Seventh Street Business Corridor ²	Single Family Residential - 6,000 Professional Office Neighborhood Commercial Community Commercial Multi-Family - 14 d.u./ac Multi-Family - 21 d.u./ac Multi-Family - 30 d.u./ac

¹ Existing Neighborhood Commercial zoning conforms to the neighborhood plan, however subsequent assignment of this district does not.

² Existing Community Commercial zoning conforms to the neighborhood plan, however subsequent assignment of this district to properties in this land use designation does not.

2.3 Circulation

This section describes physical upgrades necessary to enhance internal neighborhood circulation. As discussed in the *Identity* element, planning participants believe that the neighborhood's walkable character is an asset. Consequently, many of the recommendations related to neighborhood circulation pertain to improving the pedestrian environment. Specifically, this section addresses pedestrian and automobile circulation, traffic calming, and parking.

Sidewalks and Pedestrian Circulation

Improvements to the pedestrian environment are desirable to maintain safe and pleasant walking connections between the neighborhood and campus. In this respect, this plan is consistent with **Reno Master Plan** goal T-2 that states: "The City supports alternative forms of transportation and programs which would result in a decrease in vehicle trips and miles traveled within the city." If more students and University employees find the neighborhood an attractive place to live, the increase in vehicle trips associated with campus growth may be offset.

Sidewalk installation and repair is a high priority to maintain the neighborhood's walkable character.



The 1992 neighborhood plan identified neighborhood streets where sidewalks are missing or in poor repair. Over 70 blocks were identified in need of sidewalks. Since 1992, sidewalks have been replaced in a few locations, such as College Drive. Planning participants felt that it was important to prioritize desired sidewalk improvements. It is recognized that for some streets because of low traffic volumes, street widths, topography, or conditions of adjoining developed properties, sidewalks may not be necessary. The following list prioritizes streets for sidewalk installation where sidewalks are missing or inadequate for entire blocks or stretches of blocks. Map 6, Circulation Improvement Plan, identifies sidewalk and street improvements discussed in this plan.

Sidewalk Improvement Priorities

1. Imperial Boulevard (west of Bon Rea Way)
2. The Strand (west of Imperial Boulevard)
3. Washington Street (east side of Gear Street to West Twelfth Street)
4. North side of West Eleventh Street (east of Washington Street intersection)
5. University Terrace (south side, west of Vine Street)
6. West Seventh Street (both sides, where missing)
7. Vine Street (north of University Terrace to Gear Street, where missing)

This list is not exhaustive of neighborhood sidewalk needs. Sidewalk replacement typically occurs on a lot by lot basis resulting from the construction of new structures or remodeling. The City also has the authority to require a property owner to replace a dilapidated sidewalk if its condition presents a safety hazard. The City should continue to require new or replaced sidewalks in conjunction with new development and require property owners to replace deteriorated sidewalks.

The neighborhood street improvement program is administered by the Public Works Department. Each year streets in a different part of the City are considered for rehabilitation. It has not been the City's practice in recent years to also install new sidewalks when improving streets. Because there is interest in the neighborhood for upgrading sidewalks, the Public Works Department should consider forming a neighborhood-wide Special Assessment District (SAD) to install new and replace dilapidated sidewalks. SADs are infrastructure financing mechanisms. Improvements are paid for by annual payments from property owners who are charged for the cost of improvements. A sidewalk SAD could be formed in conjunction with the neighborhood street improvement program.

An advantage to a neighborhood-wide SAD is that all sidewalk needs are met at one point in time rather than a piecemeal approach triggered by new construction. It could take decades for missing sidewalks to be installed or dilapidated sidewalks to be replaced if new construction is the trigger. During the public decision making process in considering a SAD, the benefits of investing in a one time infrastructure upgrade should be considered against the financial costs. A portion of the neighborhood is eligible for a federal grant program aimed at low-income neighborhoods (i.e., Community Development Block Grant program). Funds could be dedicated for the neighborhood and leveraged with private property SAD contributions for sidewalk repair. Examples from other communities about increased property values resulting from infrastructure investment could be shared.

The City's sidewalk specification is a minimum four feet width. Sidewalks on some West University blocks exceed four feet. New or replaced sidewalks should be installed to widths consistent with the established block pattern. On a block-by-block basis, where sidewalks are less than four feet in width, consideration should be given to minimally installing four foot wide sidewalks, even if on-street parking or drive lane area is eliminated or reduced. Similarly, if the established pattern is a linear sidewalk, new or replaced sidewalks should not meander or deviate from this pattern.

A pedestrian and bicycle overpass links the neighborhood to Saint Mary's Regional Medical Center and downtown.



A pedestrian/bicycle bridge connects the neighborhood to Saint Mary's Hospital and downtown at the terminus of Arlington Street. The U.S. Interstate 80 overpass crossing is well utilized and Saint Mary's Regional Medical Center maintains landscaping at the crossing's southern end. The neighborhood portion is not well maintained. The City owns a pedestrian easement across the undeveloped sloping property that is improved with a stepped walkway.

As the steps meet University Terrace west of a blind curve, most pedestrians follow an informal path across the lot and cross the street at a safer location. The City should consider acquisition of the undeveloped lot in order to landscape the slope and create a more attractive entrance to the neighborhood. If feasible, a crosswalk should be installed mid-block across University Terrace to guide pedestrians north to Nevada Street.

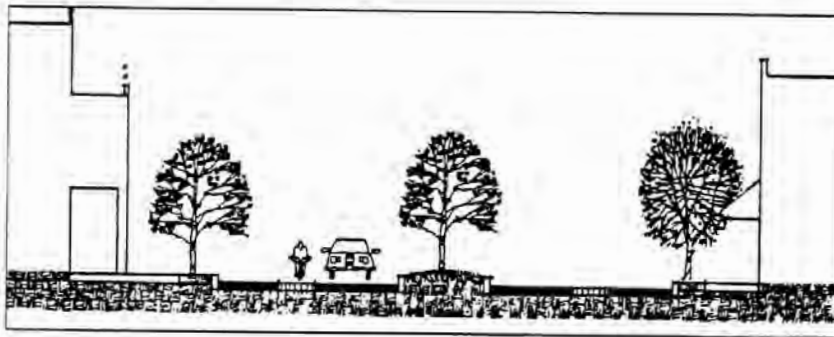
There is a Works Public Administration rock wall on the south side of University Terrace that prevents a sidewalk from being installed on the south side of the street. If the City obtains the vacant property, a walkway could be installed on the inside of the wall. A plaque dates the wall and steps to 1938. The historical marker should be maintained as a neighborhood landmark. Federal Transportation enhancement funds, land donation, and participation from Saint Mary's Regional Medical Center should be pursued to improve this gateway.

Automobile Circulation and Gateways

The **Reno Master Plan** has a street classification system that designates street types based upon vehicle traffic volume and abutting land use. The majority of city streets, including those in the neighborhood are local streets. The Master Plan states, “local streets are designed for the lowest traffic volumes of any street.” Local streets are commonly referred to as residential streets.

One form of local streets are alleys that are found in the Traditional Neighborhood and are an important secondary street network serving many rear and multi-family units. Many of these alleys are in poor repair and in near dirt road conditions. The City of Reno typically creates SADs to finance sidewalks repair. SADs have not typically been formed for alleys although many West University alleys appear to be in disrepair. The Public Works Department should give property owners the opportunity to enter into SADs for alley repair in conjunction with neighborhood street and sidewalk repairs.

The next highest volume streets after local streets are called collectors. The term is used because these streets direct or “collect” traffic from local streets on to the greater street network. The Master Plan designates the following neighborhood streets as collectors: Alturas Avenue, Coleman Street, College Drive, Comstock Drive, Eleventh Street, Gear Street, Putnam Drive, Ralston Street, University Terrace, and Washington Street.



Converting North Virginia Street into a two-lane boulevard is an option for future consideration.

The next highest volume street category is arterials. Evans Avenue, North Sierra, and North Virginia Streets are the neighborhood’s arterials. The **Reno Master Plan** designates North Virginia Street as one of fourteen City boulevards. The plan states that as these streets are reconstructed, streetscapes and landscaping will be installed, cluttering features eliminated, and pedestrian environments enhanced. Construction of boulevard streetscapes will take place even when they might result in less than optimum roadway capacity. (P. 2-54)

During the planning process, University planners explored converting North Virginia Street into a two-lane boulevard with a planted median street. These improvements would improve safety for student pedestrians crossing between main campus areas and the neighborhood. The Nevada Department of Transportation prepared a traffic analysis indicating that two-lanes with roundabouts could adequately serve existing and proposed traffic volumes on North Virginia Street.

Planning participants liked the two-lane concept and recommend that this improvement, or other alternatives for the street, be considered for inclusion in the University Master Plan as discussed in the *Partnership Framework: City, Neighborhood and the University of Nevada, Reno* element. At the time North Virginia Street is studied, impacts to North Sierra Street and the opportunity to make that street safer for pedestrians should also be considered. The Nevada Department of Transportation is evaluating North Sierra Street as a two-way street in the plan's southern area. Two-way traffic might better disperse traffic and improve safety for pedestrians. These changes should be evaluated in the context of the City-wide road network to avoid excessive traffic on other streets.

Because Ralston Street dead ends at the intersection with Citadel Way and supports low traffic volumes, the street's designation is proposed to be changed to a local street. City traffic counts indicate that Ralston Street traffic volume is among the lowest of all neighborhood collector streets.

Gateways such as signs or public art installations identify neighborhood boundaries.



Gateways are public improvements that signify an entrance into a distinct area. Signs, public art, strands of lights, or street arches are common gateway improvements that define transition from one area to another. Three appropriate gateway locations in the southern plan area are at the North Sierra, North Virginia and North Center Streets.

Participants discussed the need for the gateway program to identify other entrances into the neighborhood as well. Suitable locations for gateways are the southern limits of Washington, Vine and Ralston Streets, and at the North Sierra Street entrance into the neighborhood east of Rancho San Rafael Park. At the location where North Sierra Street divides from North Virginia Street, is an excess raised and paved piece of street right-of-way. This area could be landscaped and a welcome sign or lights installed.

The interstate overpass crossings separate downtown Reno from the neighborhood. A pedestrian walking on the overpass feels surrounded by automobiles. Sidewalks are narrow and interstate noise echoes from below. To lessen the barrier, downtown and neighborhood streetscape treatments should extend to the overpass. This effect will carry travelers to the edge of each area. Secondly, a transition treatment should be installed on the overpass crossings. The transition should be a curiosity to tourists who will be attracted to “check it out”. It should also be a distraction so that the interstate below is temporarily forgotten. Public art such as a neon light ribbon could be installed atop the protective guard railing.

Traffic Calming

This section discusses traffic calming, which is retrofitting physical devices onto street networks in order to reduce vehicle speeds, eliminate cut-through traffic and to create a more pleasant street environment for pedestrians. (“Traffic Calming: How to Make Streets More Livable”, Michael Wallwork, 2000, self-published)



Alturas Avenue was originally planned as a north-south corridor and designed as a wide street. It is now a local street terminating at Rancho San Rafael Regional Park.

Traffic calming is used for grid street networks like that of the Traditional Neighborhood. These types of neighborhoods were built at a time when automobile use was less than today. With increases in automobile use, some grid streets become prioritized thoroughfares and speeding occurs. Traffic calming is used in neighborhoods like the Small Scale Residential area when streets are built to wide specifications. Wide streets encourage

motorists to go fast as pedestrians, cyclists and parked cars are distanced from site of view and motorists sense that they do not have to be alert for obstacles.

Traffic calming can be achieved as simply as allowing on-street parking on both sides of a street so that the presence of parked vehicles prompts drivers to slow down. In other instances, traffic calming involves the installation of concrete forms to the street pavement that may be beautified with landscaping and cost thousands of dollars.

Currently, the City addresses traffic calming needs on a case by case basis when a request is made for a specific street or block and is then evaluated and approved. The neighborhood has benefited from this approach in the installation of calming devices on Keystone Avenue.

Many plan participants discussed the need for a comprehensive approach to neighborhood traffic calming for residential areas west of North Sierra Street. A comprehensive traffic calming plan will allow for a study of traffic patterns throughout the neighborhood and ensure that the installation of a device in one location will not “shift” a traffic problem to another street or block. The following discussion highlights problems identified about different neighborhood streets and suggests conceptual traffic calming improvements to be explored in the traffic calming study.

The City of Reno 1970 General Development Plan proposed Alturas Avenue as a major arterial connecting to North McCarran Boulevard. This connection was never built and subsequently, Alturas Avenue is wider than necessary because it was designed as high capacity street. Because the Peavine Elementary School abuts Alturas Avenue, an analysis should be conducted to determine if the street’s width contributes to speeding and unsafe conditions. If the street design creates a hazard for pedestrians, traffic calming improvements may be necessary. Due to the mature character of the neighborhood, an additional north-south connector to North McCarran Boulevard such as Alturas Avenue or Coleman Street would have substantial impacts and is not supported.

College Drive and West Eleventh Street are the neighborhood’s most direct east-west corridors. These streets are important for internal neighborhood circulation as they link the neighborhood and University campus. College Drive drainage and sidewalk improvements were accomplished during the planning process. Planning participants assisted the City’s Public Works Department in preparing the design for this street that included installation of sidewalks on the south side of the street and new street trees.

East of Ralston Street, West Eleventh Street is difficult to travel for both pedestrians and motorists. The narrow pavement width and on-street parking on the south side of the street tightly accommodates two-way traffic. The sidewalk is in poor condition and is obstructed by utility poles in some locations. The street should be improved as a pedestrian-friendly thoroughfare allowing safer access to University and the park at the Seminary Avenue/North Sierra Street intersection.

Although not a traffic calming improvement, the City should evaluate West Eleventh Street as one-way street east of Ralston Street terminating at North Sierra Street to accommodate enhanced pedestrian and bicycling facilities. The new alignment could include one travel lane and bike lanes while retaining parking on the south side of the street. Wider sidewalks and planted parkways could be installed. Utility lines should also be placed underground. Improvements to West Eleventh Street should be coordinated with the Reno Fire Department because the street is a response route from the Ralston Street station.

Between Nevada and Angel Streets, several West Eleventh Street properties are the largest residential lots in the neighborhood (approximately 8,600 square feet in size). Most of these properties contain multiple units, and zoning density is proposed to be increased (see the Land Use/Zoning element). Because these properties would benefit from improvements to West Eleventh Street, a SAD could be formed. The costs should not be entirely borne by these properties as the entire neighborhood benefits from the improvements.

West Eleventh Street or College Drive would be the preferred Citifare bus routes through the neighborhood. Routes on these streets would be less disruptive to residents than a previous route along Imperial Boulevard. Some residents complain that bus traffic on Imperial Boulevard is an irritant because buses must brake for intersections because of the street grade. Alternatively, a Rancho San Rafael Regional Park loop is also acceptable.

A connection of Putnam Drive from Alturas Avenue to Keystone Avenue has been shown on the City's street plan map since 1984. This extension is not installed because property adjoining the street alignment has not been subdivided into residential lots. In 1999, a subdivision map was approved that would result in the connection. Although sensitive to concerns of property owners on Putnam Drive who will experience more traffic, planning participants recognize Putnam Drive as a vital neighborhood link. They believe that if the connection is not made, additional traffic will be channeled through other neighborhood streets to the south such as The Strand or College Drive. Putnam Drive should be extended but designed in a way to discourage excess speeds. The street should be connected to North Sierra Street to the east.

Washington Street is a collector road that after crossing U.S. Interstate 80, enters the neighborhood near Whitaker Park. The street terminates at Rancho San Rafael Regional Park. Although a collector street, residences directly access Washington Street. The lower part of the street contains sidewalks on both sides and well maintained parkways with street trees. Long-time residents of homes abutting Washington Street state that traffic noticeably increased after the park opened. They also state that traffic speeds are excessive for the neighborhood setting.

A three-way stop sign was recently installed on Washington Street at the intersection with The Strand. Additional traffic calming improvements may be appropriate for Washington Street. A possible improvement is a chicane featuring a meandering center line and curb extensions projecting from alternating sides of the street. This improvement may be suitable for blocks on either side of the Gear Street intersection. One study found that traffic volumes decreased up to 48% on higher volume streets after installation of this type of improvement. (Traffic Calming, Cynthia L. Hoyle, American Planning Association Planning Advisory Service, 1995)

Another solution is to reduce park traffic on Washington Street. The City should remove street signs on Fourth Street that direct motorists to the park via Washington Street. Visitors should not be sent through a residential neighborhood to reach a regional attraction; signs should direct motorists to the park via North Sierra Street. The park should encourage visitors to use the North Sierra Street entrance.

For example, the park could use a North Sierra Street address rather than a Washington Street one and provide park directions to the North Sierra entrance. Consideration to making Sierra Street a two-way street from U.S. Interstate 80 to the north would provide an alternative route to Rancho San Rafael Regional Park along a well known street which could be accessed directly from the freeway. Traffic calming needs were also identified for University Terrace and Citadel Road. Traffic calming improvements should be considered for Citadel Road and the Highland subdivision when the streets in that area are repaired. Although a new subdivision, streets within the Highland subdivision seem to be falling into disrepair according to residents and may need to be rehabilitated before the expected life cycle for new streets.

Parking

Some residents feel that there is an inadequate supply of off-street parking in the neighborhood. This belief is a result of historic and present day factors. Because the neighborhood developed at a time when vehicle ownership rates were different than today, most residences were not designed with adequate parking for today's demands. Additionally, early zoning regulations resulted in multi-family apartments and living unit conversions without adequate parking.



When the University is in session, many commuters park in many unauthorized locations like this easement.

A second factor contributing to the perception that there is not enough parking is that the neighborhood is a commute destination for individuals living outside of the neighborhood. Unlike other uses that generate large numbers of vehicle trips (e.g., shopping centers and casinos), the University does not provide free parking. Consequently, many commuters look for free parking on neighborhood streets. In some circumstances, individuals park on a neighborhood street because the street parking is in closer proximity to a particular campus building than a parking lot.

The result of these factors is that on-street parking is heavily utilized in the West University neighborhood. For residents, an inability to find a dedicated parking space in front of their property supports a perception that there is inadequate parking.

In 1986, the City established a residential permit parking program to restrict the use of on-street parking by non-residents. The program began with a 15 block permit area and has expanded to 7 districts encompassing 35 blocks. The purpose for the permit area is to allow residents to park on neighborhood streets and prevent those streets from being crowded by commuter vehicles.

It appears that the allocated residential parking permits for each district exceeds the number of available on-street spaces. It also appears that permits are sometimes fraudulently obtained for individuals not residing in the neighborhood. The City manually tracks parking permits and charges a nominal (\$6/annual) fee that does not recoup administration and record keeping expenses.

A neighborhood parking committee should be convened to study perceptions about parking and evaluate the residential parking program. The committee could recommend to the City Council an approach to equitably distribute and price street parking spaces. Posting of

residential parking signs in front of individual homes should also be considered. Some participants stated that the signs are unsightly and cluttering. Finally, the committee could evaluate the future need for additional parking permit areas and establish criteria for establishing or consolidating permit areas.

Some planning participants feel that in return for the dedication of on-street parking for their residences, property owners should be required to participate in improving the code compliance process. Based upon a Washington state model, participants suggest that property owners with rental units who obtain parking permits should be required to register as landlords. If not living locally, landowners must retain a local contact person who is available to take care of a problem or code violation if one occurs on the property. Participants understand that one of the most difficult factors in resolving code issues is contact and communication with an absentee property owner. This process could be a step in achieving better code compliance in the neighborhood.

Haphazard routing of overhead utility lines result in clutter the neighborhood's landscape area.



2.4 Infrastructure/Utilities

With the exception of streets, sidewalks, and alleys that are discussed in the previous section, residents generally believe that neighborhood infrastructure is in good repair. This is clearly the case for more recently developed lands designated as Small Scale Residential on Map 3, Land Use Plan. Planning participants felt that other types of infrastructure such as storm-water drainage facilities, are adequately addressed in other city-wide plans. As a result, this section addresses only one type of neighborhood infrastructure, overhead utility power lines.

Participants feel that above ground utility lines contribute visual clutter to the neighborhood. In recognition that overhead utility lines are unaesthetic, the City zoning ordinance requires most utilities in residential developments be placed underground. Equal consideration should be given to preserving the landscape of existing neighborhoods. For example, consideration should be given to placing utility lines underground when streets are improved.

The City should also work with utility providers to ensure that dead distribution lines overhanging public right-of-ways are removed. The City's electrical franchise agreement expires in January, 2006. The new agreement could be structured to dedicate a portion of revenues to a program to place utilities underground in older neighborhoods. Many communities have such programs, and case studies should be sought out as examples.

2.5 Architectural Control/Historic Preservation

Design Standards

At the lot level, many features of early 20th century style homes contribute to the neighborhood's walkable character. In the Traditional Neighborhood, most buildings are single story. The front doors of many structures face the street and wide porches encourage interaction between pedestrians passing by and residents. Walkways lead directly to building entrances and intersect sidewalks at perpendicular angles. Often constructed in the same materials as sidewalks, walkways appear as private continuations of public sidewalks. Vehicles were traditionally parked at the rear of properties in small detached garages contributing to a sense that the neighborhood is geared toward human mobility not automobile traffic.

Landscaped parkways also contribute to the walkable character by buffering pedestrians from the vehicle realm of the street and extending yard landscaping into the public sphere. At the block level, the repetition of street trees and buildings of similar scale and architectural style presents repeating patterns that are pleasing to residents and visitors.

As the neighborhood grew, many single-family properties were redeveloped with multi-family units to meet campus housing demands. Often new structures did not share established neighborhood design features. For example,



Key Features of a Bungalow

- a rectangular plan with one or two stories
- roof types: a low-pitched hip-roofs with a shallow pitch and gable-facing front
- exposed rafters, brackets— anything to evoke the structural composition of the building
- brick, wood shingle or clapboard siding
- broad eaves
- thick, tapered porch posts
- rectangular bay windows
- casement windows
- large, plate glass windows
- wing walls from the porch
- dormers that follow the line of the roof
- use of brick or stone chimneys



Key Features of a Tract Cottage

- brick, stone, shingles or wood clapboard
- panelled door, surrounded by pilasters and an entablature
- small entrance porch with front facing gable
- double-hung windows, often with one-over-one light or multi-over-one lights
- shutters
- low, intermediate roof
- dormers on front roof slope
- one story

parkways were paved over or incorporated into front yard parking areas. Entrances were placed on building sides that did not face the street. The inviting street facing orientation of buildings was lost.

Planning participants proposed several discrete regulations known as design standards. Design standards are regulations that are supplementary to those in the City-wide zoning code and are intended to maintain and restore the architectural and site orientation features discussed above. The standards do not apply to lands with the Small Scale Residential or the West Seventh Street Business Corridor designations on Map 3, Land Use Plan or lands owned by the University of Nevada, Reno.

The design standards are incorporated into this plan as Appendix B, Zoning Overlay District. The standards are divided into three sections, those for properties with single and two-family dwellings; for properties with three or more dwellings; and for non-residential properties.

When the neighborhood was originally constructed, multi-family units were not permitted. For this reason, the inspiration for the residential design standards is the traditional single and two-family development style. It is important that these principles be applied to multi-family properties so that those developments will also reflect the neighborhood's established character.

As the neighborhood redevelops, it is appropriate for residential structures to be converted to offices and other nonresidential uses.



The non-residential standards are intended to apply to commercially zoned neighborhood properties. These standards were inspired by the design of existing commercial properties and early 20th century structures that have been replaced. The discussion that follows focuses upon some of the key principles of the neighborhood design standards.

It is important to preserve the key character-defining features of an historic building, including its form, materials, openings and details. When it is necessary to repair existing features, it should be done in a manner that will preserve the character of the original material.

If replacement of original features is necessary, the replacement should be done in a manner that conveys the original in material, finish, and detail. When designing an addition to an historic property, it should be planned so as to remain subordinate to the original structure in scale and character. For these reasons, the standards require building additions to include architectural treatments found on an existing structure such as similar roof line, materials, or features like trim or dormers.

Rear units were traditionally smaller in scale when compared to main front buildings. To prevent rear buildings from appearing out of scale from the street or neighboring properties, additional side and rear setbacks are required. This will result in second units being located in more internal locations on sites and “tucked” behind main buildings.

A coverage requirement limits the footprint of building and driveway areas to 40% of the total lot area (50% for rehabilitated historic buildings). This standard will allow for additions to the typical small size bungalow but will also maintain the feeling of yards with open space and a rhythm of similar scale development on individual blocks.

Another aspect to consider is the design features of new structures. Key features include designing a new building to be compatible in scale and form with historic buildings in the immediate area. In addition, a new building should be located to align with historic structures in the block and oriented to face the street and clearly define the primary entry. The visual impacts of parking as seen from the street should be minimized.

Participants noted that in many neighborhoods adjacent to university campuses, activity of people coming and going in response to class schedules spills over to the surrounding neighborhood. This street activity is an important component to a vibrant college neighborhood. The non-residential design standards are intended to support street activity by enhancing the pedestrian experience and creating inviting and interesting spaces and buildings.

To enhance the neighborhood’s walking character, private walkways leading to building entrances from sidewalks are required. This design feature makes a statement that walking is encouraged in the neighborhood. In contrast, if a suburban style development constructed today has an on-site pedestrian path, the path most typically connects a building entrance and a parking area. This design feature is responsive to the fact that most visitors arrive by automobile.

Other standards that support a walking environment require new buildings to be built to the property line if other structures in the immediate area are also built without setbacks. This feature allows for a continuous streetscape that is immediately accessible to the pedestrian.

In order to encourage street activity, people must feel comfortable in their surroundings. In a walking neighborhood, comfort should be provided at the ground level where most people interact and circulate. Accordingly, the design standards require new construction to emphasize the ground level of buildings through architectural detail and articulation of building entrances. Interest is provided with the installation of street level windows that display merchandise or provide a view into a building. In

When landscaped, neighborhood parkways beautify street areas.



contrast, more contemporary construction presents blank walls or shuttered windows to the street view. The requirements are intended to make people feel safe in knowing that there are “eyes on the street”.

The WUNAB receives a monthly code enforcement activity report from the City’s Community Development Department. Community Development Department staff can also provide information on development activity governed by the design standards. With this information, WUNAB members and other neighborhood individuals can monitor the implementation of the design standard regulations.

Parkways

Planning participants expressed an interest in restoring landscaping within neighborhood parkways. Since parkways are located within street rights-of-way, numerous land ownership and liability issues are associated with parkway regulations. Additionally, residents of other Reno neighborhoods have expressed an interest in parkway restoration. For these reasons, one of the priority implementation items is to conduct a City-wide parkway restoration study. This should result in a consistent approach to restoring and maintaining landscaping within neighborhood parkways.

In addition to a City-wide approach to maintaining parkways, participants also support a neighborhood initiative to care for these areas. This approach is discussed in the Parks, Recreation, and Cultural resources element.

Neighborhood Cemeteries

Reno's oldest cemetery, the Hillside Cemetery, was established in 1879 and is located east of Nevada Street. Originally the Hillside Cemetery was larger in area. Some of its lands were subdivided and sold to develop the Knights of Pythias and Grand Army of the Republic, Department of California (G.A.R.) cemeteries. The Hebrew cemetery was also later established in the vicinity.

The Knights of Pythias, Hebrew, and G.A.R. cemeteries are well maintained and in good repair. Grounds are fenced and landscaped. The Hillside Cemetery is not well kept. Many headstones are broken and scattered on other parts of the property. Vegetation is scarce and weedy. One reason for poor condition is that funding for perpetual care was not established for the cemetery.

There are approximately 1,400 individuals buried in the Hillside Cemetery. Records are incomplete, and the identity of many individuals is unknown. The largest two parcels of the Hillside Cemetery consist of contiguous lands surrounding the plots. The northern of these two parcels contains a thoroughfare referred to as West Tenth Street because it appears to be an extension of West Tenth Street connecting Nevada and Angel Streets. The individual or entity that has commonly been referred to as the cemetery owner owns both parcels totaling about five acres.

Ownership of the plots is different than that in most contemporary cemeteries. When individuals bought a grave, they gained title to the burial plot. This ownership passed on to heirs. In most cemeteries, ownership in the plots is in the form of a burial right only. The cemetery operator retains title to the entire property.

In 1973, the State of Nevada adopted Assembly Bill 942, authorizing the City of Reno to acquire from the Washoe County Assessor the two parcels described above. The County acquired the parcels because the cemetery operator and heirs failed to pay property taxes. After obtaining the property, the City was authorized to inform heirs of interred individuals of the City's intention to remove remains from the southern



The Hillside Cemetery is Reno's oldest cemetery and has fallen into disrepair.

parcel for re-interment in the northern parcel. Upon relocating remains, the legislation authorized the City to sell the southern parcel and use proceeds to establish an endowment for the cemetery or to maintain the cemetery.

According to individuals involved in this effort, some heirs opposed relocation efforts. The City ceased efforts to improve the property and the legislation lapsed. After the City's ownership, the University acquired the property and fenced it. The cemetery later changed hands to the current owner of the parcels surrounding the burial plots.

During the 2001 legislative session, a law was passed that allowed remains to be removed from cemeteries if the cemetery operator determines he would like to do so. (Assembly Bill 402) The bill authorizes a "cemetery operator" to provide public notice of an intention to remove remains. Once remains are removed, the property may be put to a different use. The owner of the two large cemetery parcels has conducted the public notice and may be in a position to disinter remains as of March, 2003.

To address unique issues related the Hillside Cemetery and ensure that any future improvements are appropriately studied, the property is designated as a Special Planning Area with a zoning designation of SPD (Specific Planning District). The SPD zoning ordinance limits uses to cemeteries and cemetery related improvements. Approval of any future development will require public hearings and an amendment to the SPD ordinance. It is anticipated that the SPD will be amended when a feasible plan for improvement of the cemetery is developed. In the interim, options for improvement of the Hillside Cemetery should be explored. Possible improvements include, but are not limited to, change of ownership, creation of a non-profit trust and perpetual endowment for cemetery maintenance, public ownership as a park or property redevelopment.

2.6 Nuisances

The Reno Municipal Code identifies a nuisance as:

That which is injurious to health, or injurious, indecent and offensive to the senses, or an obstruction to the free use of property so as to interfere with the comfortable enjoyment of life or property, or is against the interest of public morals, decency, safety, peace and order.

The 1992 West University Neighborhood Plan made several recommendations related to nuisances. Most of the recommendations addressed the behavior of students residing in the neighborhood and the impact of special events held at the University or Rancho San Rafael Park. Planning participants generally believe that improved communication between residents and University administrators helped to alleviate issues associated with special events. Concerns remain about night time parties held at recognized University fraternity houses and at homes rented by groups of students. Participants' most frequent complaint about the parties is noise during late evening hours, debris left in the street, obscene and drunken behavior, and traffic.

While the University does not have the legal ability to control student behavior during off-campus hours, it does have the ability to oversee recognized student activities such as fraternity group homes. The Traditional Neighborhood is already home to one large fraternity house and additional homes are not supported in the immediate area. The University is encouraged to change its group housing regulations to recognize only new group homes that locate outside of the Traditional Neighborhood or on properties south of University Terrace (homes may be allowed to be on properties that face either side of University Terrace, where a fraternity row exists). The University is also encouraged to assist groups that lease homes in the Traditional Neighborhood area to lease or purchase homes outside of the area or on properties facing University Terrace.



The University is encouraged to direct student group homes to locate in the University Terrace area.

The Circulation element offers another approach to address neighborhood nuisances. In return for on-street parking passes for units that do not have adequate on-site parking, owners should be required to provide the City with the name of an in-town contact person who can be responsible for the property. If the representative does not remedy the nuisance behavior of tenants and their guests, the dedicated on-street parking privilege of that property could be revoked. A result of revoking on-street parking privileges could be that properties become less desirable for groups of students to occupy.

As discussed in the Neighborhood Identity element, the semi-annual neighborhood clean-up fosters a sense of community and has beautified the neighborhood for over 10 years. The clean-ups are a pro-active approach to ensure that properties do not become cluttered with debris and become nuisances. The clean-ups are especially appreciated by elderly residents who do not often have the means to remove large bulky items from their properties.

The event is sponsored by the WUNAB in partnership with fraternities, sororities, and other University clubs. The event usually concludes with an appreciation lunch. Although an established success, the clean-up could be better advertised in advance so that participation is increased. Consideration could also be given to concentrating clean-up efforts in specific neighborhood areas.

2.7 Economic Development/Employment

As discussed in the Land Use/Zoning element, the majority of commercially zoned properties in the neighborhood are used residentially. A windshield survey indicates that many properties that are used commercially, particularly those in the southern plan area near downtown, do not serve the University community. These findings support comments made by planning participants that the neighborhood is lacking the diverse mix of uses that one finds in a “college town”.

These findings also present an opportunity to evaluate if the commercial needs of the campus and neighborhood population are not met. As an implementation step, the WUNAB has expressed an interest in preparing a market analysis to determine if and what types of commercial businesses could be supported by the community.

Based upon the market study results, entrepreneurs who are interested in opening new campus oriented business should be sought out. The City through the use of redevelopment powers or the University as a land developer, may wish to enter into public-private partnerships in the formation of businesses endeavors. Members of the WUNAB have also considered forming a non-profit entity known as a Community Development Corporation as an instrument to participate in the neighborhood’s revitalization.

The University is eligible for a multi-year federal grant known as the Community Outreach Partnership Center (COPC) program administered by the U.S. Department of Housing and Urban Development. The purpose for the COPC program is to allow universities to enter into collaborative efforts with community organizations to solve local problems. The University is encouraged to apply for a COPC grant to assist the WUNAB or another neighborhood entity with the implementation of this plan.

2.8 Parks, Recreation, Cultural Resources

Neighborhood Parks

In general, participants recognize that the neighborhood is well served by parks. The neighborhood's walkable character allows for convenient access to neighborhood parks. Although a regional attraction, Rancho San Rafael Regional Park is a neighborhood asset. The park has both recreational and cultural offerings.

During the planning process, WUNAB volunteers installed landscaping on a portion of excess street right-of-way at the intersection of North Sierra Street, Seminary Avenue and West Eleventh Street. Volunteers hope that the Seminary Park will be a landmark that defines the transition from the residential neighborhood to the University and non-residential areas.

The WUNAB also participated with the school district to improve the Peavine Elementary School playground and open the park to use by residents. Whitaker Park is an older park, but well maintained. As parks age, inventories of needed repairs and improvements should be taken and programmed in future years. Such an inventory should also consider the increased demand for additional park facilities as the neighborhood redevelops and more housing units are created. The use of Residential Construction Tax generated by new neighborhood development should be dedicated toward new facilities.

Neighborhood history such as Works Public Administration projects, should be chronicled.

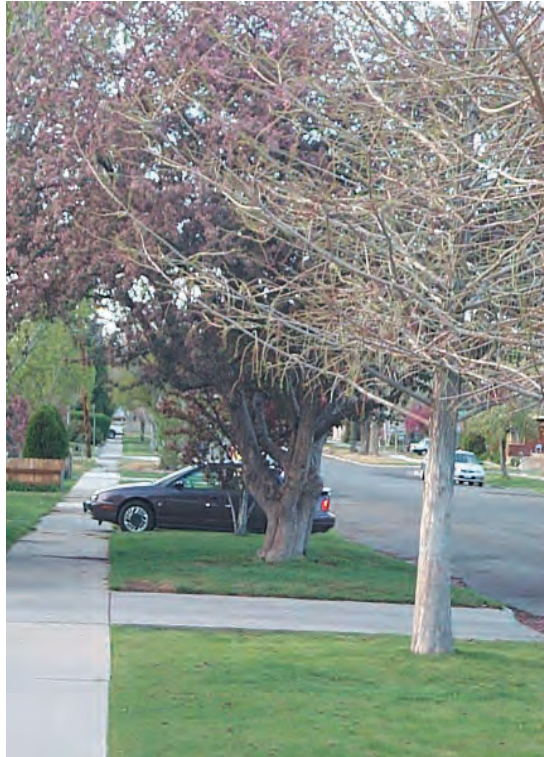


Neighborhood History

Another community initiative focuses upon neighborhood history. The WUNAB has proposed a walking tour for the neighborhood that identifies historic structures and improvements. Some historic improvements such as the University entrance gate and WPA rockery wall adjacent to University Terrace, are discussed in this plan. An educational brochure informing individuals about the improvements and historic structures will guide people on the tour. Neighborhood volunteers could lead visitors, school children and new residents on the tour. In researching information for the brochure, long time residents could be asked to share neighborhood memories. An annual history event such as a home tour or story telling could also advance knowledge about the neighborhood. Assistance in these efforts could be sought from the University's oral history program.

Parkways

The Neighborhood Identity and Land Use/Zoning elements discussed the importance of neighborhood parkways. The WUNAB plans to utilize City funds that the WUNAB receives on an annual basis or to apply for a State of Nevada forestry grant to create a parkway landscaping incentive program. On an annual basis, the funds could be matched with property owner contributions to improve parkways in front of their properties. The program could be directed toward specific parkways in different years. Once a program is designed, it could be routinely administered.



The Bell Street parkway is one of the neighborhood's widest and best maintained.

An economy of scale could be achieved in obtaining services from irrigation installers and purchasing materials.

To promote parkway rehabilitation, the WUNAB should also establish an annual award program honoring outstanding parkways. Categories might include native plants, art installation, and flowering beds. Photos of award winning parkways could be circulated to residents or exhibited. In promoting neighborhood excellence, other individuals could be encouraged to maintain parkways.

Property owners could collectively improve a parkway block length with a uniform design. For example, trees that provide a summer canopy could be installed. The City's lighting, landscaping and maintenance district ordinance (RMC 12.28) could be a mechanism for residents to fund and the City to assume parkway maintenance responsibilities if state law is amended to allow for application in older neighborhoods.

During the planning process, a development proposal was made that involved abandonment of a portion of a parkway. The parkway adjacent to the project site had been minimally improved for many years (a few fruit trees were planted in the parkway but the remaining area was dirt) and the proposal involved reducing the parkway distance between the curb and sidewalk. The parkway extended for several blocks in one direction and was well maintained by nearby property owners. Even a partial abandonment of the parkway would have resulted in a "shrinking" of the greenbelt and detracted from the neighborhood. For this reason, abandonment of neighborhood parkways is not supported.

2.9 Partnership Framework: City, Neighborhood and the University of Nevada, Reno

As discussed in the vision statement, the University of Nevada, Reno is a defining presence in the neighborhood. Many neighborhood residents attend the University and others are University employees. Recreation and cultural activities also attract residents to campus. The University's importance and influence extends beyond the neighborhood and Reno. As a public higher education land grant institution, the University fulfills an academic mission and priorities established by the state.



The University of Nevada, Reno will prepare a comprehensive master campus plan to direct growth to appropriate areas.

The physical growth and development of the campus necessary to accomplish the University mission is significantly felt at the neighborhood level. The 1992 neighborhood plan inventoried both advantages and impacts associated with

the University's presence. Over 20% of all implementation action items adopted in the plan pertained to the University. These items made specific recommendations to address issues including special events, group homes, and parking.

Many of the 1992 action items were successfully implemented. During this planning process, participants identified additional issues particularly related to campus expansion and development that need to be addressed in a comprehensive approach. For example, the University acquisition of properties along Evans Avenue, North Sierra, and North Center Streets introduces uses such as parking lots and offices adjacent to residences. Other issues such as traffic, pedestrian links to campus and student housing demand cumulatively impact neighborhood quality of life.

Dialogue and Cooperative Efforts

During the planning process, the University Community Development Office hosted monthly forum meetings with neighborhood representatives. The purpose of the meetings was to establish a dialogue between University administrators and neighborhood

representatives on issues of mutual concern. For example, neighborhood representatives were invited to provide input on campus efforts revising University group living guidelines and the design of new facilities. The University took on a greater role in organizing the semi-annual neighborhood clean-up.

Plan participants believe that the cooperative relationship forged through the forum meetings will be formalized through the Master Planning Process. This consideration combined with a perception that the University related impacts need to be addressed comprehensively rather than issue-by-issue, are the basis for the following policy recommendations.

University of Nevada, Reno Master Plan

The Nevada legislature recognizes that the impacts of developing state-owned property are of local concern. Accordingly, Nevada law requires development of public facilities to be consistent with local plans (Nevada Revised Statutes 278.240). To this end, the University will pursue the development of a comprehensive master plan for the University that is scheduled for completion in December, 2004.

In the interim, the University may propose zoning changes to Public Facility for any of the parcels highlighted on Map 7, University of Nevada, Reno Short Term Potential Expansion Area as they are acquired. Existing zoning and adopted design standards will remain in effect for all other parcels. The University will discuss the need for the Public Facility zoning and the proposed use of the parcel with the West University Neighborhood Advisory Board. Should the University acquire a property not highlighted on Map 7, that property shall not be rezoned to Public Facility. Provisions of the West University Neighborhood Plan will remain in effect until the University Master Plan is approved by the Board of Regents and adopted by the Reno City Council.

When University development and zoning changes to Public Facility are proposed, the following issues will be addressed:

- Public Facility zoning will only be allowed when accompanied by a University project. If a property is rezoned to Public Facility and the planned University project is not built, the Planning Commission should initiate a zoning map amendment to consider rezoning the property to the previous zoning district.
- Adaptive reuse of existing structures is encouraged where feasible.
- Surface parking lots are discouraged and will not be allowed unless a compelling reason for such use is identified and design features are provided to mitigate the impact on nearby residents.
- Consideration should be given in reflecting the land use designations within the West University Neighborhood Plan.
- The project will provide design features to ensure that the proposed development is compatible with nearby private development.

- All zoning changes will be reviewed by the West University Neighborhood Advisory Board and comments from the Board will be considered during City review of the request.

The University Master Plan is an appropriate instrument to address neighborhood impacts and mitigation measures. Alignment of the University Master Plan with policies and values expressed in this plan will also result in greater conformity between University and private development. The WUNAB will be represented in the campus master planning process as a way to formalize continued dialogue with the community about the projected growth of the University and its impact upon the community.

Regional Center Overlay

A significant amount of property within the City is identified in the Master Plan as Regional Centers (generally former focal centers). The advantage of the Regional Center overlay is that unique uses, approval procedures, and design standards best suited to unique development conditions may be adopted. Land in public ownership such as University campus is zoned Public Facility. This zoning district is assigned to a wide range of uses from the 200 acre the University campus to a utility well pump house on a parcel less than one acre in size. Because the range of public uses is so broad, the City generally requires new development of public facilities to be considered by the Planning Commission on a case-by case basis. This process involves public review. As a result, development approval for public facilities is often less timely and more expensive than other permitting processes.

As discussed above, plan participants believe that issues related to the University impact upon the neighborhood should be comprehensively addressed. This objective can be addressed by designating the University campus as a Regional Center Overlay and preparing a comprehensive master plan to guide development rather than relying upon piecemeal approvals. Participants also believe that a University master plan addressing development and design issues is in the University's interest as development requests could be streamlined.

Based upon a City of Seattle, Washington model pertaining to major community facilities like university and hospital campuses, participants recommend that the University master plan address the policy elements described below. With its own plan, the University could realize greater flexibility in processing new development. If design guidelines establish how new development will look, special use permit hearings may not be necessary for certain types of construction. Design guidelines could ensure that construction on the campus edge will be compatible in the neighborhood setting. The need to construct more expensive parking areas could be reduced if the University takes steps for people to come to campus by bus, bike, or walking rather than by vehicles. A plan will provide improved understanding for neighborhood residents and property owners. The University would also enjoy more certainty with an adopted blueprint of city-accepted development.

University of Nevada, Reno Master Plan Content and Intent

In general, the master plan will specify the amount of development, the ways it may take place, and a schedule to achieve planned development. The master plan should:

1. Give clear guidelines and development standards on which the University can rely for long-term planning and development;
2. Provide the neighborhood advance notice of the development plans of the University;
3. Allow the City to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and
4. Provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from University growth.

A. Master Plan Elements

The master plan will attempt to address the following elements. For each element the master plan must include, in addition to any other required content, goals and strategies to obtain each goal.

1. **Description of Planning Areas and Boundaries.** A description of lands and planning areas within the campus. This component will include a description of planned University development boundaries.
2. **Expansion Areas.** A master plan must include a description of areas outside of the main campus site where the University intends to acquire, lease or otherwise occupy land. Buildout of the core University area should be prioritized in order to efficiently utilize existing campus properties and minimize the need for expansion into nearby areas. Conversion and adaptive reuse of existing residential structures is encouraged upon expansion of the University. Such expansions should stimulate further redevelopment that is beneficial to both the University and the neighborhood and should include provisions to provide land uses outlined in the West University Neighborhood Plan.
3. **Classification and Assignment of Uses.** The University uses must be identified. Allowed University uses are those allowed by the zoning code specific to individual properties. If a property(ies) are zoned Public Facility, a classification of uses must be provided that describes allowed uses functionally integrated with, or substantially related to, the central mission of the University or that primarily and directly serve the University community.

4. Design Standards. Design standards for proposed new development and existing buildings on the perimeter of the campus must be provided including height, bulk, parking areas, signage, landscaping, lighting, architectural and urban design. Standards for development on the site's perimeter and within expansion areas must identify existing or planned community characteristics of those areas and how new development will maintain and support desired community characteristics.
5. Access and Circulation Systems. Non-vehicular access to and circulation within the University campus is desirable. A master plan must indicate points of access from adjoining streets, neighborhoods and surrounding development for vehicles, transit, pedestrians and cyclists. The general nature of improvements necessary during different phases of plan implementation to facilitate access to campus, avoid conflict between transportation modes, and minimize vehicular traffic in residential areas must also be indicated. Internal circulation for pedestrians, transit systems, emergency vehicles and non-emergency vehicles within campus during development phases must be shown.
6. Open Space and Environmentally Sensitive Areas. Areas to remain as open space for recreation, aesthetic and protection of environmentally sensitive areas must be described.
7. Recreation Component. Standards for the provision and timing of University recreational amenities must be included. The Recreation component should provide adequate on-campus amenities for University students and residents. Public use of University facilities is encouraged.

B. Development Program

The master plan must include a development program that indicates schedules and phases of development. Development schedules for expansion areas must indicate temporary and interim uses following property acquisition, prior to the construction or development of a proposed use or facility. The development program must also identify types of public notification, review and permitting procedures for different phases and types of development. Amendments must incorporate procedures for public notice to community members or recognized community organizations. Procedures for minor amendment approval by the Community Development Director may be included. Minor amendments must incorporate procedures for public notice to community members or recognized community organizations.

C. Transportation Management Program

Transportation Management Program (TMP) will be included as a part of the master plan. Objectives of a TMP are to reduce the number of vehicle trips to the University, minimize the adverse impacts of traffic on the streets surrounding the institution and minimize demand for parking on nearby residential streets.

D. Preparation and Adoption of the Master Plan

A cooperative process shall be followed to develop the master plan. The approach must include the University, City and community working toward dual objectives: 1) to allow the University to meet the state's and local needs for the provision of higher education and research; and 2) to minimize the negative impacts, especially in relation to the surrounding area, which may result from expanded University development.

1. Process. The following steps will be included prior to submission of the master plan to the Planning Commission and City Council:
 - (a) A public participation program that allows for substantive and on-going public input during preparation of the plan, including formal participation in the steering committee group for such process by two designated members of the West University Neighborhood Advisory Board.
 - (b) The program may include participation techniques such as advisory committees, town hall meetings, and workshops. Community members must have the opportunity to review and comment upon the plan at different stages in the plan's development.
 - (c) A schedule for completion and adoption of the master plan prepared by the University and the City with formal involvement by two designated West University Neighborhood Advisory Board members in determining the schedule.
2. Adoption and Amendment of the University Master Plan. The master plan must be adopted as an element of the Reno Master Plan. Review by affected Neighborhood Advisory Boards will be a component of the adoption process and Neighborhood Advisory Board recommendations will be considered by City decision-makers.

3.0 IMPLEMENTATION

This section presents an approach and schedule for achieving recommendations described in the previous section, *Elements*. The approach is organized into a series of goals and policies.

Goals are the outcomes desired to be accomplished during the twenty year planning time frame.

Policies are strategies and techniques to realize goals. Policies encourage the City to employ implementing tools such as ordinances, resolutions, and budgets to accomplish goals. Some policies encourage other parties such as residents, or private property owners to implement goals.

Some policies use the words “will” or “should”, “ensure” or “encourage” and so forth. These words describe the relative degree of emphasis the policy imparts, but do not necessarily establish a specific legal duty to perform a particular act, to undertake a program or project, or to achieve a specific result. Whether such a result is intended must be determined by reading the policy as a whole and by examining the context of other related city policies. The interpretation of a particular goal or policy is that which is best supported by text in the *Elements* section.

3.1 Goals and Policies

Neighborhood Identity

Goal 1: Support the neighborhood identity described in the West University Neighborhood Advisory Board vision statement.

Policy 1.1: Encourage a college campus atmosphere in the neighborhood by supporting residential density and new non-residential development in appropriate locations while preserving the desirability of traditional residential areas.

Policy 1.2: Increase participation of the neighborhood’s involved citizenry in efforts like the semi-annual neighborhood clean-ups.

Policy 1.3: Invite all neighborhood stakeholders to participate in the creation of the University of Nevada, Reno campus master plan proposed for completion in December, 2004.

Land Use/Zoning

Goal 2: Maintain and enhance the neighborhood’s walkable identity of a compact neighborhood based upon a street grid network while providing additional capacity to accommodate University of Nevada, Reno housing needs.

Policy 2.1: At the time this plan is adopted, the City will adopt zoning changes to parcels (identified in Appendix B, Zoning Changes) to support additional residential capacity in appropriate locations.

Policy 2.2: At the time this plan is adopted, the City will adopt development regulations (incorporated in this plan as Appendix C, Zoning Overlay District) that modify the City's zoning code in order to support additional residential density, restrict incompatible uses and encourage more commercial activities and preserve the neighborhood's character.

Policy 2.3: Support residential development in the University Regional Center and Transit Corridor built at a minimum density of eighteen dwelling units to the acre.

Policy 2.4: Maintain master plan/zoning conformity with the Traditional Neighborhood. Disallow zoning changes for higher residential density within the Traditional Neighborhood except for parcels on blocks with a majority of parcels zoned for higher density (i.e. MF30 zoning). Support additional commercial land use activities in appropriate zoning districts within the University Regional Center and Transit Corridor area.

Circulation

Goal 3: Promote a walkable community by investing in infrastructure improvements that replace aging infrastructure, installing new sidewalks, calming vehicular traffic on neighborhood streets and adequately managing on-street parking.

Policy 3.1: Should the neighborhood be eligible for the use of federal funds dedicated for low and moderate income neighborhoods, use those funds to upgrade neighborhood infrastructure that supports walking.

Policy 3.2: Program sidewalk improvements based upon the priority list identified in Section 2.0, Circulation Element. As a part of the City's annual neighborhood street repair program, consider a neighborhood wide sidewalk Special Assessment District.

Policy 3.3: The City should actively require new or replaced sidewalks in conjunction with new development.

Policy 3.4: Where sidewalks that are less than four feet in width are planned for replacement they should be widened to a minimum of four feet or greater, if not a risk to public safety and even if a loss of on-street parking results.

Policy 3.5: The grassy slope abutting the Arlington Avenue pedestrian crossing at U. S. Interstate 80 should be acquired and with the historic

Works Public Administration rockery wall along University Terrace, incorporated into an enhanced neighborhood entrance. A safer street crossing at University Terrace should be installed if feasible.

Policy 3.6: The Public Works Department should give property owners the opportunity to enter into Special Assessment Districts for alley repair in conjunction with neighborhood street and sidewalk repair.

Policy 3.7: As neighborhood arterial streets are reconstructed, boulevard streetscape themes should be installed. The University of Nevada, Reno master plan should include a conceptual design for North Virginia Street to become a two-lane facility if possible. Impacts to North Sierra Street and the conversion of that street to two-way traffic should also be considered.

Policy 3.8: A gateway welcoming program that demarcates neighborhood entrances and improvements to the U.S. Interstate 80 overpasses and that makes it a more hospitable pedestrian environment should be designed.

Policy 3.9: With the adoption of this plan, the regional street network map will be amended to designate the portion of Ralston Street within the neighborhood a local street.

Policy 3.10: An analysis to determine if the wide street design of Alturas Avenue creates a safety hazard should be conducted. If there is a safety hazard, traffic calming improvements should be proposed.

Policy 3.11: Consideration should be given to redesigning West Eleventh Street as a one-way east bound street. If feasible, the one-way street should be designed to accommodate wider sidewalks and a bike route.

Policy 3.12: West Eleventh Street, College Drive or the Rancho San Rafael Regional Park loop road are the appropriate routes for bus traffic through the neighborhood.

Policy 3.13: A traffic calming improvement should be installed on Washington Street, preferably at the intersection with Gear Street. Rancho San Rafael Regional Park traffic should be directed to enter and exit the park from the North Sierra Street gate rather than the Washington Street gate.

Policy 3.14: A neighborhood parking program committee should be formed to evaluate the residential permit program and to recommend an equitable approach to distribute and price street parking. As a part of the study, the ability to revoke parking privileges from property owners whose properties are nuisances should be evaluated.

Policy 3.15: A neighborhood traffic calming plan should be prepared for residential areas west of North Sierra Street.

Infrastructure/Utilities

Goal 4: Promote underground placement of utility lines in conjunction with street and alley repair and removal of dead lines in order to reduce visual clutter within the Neighborhood District.

Policy 4.1: Case studies of programs placing utilities underground in older neighborhoods should be researched. If feasible, a program to place utilities underground should be explored in conjunction with the renewal of the City's electrical franchise agreement.

Architectural Control/Historic Preservation

Goal 5: Neighborhood design standards should be applied to development so that new construction complements the neighborhood's walkable identity and architectural and urban design traditions.

Policy 5.1: At the time this plan is adopted, the City will adopt design standards (incorporated in this plan as Appendix C, Zoning Overlay District) to ensure that new development is compatible with and complements existing neighborhood architectural styles and site design patterns.

Policy 5.2: The Hillside Cemetery should be minimally maintained at the same level as other cemeteries and damaged improvements restored. Alternatives should be pursued to improve condition of the Hillside Cemetery. These alternatives could include: change of ownership, creation of a non-profit trust and perpetual endowment, public ownership as a park property, or property redevelopment.

Policy 5.3: The City's Attorney Office and Community Development Department will conduct research within the next year relevant to two objectives:

- (a) Preservation and enhancement of neighborhood parkways and*
- (b) Elimination of the blight conditions of city parkways including those in the West University Neighborhood.*

Upon completion of the research, the City in consultation and coordination with the West University Neighborhood and other advisory boards and interested parties, will develop policies to further these two objectives.

Policy 5.4: On or before December 31, 2004, the West University Neighborhood Advisory Board with the assistance of the Community Development Department, will evaluate the experience of using the design standards (incorporated in this plan as Appendix C, Overlay Zoning District), and based upon that evaluation will determine whether guidelines should be refined through amendments. If the West University

Neighborhood Advisory Board should choose to propose amendments including those related to parkways, the Planning Commission and City Council shall consider such amendments.

Nuisances

Goal 6: Actively address neighborhood nuisances that disturb the peace or project a blighting image.

Policy 6.1: The University of Nevada, Reno recognition policy for group homes should be revised to encourage new homes to locate outside of the Traditional Neighborhood or on properties south of or abutting University Terrace. The University should assist group homes that lease properties within the Traditional Neighborhood to lease or acquire properties in appropriately designated areas.

Policy 6.2: The City of Reno Community Development Department will provide the West University Neighborhood Advisory Board with information on all development and building permits that were reviewed for compliance to the neighborhood design standards.

Economic Development/Employment

Goal 7: Encourage the creation of new neighborhood businesses that support the University population.

Policy 7.1: Conduct a market analysis to determine if unmet market needs for goods and services exist within the neighborhood.

Policy 7.2: Based upon the market findings, the City and University should consider playing a role in recruiting new businesses into the neighborhood. Such efforts may involve marketing business opportunities to local entrepreneurs, the use of redevelopment powers or participation in public-private partnerships.

Policy 7.3: Members of the West University Neighborhood Advisory Board and other neighborhood stakeholders should consider forming a Community Development Corporation as an instrument to participate in neighborhood revitalization.

Policy 7.4: The University of Nevada Reno should apply for a Community Outreach Partnership Center (COPC) grant to collaborate with neighborhood interests in the implementation of this plan and in addressing the needs of other neighborhoods.

Parks, Recreation and Cultural Resources

Goal 8: Maintain the high level of neighborhood park and recreation amenities.

Policy 8.1: Inventory and program upgrades to neighborhood park facilities as facilities age.

Goal 9: Celebrate the neighborhood's identity and history.

Policy 9.1: Special events such as a walking tour should be held to celebrate neighborhood history.

Policy 9.2: The oral history of the neighborhood should be collected.

Policy 9.3: Installation of landscaping and maintenance of parkways is encouraged. A community pride program should provide assistance to owners to improve parkways and acknowledge exceptional parkways.

Goal 10: Street abandonment and parkway modifications that undermine the established street grid network should not be approved.

Partnership Framework: City, Neighborhood and the University of Nevada, Reno

Goal 11: The University of Nevada, Reno and West University neighborhood are community assets. Cooperative efforts are necessary to protect the neighborhood from impacts of campus development while supporting the University's academic mission and state established priorities.

Policy 11.1: The University of Nevada, Reno Master Plan is an appropriate document to address impacts of campus development and growth upon the neighborhood.

Policy 11.2: The University of Nevada, Reno will complete a comprehensive Master Plan with a target completion date of December, 2004 that will address impacts of campus development and growth in coordination with the West University Neighborhood Advisory Board and the City of Reno.

Policy 11.3: A process of formal communication and dialogue between University administrators and neighborhood representatives that can support mutual understanding regarding neighborhood preferences and campus functions will be adopted.

Policy 11.4: The University master plan will address the process outlined in the Partnership Framework so that campus development may occur in a comprehensive manner appropriate to the setting.

Policy 11.5: During the interim period between this plan's adoption and the completion of the University master plan, the University may propose zoning changes to the Public Facility only for those properties identified on Map 7, University of Nevada, Reno Potential Short Term Expansion.

Area. In pursuing zoning changes, the University will consult with the West University Neighborhood Advisory Board on the timely need for the zoning change and the proposed campus use to occur on the subject parcel(s).

Policy 11.6: During the interim period between this plan's adoption and the completion of the University master plan, Public Facility zoning will not be sought for single-family zoned or used parcels unless a project for campus use is immediately planned, designed and funded or a compelling reason such as the dilapidated condition of a structure is presented. If a property is rezoned to Public Facility and the planned University project is not built, the Planning Commission should initiate a zoning map amendment to consider rezoning the parcel to the former zoning district. Single-family zoned or used parcels will not be rezoned to Public Facility for parking lot uses unless a compelling reason for such use is identified and design features are provided to mitigate the impact on nearby residents (i.e., landscape buffers).

Policy 11.7: During the interim period between this plan's adoption and the completion of the University master plan, when University development is proposed outside of the existing campus, efforts will be made to develop in accordance with the West University Neighborhood Plan's land use designation for the property.

Policy 11.8: During the interim period between this plan's adoption and the completion of the University master plan, University development will incorporate design features to ensure that the proposed development is compatible with nearby private development.

Policy 11.9: On or before December 31, 2004, the City of Reno, West University Neighborhood Advisory Board and the University will jointly prepare amendments to this plan to ensure consistency between this plan and the University master plan.

Policy 11.10: Adaptive reuse of existing University owned structures is encouraged where feasible.

3.2 Implementation Program

This implementation program prioritizes recommendations, provides a time line for implementation, assigns implementation responsibility, and describes funding options and cost estimates for implementation items that require a public outlay.

Not every policy is included in the implementation program. Some policies such as Policy 2.3 are guidance to the City Council, the Planning

Commission and City staff to be used in evaluating development requests. Other policies that recommend the adoption of regulations by ordinance will be accomplished at the time this plan is adopted (Policies 2.1, 2.2 and 5.1)

Policies are prioritized for Immediate (current year), Short Term (2-4 years) and Long Term (3-20 years) implementation. Immediate priorities are those that will appear on work programs for the upcoming year.

The first entity identified in the Implementation Responsibility column is the lead agent to advocate, coordinate or spearhead action. The entity is not necessarily the appropriate organization to accomplish the goal. For example, the West University Neighborhood Advisory Board is the lead entity for Policy 9, "The oral history of the neighborhood should be collected." The Board's role in implementing this policy is to approach individuals with the University of Nevada, Reno oral history program about collecting personal recollections of the neighborhood.

TABLE 2 - IMPLEMENTATION PROGRAM

Current Year Priority Policies	Implementation Responsibility	Projected Cost for Public Outlay Projects (costs to be developed during 2004 Capital Improvement Plan process)
<p>Policy 1.2: Increase participation of the neighborhood's involved citizenry in efforts like the semi-annual neighborhood clean-ups.</p>	<p>West University Neighborhood Advisory Board; University of Nevada, Reno, Facilities Division; Neighborhood Residents, Employees and Property Owners.</p>	
<p>Policy 1.3: Invite all neighborhood stakeholders to participate in the creation of the University of Nevada, Reno campus master plan proposed for completion in December, 2004.</p>	<p>University of Nevada, Reno, Community Development Office; West University Neighborhood Advisory Board; Residents and Property Owners; University of Nevada, Reno Greek Houses and Clubs; City of Reno Community Development Department.</p>	
<p>Policy 3.6: The Public Works Department should give property owners the opportunity to enter into Special Assessment Districts for alley repair in conjunction with neighborhood street and sidewalk repair.</p>	<p>City of Reno Public Works Department</p>	
<p>Policy 3.9: With the adoption of this plan, the regional street network map will be amended to designate the portion of Ralston Street within the neighborhood a local street.</p>	<p>City of Reno, Community Development Department.</p>	

TABLE 2 - IMPLEMENTATION PROGRAM

Current Year Priority Policies	Implementation Responsibility	Projected Cost for Public Outlay Projects (costs to be developed during 2004 Capital Improvement Plan process)
<p>Policy 3.14: A neighborhood parking program committee should be formed to evaluate the residential permit program and to recommend an equitable approach to distribute and price street parking. As a part of the study, the ability to revoke parking privileges from property owners whose properties are nuisances should be evaluated.</p>	<p>City of Reno, Public Works Department, Traffic Division; City of Reno Clerk's Office, Parking Tickets Division; West University Neighborhood Advisory Board; Neighborhood Residents, Property Owners and Employees.</p>	
<p>Policy 5.2: The Hillside Cemetery should be minimally maintained at the same level as other cemeteries and damaged improvements restored. Alternatives should be pursued to improve condition of the Hillside Cemetery. These alternatives could include: change of ownership, creation of a non-profit trust and perpetual endowment, public ownership as a park property, or property redevelopment.</p>	<p>West University Neighborhood Advisory Board; Nevada Legislative Representatives; Cemetery property owners and heirs; Nevada State Historic Preservation Office; City of Reno Historical Resources Commission.</p>	

TABLE 2 - IMPLEMENTATION PROGRAM

Current Year Priority Policies	Implementation Responsibility	Projected Cost for Public Outlay Projects (costs to be developed during 2004 Capital Improvement Plan process)
<p>Policy 5.3: The City's Attorney Office and Community Development Department will conduct research within the next year relevant to two objectives:</p> <ul style="list-style-type: none"> (a) Preservation and enhancement of neighborhood parkways and (b) Elimination of the blight conditions of city parkways including those in the West University Neighborhood. <p>Upon completion of the research, the City in consultation and coordination with the West University Neighborhood and other advisory boards and interested parties, will develop policies to further these two objectives.</p>	<p>City of Reno City Attorney's Office; City of Reno, Community Development Department; City of Reno Parks, Community Services Division; West University Neighborhood Advisory Board.</p>	

TABLE 2 - IMPLEMENTATION PROGRAM

Current Year Priority Policies	Implementation Responsibility	Projected Cost for Public Outlay Projects (costs to be developed during 2004 Capital Improvement Plan process)
<p>Policy 5.4: On or before December 31, 2004, the West University Neighborhood Advisory Board with the assistance of the Community Development Department, will evaluate the experience of using the design standards (incorporated in this plan as Appendix C, Overlay Zoning District), and based upon that evaluation will determine whether guidelines should be refined through amendments. If the West University Neighborhood Advisory Board should choose to propose amendments including those related to parkways, the Planning Commission and City Council shall consider such amendments.</p>	<p>West University Neighborhood Advisory Board, City of Reno Community Development Department.</p>	
<p>Policy 6.2: The City of Reno Community Development Department will provide the West University Neighborhood Advisory Board with information on all development and building permits that were reviewed for compliance to the neighborhood design standards.</p>	<p>City of Reno, Community Development Department.</p>	

TABLE 2 - IMPLEMENTATION PROGRAM

Current Year Priority Policies	Implementation Responsibility	Projected Cost for Public Outlay Projects (costs to be developed during 2004 Capital Improvement Plan process)
<p>Policy 7.3: Members of the West University Neighborhood Advisory Board and other neighborhood stakeholders should consider forming a Community Development Corporation as an instrument to participate in neighborhood revitalization.</p>	<p>West University Neighborhood Advisory Board; Neighborhood Residents and Property Owners.</p>	
<p>Policy 7.4: The University should apply for a Community Outreach Partnership Center (COPC) grant to collaborate with neighborhood interests in the implementation of this plan and in addressing the needs of other neighborhoods.</p>	<p>University of Nevada, Reno, Community Development Office.</p>	
<p>Policy 9.2: Installation of landscaping and maintenance of parkways is encouraged. A community pride program should provide assistance to owners to improve parkways and acknowledge exceptional parkways.</p>	<p>West University Neighborhood Advisory Board; City of Reno Parks, Recreation and Community Services Department.</p>	

TABLE 2 - IMPLEMENTATION PROGRAM

Short Term Policies (2-4 Years)	Implementation Responsibility	Projected Cost for Public Outlay Projects (costs to be developed during 2004 Capital Improvement Plan process)
<p>Policy 11.2: The University of Nevada, Reno will complete a comprehensive Master Plan with a target completion date of December, 2004 that will address impacts of campus development and growth in coordination with the West University Neighborhood Advisory Board and the City of Reno.</p>	<p>University of Nevada, Reno, Facilities Division; West University Neighborhood Advisory Board; City of Reno, Community Development Department; Neighborhood Residents, Property Owners and Employees.</p>	
<p>Policy 11.9: On or before December 31, 2004, the City of Reno, West University Neighborhood Advisory Board and the University will jointly prepare amendments to this plan to ensure consistency between this plan and the University master plan.</p>	<p>City of Reno, Community Development Department; West University Neighborhood Advisory Board.</p>	
<p>Policy 3.1: Should the neighborhood be eligible for the use of federal funds dedicated for low and moderate income neighborhoods, use those funds to upgrade neighborhood infrastructure that supports walking.</p>	<p>City of Reno Community Development Department; West University Neighborhood Advisory Board; City of Reno, Public Works Department.</p>	
<p>Policy 3.2: Program sidewalk improvements based upon the priority list identified in Section 2.0, Circulation element. As a part of the City's annual neighborhood street repair program, consider a neighborhood wide sidewalk Special Assessment District.</p>	<p>City of Reno, Public Works Department; West University Neighborhood Advisory Board.</p>	<p>During the creation of the 2003-2004 Capital Improvement Plan, a cost estimate for this capital project will be prepared. At that time, the cost estimate and project description will be inserted into this table box.</p>

TABLE 2 - IMPLEMENTATION PROGRAM

Short Term Policies (2-4 Years)	Implementation Responsibility	Projected Cost for Public Outlay Projects (costs to be developed during 2004 Capital Improvement Plan process)
<p>Policy 3.5: The grassy slope abutting the Arlington Avenue pedestrian crossing at Interstate 80 should be acquired and with the historic Works Public Administration rockery wall along University Terrace, incorporated into an enhanced neighborhood entrance. A safer street crossing at University Terrace should be installed, if feasible.</p>	<p>West University Neighborhood Advisory Board; City of Reno Parks, Recreation and Community Services Department.</p>	<p>During the creation of the 2003-2004 Capital Improvement Plan, a cost estimate for this capital project will be prepared. At that time, the cost estimate and project description will be inserted into this table box.</p>
<p>Policy 3.7: As neighborhood arterial streets are reconstructed, boulevard streetscape themes should be installed. The University of Nevada, Reno master plan should include a conceptual design for North Virginia Street to become a two-lane facility if possible. Impacts to North Sierra Street and the conversion of that street to two-way traffic should also be considered.</p>	<p>University of Nevada, Reno, Facilities Division; City of Reno, Community Development Department; City of Reno, Public Works Department; West University Neighborhood Advisory Board; Neighborhood Residents, Property Owners and Employees.</p>	
<p>Policy 3.8: A gateway welcoming program that demarcates neighborhood entrances and improvements to the U.S. Interstate 80 overpasses and that makes it a more hospitable pedestrian environment should be designed.</p>	<p>West University Neighborhood Advisory Board; City of Reno, Public Works Department; Nevada Department of Transportation; City of Reno Parks, Recreation and Community Services Department.</p>	<p>During the creation of the 2003-2004 Capital Improvement Plan, a cost estimate for this capital project will be prepared. At that time, the cost estimate and project description will be inserted into this table box.</p>

TABLE 2 - IMPLEMENTATION PROGRAM

Short Term Policies (2-4 Years)	Implementation Responsibility	Projected Cost for Public Outlay Projects (costs to be developed during 2004 Capital Improvement Plan process)
<p>Policy 3.11: Consideration should be given to redesigning West Eleventh Street as a one-way east bound street. If feasible, the one-way street should be designed to accommodate wider sidewalks and a bike route.</p>	<p>City of Reno, Public Works Department; West University Neighborhood Advisory Board.</p>	<p>During the creation of the 2003-2004 Capital Improvement Plan, a cost estimate for this capital project will be prepared. At that time, the cost estimate and project description will be inserted into this table box.</p>
<p>Policy 3.13: A traffic calming improvement should be installed on Washington Street, preferably at the intersection with Gear Street. Rancho San Rafael Regional Park traffic should be directed to enter and exit the park from the North Sierra Street gate rather than the Washington Street gate.</p>	<p>City of Reno, Public Works Department; West University Neighborhood Advisory Board.</p>	<p>During the creation of the 2003-2004 Capital Improvement Plan, a cost estimate for this capital project will be prepared. At that time, the cost estimate and project description will be inserted into this table box.</p>
<p>Policy 6.1: The University of Nevada, Reno recognition policy for group homes should be revised to encourage new homes to locate outside of the Traditional Neighborhood or on properties south of or abutting University Terrace. The University should assist group homes that lease properties within the Traditional Neighborhood to lease or acquire properties in appropriately designated areas.</p>	<p>University of Nevada, Reno Student Activities Office; West University Neighborhood Advisory Board.</p>	

TABLE 2 - IMPLEMENTATION PROGRAM

Long Term Policies (5-20 Years)	Implementation Responsibility	Projected Cost for Public Outlay Projects (costs to be developed during 2004 Capital Improvement Plan process)
Policy 7.1: Conduct a market analysis to determine if unmet market needs for goods and services exist within the neighborhood.	West University Neighborhood Advisory Board.	
Policy 7.3: Members of the West University of Nevada Advisory Board and other neighborhood stakeholders should consider forming a Community Development Corporation as an instrument to participate in neighborhood revitalization.	West University Neighborhood Advisory Board.	
Policy 3.15: A neighborhood traffic calming plan should be prepared for residential areas west of North Sierra Street.	West University Neighborhood Advisory Board; City of Reno, Public Works Department.	
Policy 3.10: An analysis to determine if the wide street design of Alturas Avenue creates a safety hazard should be conducted. If there is a safety hazard, traffic calming improvements should be proposed (2007 or when Peavine Elementary School reaches overcrowded conditions).	City of Reno Public Works Department; West University Neighborhood Advisory Board.	

TABLE 2 - IMPLEMENTATION PROGRAM

Long Term Policies (5-20 Years)	Implementation Responsibility	Projected Cost for Public Outlay Projects (costs to be developed during 2004 Capital Improvement Plan process)
<p>Policy 4.1: Case studies of programs placing utilities underground in older neighborhoods should be researched. If feasible, a program to place utilities underground should be explored in conjunction with the renewal of the City's electrical franchise agreement (2006 or the year an interdepartmental team is created to begin negotiating the electrical franchise agreement).</p>	<p>City of Reno Franchise Agreement Negotiation Team; West University Neighborhood Advisory Board.</p>	
<p>Policy 8.1: Inventory and program upgrades to neighborhood park facilities as facilities age (2007).</p>	<p>City of Reno Parks, Recreation and Community Services Department.</p>	
<p>Policy 9.1: Special events such as a walking tour should be held to celebrate neighborhood history (2008).</p>	<p>West University Neighborhood Advisory Board.</p>	
<p>Policy 9.2: The oral history of the neighborhood should be collected (2008).</p>	<p>West University Neighborhood Advisory Board.</p>	

4.0 PLANNING PROCESS

In June, 1992, the Reno City Council adopted a neighborhood plan for the West University neighborhood. The plan contained policies related to public improvements, land use, community design, and neighborhood/university relations. In December, 1998, members of the WUNAB and staff from the City of Reno Community Development Department began working on an update to the 1992 plan. The need for the update was prompted by an interest in revisiting land use issues and adopting design regulations for the neighborhood.

As the planning process progressed, it became evident that a vision for the neighborhood needed to be clearly defined, neighborhood impacts resulting from campus growth addressed, and a pro-active message to promote desired change adopted.

Public input and participation guided this plan's development.



Citizen participation was a hallmark feature in preparation of both plans. City appointed members of the West University District Council and after 1998, the WUNAB, acted in leadership roles in preparing the plans. In 1999, the WUNAB appointed a subcommittee to work on the plan update that met over a twenty month period. The Community Development Department assigned a planner to assist the subcommittee in preparing the plan. Cooperatively, the WUNAB and Community Development Department hosted two public meetings to which all property owners and residents in the plan area were invited. The purpose for each meeting was to inform individuals about the plan and provide opportunities for input.

At the first public meeting held on March 31, 1999, the 41 participants were asked to help determine the plan area boundary and to identify pressing neighborhood issues. The subcommittee did not want to

summarily adopt the same boundary as the 1992 plan. One reason for reviewing neighborhood boundaries was that the University of Nevada, Reno campus was outside of the 1992 boundaries. Plan participants felt that because some of the neighborhood's greatest challenges result from University's presence, these issues could not be addressed without considering the neighborhood and university as a single area.

A second meeting was held on December 9, 1999, and attended by 77 individuals. At this meeting, the neighborhood vision statement and land use map was presented to attendees. Parcels proposed for zoning changes were also identified. In an open house format, meeting participants were asked to respond to presented materials. Participants were also shown visual depictions of different types of site designs and architecture treatments in order to determine if there was support for design standards.

During the planning process, the University of Nevada, Reno Community Development office established monthly "partnership" meetings between University administrators and neighborhood representatives. The meetings were an opportunity for University officials to share development plans with interested neighbors and to address issues of mutual concern. In May, 2001 a Neighborhood Advisory Board review draft of the plan was released. The WUNAB had three meetings specific to the plan's content in May and June, 2001. A subsequent draft was released in August, 2002 that showed the plan area as two distinct districts. One district was the neighborhood west of North Sierra Street and the other district included the area surrounding the University east of North Sierra Street to Sutro Street. Policies pertaining to the University district were not proposed in the draft but to be included in the University master plan to be prepared at a later date. After several workshops, participants agreed that the plan should contain policies for campus lands and areas east of North Sierra Street. Interim policies related to University expansion were prepared to be in effect during the University master plan planning process and are incorporated in this document. These policies will likely be modified or replaced upon completion of the University master plan.

The first draft of this plan was released for neighborhood review in February, 2003. The WUNAB held a special meeting attended by over sixty individuals and recommended the plan's approval to the Planning Commission subject to the incorporation of specific changes.

A public hearing draft was released in May, 2003. Later that month the plan was adopted by the Planning Commission that also recommended approval of the plan to the City Council. The City Council adopted the document in June with minor changes. The Truckee Meadows Regional Planning Commission found the plan in conformance with the Reno Master Plan and the Truckee Meadows Regional Plan in July, 2003.

5.0 GLOSSARY OF TERMS

This glossary defines terms used in this plan. It is not intended to apply or be used to interpret content from any other plan or Reno Municipal Code (RMC). In the instance that a glossary term is a term used in the RMC, the RMC term prevails should there be an uncertainty concerning the meaning as related to a development application.

abandonment- A City determination that a street or other public right-of-way is no longer necessary to serve the public benefit. Upon abandonment, property owners adjoining the right-of-way typically regain full legal rights to the use of that property.

alley- A public thoroughfare or way providing secondary means of access to abutting property.

amenities- Public improvements recommended to improve the West University neighborhood's walk-ability and human scale.

block- An area of land within a subdivision bound on one side by a street, highway, railroad right-of-way, waterway, unsubdivided land or other definite boundary.

boulevard- A broad thoroughfare with landscape, sidewalk or pedestrian improvements, often with a landscaped median or center divider, that functions as a linear open space.

buffer- An area of land on the boundary of a parcel that adjoins a parcel which has more restrictive use zoning, such as where a parcel zoned for commercial uses adjoins a parcel zone for residential uses, or a residential zoned parcel that allows a certain number of units to the acre adjoins a parcel that allows a lesser number of units to the acre than the adjoining parcel. A buffer may consist of more restrictive development standards such as in height, bulk, landscaping, or setbacks. The intent of buffer is to mitigate the negative impacts of the more intense uses on the less intense uses.

chicane- A traffic calming design featuring curb extensions that alternate from one side of the street to the other, forming S-shaped curves.

cluster development- Development in which a number of dwelling units are placed in closer proximity than usual with the purpose of retaining open space. A development meeting standards established in Reno Municipal Code 18.06.303.

Community Development Block Grants (CDBG)- A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for which the City of Reno is annually entitled. The grant allocates funds for housing rehabilitation, community development including public improvements and economic development. As a result of the 1990 annual census, a portion of the West University Neighborhood was a target area in which CDBG funds could be spent.

cul-de-sac- A street with a single common ingress and egress and with a turn-around at the end.

density- A calculation achieved by dividing the gross area designated as residential by the number of units built or proposed to be built.

design standards- A set of regulations governing the appearance of a site or structure resulting from improvement or alteration.

downzoning- A change in zoning that results in lower residential densities.

gateway- An arrival point that marks transition into the West University neighborhood by landscape, public improvements, art or signage.

grid pattern- A street system characterized by parallel lines intersected at regular intervals (i.e., checkerboard blocks). The block pattern is characterized by regular (rectangular or trapezoidal) blocks.

infill- Site development or redevelopment where a majority of property within 600 feet has been developed.

non-conforming- A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming.

node- An area of heightened activity with identifiable landmarks such as a neighborhood gathering spot, park or public art installation

parkways- The strip of land between the back of curb and sidewalk that is typically landscaped.

plan participants- Individuals whether, residents, property owners, students or employees who have an interest in the West University neighborhood and participated in public meetings or discussions regarding the policy direction of this plan.

redevelop- Reuse of a previously developed site or structure including a change in use of an existing structure or demolition and new construction.

Regional Center (also known as Focal Centers) - Locales in the City where higher intensity land uses are concentrated as determined by the Truckee Meadows Regional Plan and the Reno Master Plan. Locations where special regulations adopted in RMC 18.06.510(C) apply.

roundabout- A raised island that is usually landscaped and located at the intersection of two or more streets used to direct traffic onto intersecting streets, reduce speeds and accidents.

Residential Construction Tax- A tax authorized by Nevada law and imposed upon the construction of new dwelling units in order to finance construction of park facilities for the use of residents in the new dwellings.

streetscape- The visual image of a street, including areas either in view from or within the public right of-way that may contain sidewalks, street furniture, landscaping, trees, or public spaces.

subdivide- Division of land for the purpose of transfer or development.

Transit Corridors- A City thoroughfare that links focal centers supported by transit and characterized by a pedestrian friendly environment. Locations where special development regulations adopted in RMC 18.06.510(B) apply.

traffic calming- The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.

upzoning- A change in zoning that results in higher residential densities.

West University Neighborhood Advisory Board- A City appointed citizen board of neighborhood residents and property owners who have been involved in neighborhood planning issues since 1990.

Works Program Administration (WPA)- A federal New Deal program established in May, 1935, with the purpose of providing employment to depression era workers. The WPA constructed a number of public improvement projects in the Reno area.

zoning- The division of the city by legislative regulations into areas, or zones, within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards.

zoning code- Title 18.06 of the Reno Municipal Code.

Zoning Overlay District- zoning regulations that are supplementary and in addition to the regulations for a particular area. In the event that there is an inconsistency between the overlay zoning regulations and base zoning regulations, the overlay zoning regulations prevail.

6.0 RESOURCE DIRECTORY

This directory provides contact information for the entities and offices charged with implementing responsibility in Section 3.2, Implementation Program. This information is current at the time this plan is adopted. The City of Reno Community Development Department can provide assistance if contact information provided below is no longer current.

Entity or Office	Contact
City of Reno	
City Attorney's Office	334-2050
Clerk's Office	334-2030
Community Development Department	334-2063
Electrical Franchise Negotiation Team (City Manager's Office)	334-2020
Historical Resources Commission	326-6675
Parking Tickets Division	334-2279
Parks, Recreation, and Community Services Department	334-2262
Public Works Department	334-2350
West University Neighborhood Advisory Board	326-6313
University of Nevada, Reno	
Community Development Office	784-1537
Facilities Management	784-1951
Student Life - Greek Advisory	784-4603
State of Nevada	
Department of Transportation	888-7000
Historic Preservation Office	684-3448
Legislature Representatives	684-6800

**APPENDIX A
TABLE 3 - ZONING CHANGES**

	<u>Parcel Number and Site Address (if any)</u>	<u>Legal Description</u>	<u>Use (Based Upon Washoe County Assessor Records and Field Observations)</u>	<u>Existing Zoning</u>	<u>Revised Zoning</u>
1	007 151 19 1085 Angel Street	Lot 2 Miller Addition	Multi-Family, built-out to 43 du/ac	MF14	MF30
2	007 143 17 1064 Bell Street	Lot 20, Block E St. George Addition	Single Family	MF30 & MF14	MF14
3	007 373 10 1114 Bon Rea Way	Lot 4, Block 18 University Terrace AMD	Single Family	SF6 & MF14	SF6
4	007 374 02 1115 Bon Rea Way	Lot 8, Block 19 University Terrace AMD	Single Family	SF6 & MF14	SF6
5	007 117 09 1104 Buena Vista	Lot 7, Block 5 University Terrace FR 6	Single Family	MF14	MF30
6	007 117 10 1108 Buena Vista	Lot 7, Block 5 University Terrace AMD	Single Family	MF14	MF30
7	007 116 01 1162 Buena Vista Avenue	Lot 1, Block 4 University Terrace Addition and other land	Two-Family (built-out to 15 du/ac)	MF14 & MF30	MF21
8	007 105 01 250 College Street	Lot 2, Block 3 University Terrace AMD	Multi-Family, built out to 18 du/ac	MF21	MF30
9	007 151 17 310 West Eleventh Street	Lot 3 Miller Addition	Two-Family, built-out to 10 du/ac	MF14	MF30

**APPENDIX A
TABLE 3 - ZONING CHANGES**

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10	007 151 16 318 West Eleventh Street	Lot 4 Miller Addition	Two-Family, built-out to 10 du/ac	MF14	MF30
11	007 151 15 326 West Eleventh Street	Lot 5 Miller Addition	Two-Family, built-out to 10 du/ac	MF14	MF30
12	007 151 14 336 West Eleventh Street	Lot 6 Miller Addition	Single Family	MF14	MF30
13	007 151 13 342 West Eleventh Street 344 West Eleventh Street	Lot 7 Miller Addition	Multi-Family, built out to 20 du/ac	MF21	MF30
14	007 151 12 350 West Eleventh Street	Lot 8 Miller Addition	Two-Family, built-out to 11 du/ac	MF14	MF30
15	007 151 11 358 West Eleventh Street	Lot 9 Miller Addition	Single Family	MF14	MF30
16	007 151 10 366 West Eleventh Street	Lot 10 Miller Addition	Single Family	MF14	MF30
17	007 151 09 374 West Eleventh Street	Lot 11 Miller Addition	Single Family	MF14	MF30
18	007 151 08 380 West Eleventh Street	Lot 12 Miller Addition	Two-Family, built-out to 15 du/ac	MF14	MF30

**APPENDIX A
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19	007 151 07 390 West Eleventh Street	Lot 13 Miller Addition	Two-Family, built-out to 13 du/ac	MF14	MF30
20	002 311 09 002 311 10 1601 Grandview Terrace	Within Section 2, T19N, R19E, M.D.M.	Peavine Elementary School, northwest of the Grandview Avenue and Alturas Avenue intersection	SF6	PF
21	007 116 04 118 Imperial Boulevard	Lot 4, Block 4 University Terrace Addition	Single Family	MF14 & MF30	MF21
22	007 116 03 124 Imperial Boulevard	Lot 3, Block 4 University Terrace Addition	Two-Family (built-out to 18 du/ac)	MF14 & MF30	MF21
23	007 105 05 135 Imperial Way	Lot 3, Block 3 University Terrace AMD	Single Family	MF21	MF30
24	007 116 02 152 Imperial Boulevard	Lot 2, Block 4 University Terrace Addition	Two-Family (built-out to 18 du/ac)	MF14 & MF30	MF21
25	007 164 06 919 Nevada Street	Lot 14, Block I St. George Addition	Single Family	MF14	MF30
26	007 164 05 929 Nevada Street	Lot 13, Block I St. George Addition	Single Family	MF14	MF30

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TABLE 3 - ZONING CHANGES**

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27	007 164 04 935 Nevada Street	Lot 12, Block I St. George Addition	Single Family	MF14	MF30
28	007 164 03 945 Nevada Street	Lot 11, Block I St. George Addition	Single Family	MF14	MF30
29	007 164 02 955 Nevada Street	Lot 10, Block I St. George Addition	Single Family	MF14	MF30
30	007 144 04 1055 Nevada Street	Lot 10, Block D St. George Addition	Single Family	MF14	MF30
31	007 144 03 1059 Nevada Street	Lot 9, Block D St. George Addition	Single Family	MF14	MF30
32	007 151 06 1080 Nevada Street	Lot 14 Miller Addition	Multi-Family, built-out to 29 du/ac	MF14	MF30
33	007 164 07 411 West Ninth Street	Lots 15 & 16, Block I St. George Addition	Single Family and Contractor's Yard	MF14	MF30
34	007 144 21 1096 Ralston Street	Within Section 2, T19N, R19E, M.D.M.	City of Reno Fire Station No. 2, southeast of the West Eleventh Street and Ralston Street intersection	MF30	PF
35	007 102 01 1250 Ralston Street	Lot 1, Block 4, University Terrace AMD	Two-Family (built out to 11 du/ac)	SF6	MF14

**APPENDIX A
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36	007 105 03 1309 North Sierra Street	Lot 6, Block 3 University Terrace AMD Fr 4, 5	Single Family	MF21	MF30
37	007 105 06 1341 North Sierra Street	Lot 7, Block 3 University Terrace AMD	Single Family	MF21	MF30
38	002 371 65 1053 Washington Street	Parcel at the southwest intersection of Gear Street with Washington Street	Single Family	MF14 & SF6	SF6
39	007 141 07 1086 Washington Street	Lot 3, Block A St. George Addition	Two-Family (built-out to 12 du/ac)	MF14 & SF6	MF14
40	007 141 08 1090 Washington Street	Lot 4, Block A St. George Addition	Single Family	SF6	MF14
41	007 141 09 1094 Washington Street	Parcel immediately north of Lot 4, Block A, St. George's Addition	Single Family	SF6	MF14
42	002 040 11 6000 Washington Street	Within Section 3, T19N, R19E, M.D.B. and M	Highland Reservoir, west of the College Drive and Washington Street intersection	SF6	PF

**APPENDIX A
TABLE 3 - ZONING CHANGES**

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43	002 040 51 No Site Address	Within Section 3, T19N, R19E, M.D.M.	Sierra Pacific Power Company Substation, southwest of Putnam Drive and Alturas Avenue intersection	SF6	PF
44	002 040 67 No Site Address	Within Section 3, T19N, R19E, M.D.M.	Truckee Meadows Water Authority Parcel, north of Highland Reservoir, south of Citadel Road and west of Washington Street	SF6	PF
45	002 040 68 No Site Address	Within Section 3, T19N, R19E, M.D.M.	Truckee Meadows Water Authority Parcel, north of Highland Reservoir, south of Citadel Road and west of Washington Street	SF6	PF
46	002 053 03 No Site Address	Within Section 3, T19N, R19E, M.D.M.	Truckee Meadows Water Authority Parcel, north of Highland Reservoir, south of Citadel Road and west of Washington Street	SF6	PF
47	002 053 07 No Site Address	Within Section 3, T19N, R19E, M.D.M.	Truckee Meadows Water Authority Parcel, north of Highland Reservoir, south of Citadel Road and west of Washington Street	SF6	PF

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48	002 053 08 No Site Address	Within Section 3, T19N, R19E, M.D.M.	Truckee Meadows Water Authority Parcel, north of Highland Reservoir, south of Citadel Road and west of Washington Street	SF6	PF
49	002 053 09 No Site Address	Within Section 3, T19N, R19E, M.D.M.	Truckee Meadows Water Authority Parcel, north of Highland Reservoir, south of Citadel Road and west of Washington Street	SF6	PF
50	007 011 11 No Site Address	Parcel at the southwest intersection of abandoned Sixteenth Street with North Virginia Street	Vacant	MF14	MF30
51	007 082 09 No Site Address	Lot 6, Block I University Heights Fraction	University Parking Lot	SF6 and MF30	PF
52	007 082 10 No Site Address	Portion of Lot 6, Block I University Heights Fraction	University Parking Lot	SF6	PF
53	007 151 28 No Site Address	Within Section 2, T19N, R19E, M.D.M.	Hebrew Cemetery, southeast of the West Eleventh Street and Angel Street intersection	MF30	PF

**APPENDIX A
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54	007 151 32 No Site Address	Within Section 2, T19N, R19E, M.D.M.	Pythias Cemetery, southeast of the West Eleventh Street and Nevada Street intersection	MF30	PF
55	007 171 29 No Site Address	Parcel A of P.M. 313, northeast of the University Terrace and Nevada Street intersection	Single Family	MF30	SPD
56	007 171 30 No Site Address	Parcel B of P.M. 313, northeast of the University Terrace and Nevada Street intersection	Vacant	MF30	SPD
57	007 204 02 No Site Address	Within Section 11, T19N, R19E, M.D.M.	Whitaker Park, southwest of the University Terrace and Ralston Street intersection	MF14 & MF30	PF
58	007 221 04 007 221 05 No Site Address	Portions of lots 1 through 9 and 11 through 13 of Block 4 Evans N.W. Addition	Evans Park, bounded by East Ninth Street, Evans Avenue, U.S. Interstate 80 on-ramp and Lake Street	MF30	OS

**APPENDIX A
TABLE 3 - ZONING CHANGES**

	<u>Parcel Number and Site Address (if any)</u>	<u>Legal Description</u>	<u>Use (Based Upon Washoe County Assessor Records and Field Observations)</u>	<u>Existing Zoning</u>	<u>Revised Zoning</u>
59	007 330 02 No Site Address	Within Section 2, T19N, R19E, M.D.M.	Grand Army Republic Cemetery, west of Angel Street and east of Hillside Cemetery	MF30	PF
60	007 330 03 through 007 330 66; 007 340 02 through 007 340 97; 007 350 01 through 007 350 13 No Site Address	Section 2, T19N, R19E, M.D.M.	Hillside Cemetery, northeast of the University Terrace and Nevada Street intersection	MF30	SPD

Zoning District Abbreviations:

- SF6 Single Family Residential (6,000 sq. ft.)
- MF14 Multi-family (14 units per acre)
- MF21 Multi-family (21 units per acre)
- MF30 Multi-family (30 units per acre)
- OS Open Space
- PF Public Facility
- SPD Specific Plan District

Sec. 18.06.445 West University Neighborhood Plan Overlay District

(a) Statement of purpose.

(1) Section 18.06.445 is based upon and implements the policies contained in the West University Neighborhood Plan which is adopted as a part of the City of Reno Master Plan. The West University neighborhood has a unique aesthetic and architectural character and identity which contributes to the City's vitality. This unique aesthetic and architectural character has developed over time to promote a sense of connection with the neighborhood and a pedestrian environment. Pertinent to this character and identity are certain architectural features such as front doors which are oriented to the street and housing styles consistent with specific periods of history in the City. The Council also finds that the unique aesthetic and architectural character and identity assists in the preservation of historically and/or architecturally significant buildings and sites. To help support this character, the Council finds that reuse rather than replacement of older structures should be encouraged. The Council also recognizes that by encouraging new investment which results in in-fill development or modifications to existing buildings that are proportional in size, architecturally compatible, and complementary in site design with surrounding development such character can be maintained and enhanced.

(2) The further purpose of West University Neighborhood Overlay District is to implement the policies established in the West University Neighborhood Plan by modification of uses and standards within zoning district. The Council further finds that the use of design standards established in this section will protect, retain, re-establish and strengthen the unique aesthetic and architectural character and identity of the West University neighborhood as articulated in the West University Neighborhood Plan vision statement.

(b) The following definitions apply in this section:

(1) Administrator: The person designated the zoning administrator or his designee.

(2) Block: An area of land within a subdivision bounded on all sides by a street, highway, railroad right-of-way, unsubdivided land or other definite boundary.

(3) Buffer: An area of land on the boundary of a parcel that adjoins a parcel which has more restrictive use zoning, such as where a parcel zoned for commercial uses adjoins a parcel zone for residential uses, or a residential zoned parcel that allows a certain number of units to the acre

adjoins a parcel that allows a lesser number of units to the acre that the adjoining parcel. A buffer may consist of more restrictive development requirements or standards such as in height, bulk, landscaping, or setbacks. The intent of buffer is to mitigate the negative impacts of the more intense uses on the less intense uses.

- (4) Gathering space: A gathering space is an area set aside for the leisure and recreational use of the residents and visitors of a multi-family development
- (5) Half-block: One side of a block that is divided by an alley.
- (6) Two-family residence: A parcel developed with two single-family residences which may or may not be attached.

(c) Applicability of standards

- (1) Except where noted, these standards apply to development on all parcels within the West University Neighborhood Plan which have the master plan designations of University Regional Center and Transit Corridor and Traditional Neighborhood, as set forth in the West University Neighborhood Plan, an element of the City of Reno Master Plan. Subsection d applies to lands within the West Seventh Street Business Corridor.
- (2) These standards do not apply to work on the site which involves parking lots, fences, landscape walls, interior renovations, uncovered or covered patios or any other improvements that do not expand the building footprint or change the roof pitch.
- (3) These standards do not apply to properties owned by the University of Nevada, Reno.

(d) Specific districts and uses

The following modifications to the citywide land use table (RMC 18.06.301) apply within applicable districts of the West University Neighborhood Plan:

Traditional Neighborhood:

Animal Clinics, Shelters, Hospitals and Boarding Kennel are prohibited in the Neighborhood Commercial zoning district;

Art Galleries are allowed in conjunction with a residential use, subject to approval of a special use permit, in the SF-6, MF-14, MF-21 and MF-30 zoning districts;

Car Washes are prohibited in the Neighborhood Commercial zoning district;

Cluster Developments are prohibited in the SF-6 zoning district;

Commercial Child Care Centers are prohibited in the SF-6, MF-14, MF-21 and MF-30 zoning district;

Convents and Monasteries are allowed, subject to approval of a special use permit, in the SF-6, MF-14, MF-21 and MF-30 zoning districts;

Fitness Centers are prohibited in the MF-21 and MF-30 zoning districts;

Fraternity and Sorority Houses are prohibited in the MF-21 zoning district;

In-Home Child Care (7-12 children) facilities are prohibited on lots less than 10,000 square feet in the SF-6 and MF-14 zoning districts;

Libraries are allowed, subject to approval of a special use permit, in the SF-6, MF-14, MF-21 and MF-30 zoning districts;

Mini-Warehouses are prohibited in the SF-6 and MF-14 zoning districts;

Multi-Family developments are prohibited in the SF-6 zoning district;

Museums are allowed, subject to approval of a special use permit, in the SF-6, MF-14, MF-21 and MF-30 zoning districts;

Night Clubs are prohibited in the NC zoning district;

Non-residential uses that are conditional for the MF30 zoning district are prohibited on Ralston Street.

Private Dorms are prohibited in the MF-21 and MF-30 zoning districts;

Service Stations are prohibited in the NC zoning district;

Showrooms are prohibited in the NC zoning district;

Single Family, Condominium, Townhouse and Multi Family developments are allowed in the NC zoning district and are not required to be located on above-ground floors or be accessory to a non-residential use.

Video Arcades are prohibited in the NC zoning district;

University Regional Center and Transit Corridor:

Automobile and Truck Sales and Mobile Home, RV, Boat and Trailer Sales or Rental facilities are prohibited in the AC and CC zoning districts;

Automobile Rental facilities are prohibited in the AC zoning district;

Drive-Through Facilities are prohibited in the AC and CC zoning districts;

Multi-Family developments are prohibited in the AC, CC and NC zoning districts unless the multi-family use is confined to above ground floor levels of multi-story buildings and non-residential uses are located on the ground floor;

Multi-Family developments in excess of 30 units per acre are allowed in the MF-30 zoning district;

Rental Stores with Outside Storage and Truck Rental facilities are prohibited in the AC and CC zoning districts;

Single Family, Attached/Condominium/Townhouse developments are prohibited in the AC, CC and NC zoning districts unless the residential use is confined to above ground floor levels of multi-story buildings and non-residential uses are located on the ground floor;

Restaurants with Alcohol Service are allowed in the MF-30 zoning district on properties fronting on Virginia Street, Center Street, Sierra Street, Ninth Street, and Eighth Street;

Restaurants without Alcohol Service are allowed in the MF-30 zoning district;

Single Room Occupancy facilities are allowed in the AC and CC zoning districts;

West Seventh Street Business Corridor:

Drive-Through Facilities are allowed in the NC zoning district on properties fronting on Keystone Avenue and within the block bounded by U.S. Interstate 80, Keystone Avenue, West Seventh Street and Alvaro Street.

- (e) General standards.

Provisions established by RMC 18.06.509 for Residential Infill Development do not apply to the West University Neighborhood Plan Overlay District.

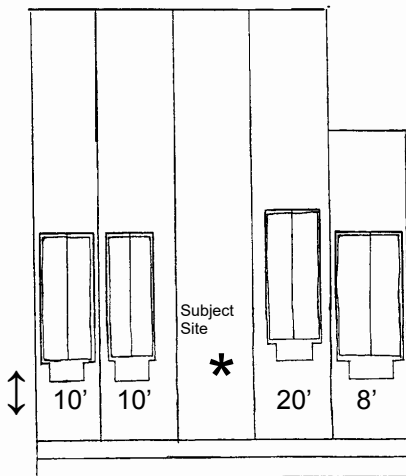
- (f) Standards for development of single-family or two-family residences

- (1) Setbacks

a. Front setbacks:

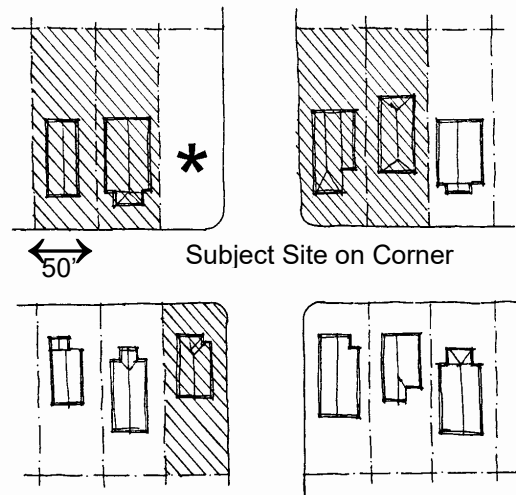
1. Structures shall be constructed so that the front setback is within the range of the front setbacks for the two nearest structures on either side of the new structure on the same side of the street (see Figure 4-1);
2. In the case of new construction on a corner lot, the front setback may not be outside of the range of the front setbacks of the nearest single or two-family structures located within 100 feet of the new structure as on the same side of the street (see Figure 4-2).

**Figure 4-1
Front Setbacks**



The setback range for the subject site is between 8' and 20'

**Figure 4-2
Corner Lot Setbacks**



The setback range for corner lots is established by the setbacks of structures within 100' on the same side of the street.

3. If the allowable front setback range is less than five (5) feet, development with front setbacks up to five (5) feet outside of the allowable range shall be allowed if the Administrator finds that significant site features, such as trees, will be preserved or existing development on the site prevents placement of the proposed structural expansion within the allowable front setback range.

- b. Expansion of the footprint or exterior modifications to structures more than fifty (50) years old shall be allowed to encroach on required rear setback(s) or a front setback for lots with two front yards, if the administrator finds the expansion or modifications comply with Section 18.30.100(c)(5) of the Code, as may be amended, concerning historic preservation and the Uniform Building Code as adopted in Chapter 14.04 of the Code, and as may be amended, concerning fire protection.

(2) Maximum building coverage on parcel.

A building or combination of buildings, including any covered rear or side porch or stairs, but excluding any balcony, driveway, walkway, uncovered deck, or covered front porch must not cover more than forty percent (40%) of the lot area; however, development of structures listed in the City's Register of Historic Places, may cover fifty percent (50%) of the lot area.

(3) Roofs.

A minimum of 80% of the building footprint must be covered by a roof with a minimum pitch of 4:12. Flat roofs are not allowed on any building section. Roof pitch will be evaluated from a plan view perspective.

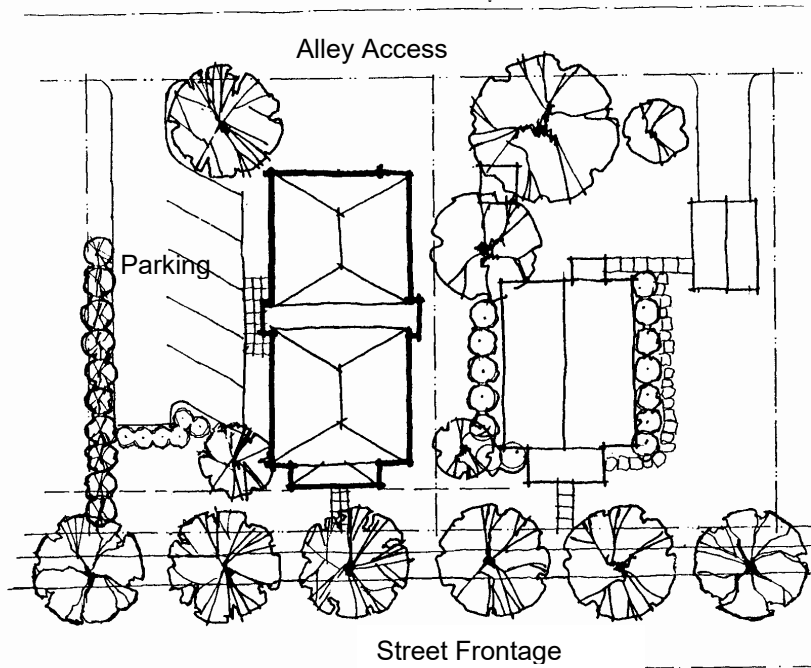
(4) Front door orientation.

The front door of the dwelling closest to the street must face a street.

(5) Motor vehicle access.

- a. If the site is served by an alley, access for motor vehicles must be from the alley, not from a street frontage (see Figure 4-4). Access from a street frontage shall be allowed to continue upon approval of a structural addition if the structural addition is less than five hundred (500) square feet and access was previously achieved from a street frontage.

**Figure 4-3
Motor Vehicle Access**



If a site is served by an alley, access for motor vehicles must be from the alley not from a street frontage.

- b. When access is from a street frontage, the maximum driveway width in front of a building is twelve (12) feet for properties with garages or carport openings less than twelve (12) feet and twenty (20) feet for properties with garages and/or carport openings equal to or greater than twelve (12) feet.
 - c. Excluding driveways, parking is not allowed in front setback areas and in areas between a front property line and a building.
 - d. When parking is provided in a garage or carport and the garage door(s) or carport opening faces a street, garage and carport opening areas must not be more than thirty percent (30%) of the length of the building elevation that faces the street except when detached garages are located on or within five feet of a rear yard setback line.
- (6) Buildings.
- a. Modifications to any structure on a parcel which increases the building footprint or construction of new structures shall include two of the following:

1. The exterior finish is constructed with materials compatible with the existing main structure building materials. The new materials shall be either identical or similar to the original building materials. For example, details of synthetic siding should match that of traditional wood siding.
2. Contemporary interpretations of architectural features such as trim, fenestration, window frames, dormers, columns, gables, decorative wood or metal work found on the existing main structure are used.
3. The roof pitch is the same or within the range of the roof pitches on the existing main structure.

- b. If the height of a proposed structure would exceed the height of an existing building that faces the street on the same lot, the rear and side-yard setbacks shall be increased by 5 feet for every 8 feet that the new structure exceeds the height of the existing building.

(g) Standards for development of multi-family residential containing three (3) or more residences.

(1) Setbacks for sites developed on half-blocks that contain parcels zoned either single-family residential or multi-family residential of 14 units or less.

- a. Structures shall be constructed so that the front setback is within the range of the front setbacks for the two nearest structures on either side of the new structure on the same side of the street (see Figure 4-2).
- b. In the case of new construction on a corner lot, the front setback may not be outside of the range of the front setbacks of the nearest single or two-family structures located on the same side of the street (see Figure 4-3).
- c. If the allowable front setback range is less than five (5) feet, development with front setbacks up to five (5) feet outside of the allowable range shall be allowed if the Administrator finds that significant sites features, such as trees, will be preserved or existing development on the site prevents placement of the proposed structural expansion within the allowable front setback range.

(2) Roofs

A minimum of 80% of the building footprint must be covered by a roof with a minimum pitch of 4:12. Flat roofs are not allowed on any building section. Roof pitch will be evaluated from a plan view perspective.

(3) Motor vehicle access

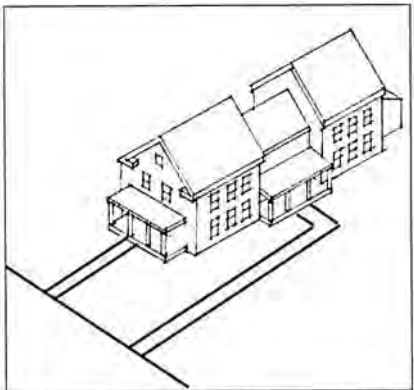
- a. If the site is served by an alley, access for motor vehicles shall be from the alley, not a street frontage (see Figure 4-4). Access from a street frontage shall be allowed to continue upon approval of a structural addition if the structural addition is less than five hundred (500) square feet and access was previously achieved from a street frontage.
- b. When access is from a street frontage, the maximum driveway width is twelve (12) feet for properties with garages or carport openings less than twelve (12) feet and twenty (20) feet for properties with garages and/or carport opening equal to or greater than 12 feet.
- c. Excluding driveways, parking is not allowed in front setback areas and in areas between a front property line and a building.

(4) Buildings

- a. Modifications to any existing structure on a parcel which increases a building footprint or construction of new structure shall include two of the following:
 1. The exterior finish is constructed with materials compatible with the existing main structure building materials. The new materials shall be either identical or similar to the original building materials. For example, details of synthetic siding should match that of traditional wood siding.
 2. Contemporary interpretations of architectural features such as trim, fenestration, window frames, dormers, columns, gables, decorative wood or metal work found on the existing main structure may be used.
 3. The roof pitch on an addition or new structure shall be the same or within the range of the roof pitches on the existing main structure.

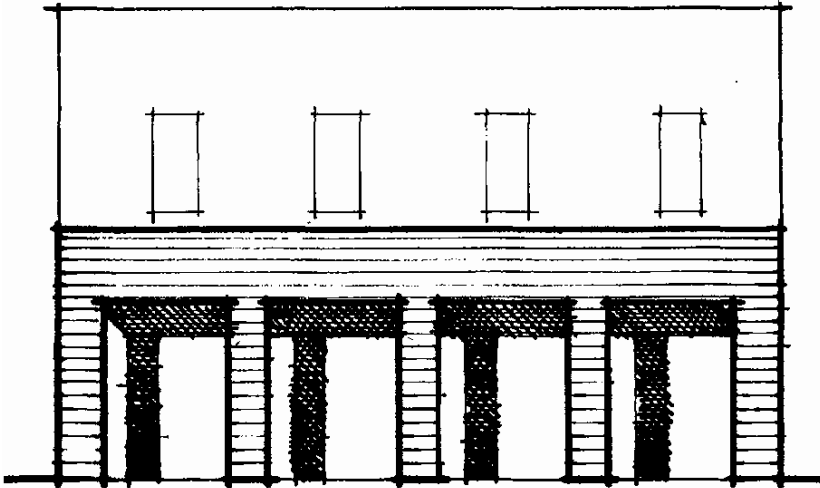
- b. For every 35 feet of building length facing a street, each story shall have an individual dwelling entrance, private balcony, or patio. Each required balcony or patio shall be at least six (6) feet wide and four (4) deep, accessible from an interior room, and unenclosed except ground level patios may be enclosed by a six (6) foot fence.
- c. Dwelling and main entrances shall be delineated by the use features such as recesses, additional detailing, overhangs, columns, and change in volume and form (see Figure 4-5).
- d. If entrances to all units do not face a street, a main entrance shall be provided which includes either a covered front porch at least nine (9) feet wide and six (6) feet deep or an arcade which has the following characteristics (see Figure 4-6):
 - 1. is between six (6) feet and ten (10) deep;
 - 2. extends the length of the building to which it is attached;
 - 3. intersects with an on-site pedestrian path and individual unit entrances or stairwells;
 - 4. is at least 14 feet in height;
 - 5. contains openings of not less than six (6) feet in width;
 - 6. is at least twenty-five percent (25%) solid but no more than fifty percent (50%) solid;
 - 7. is open to the air on three (3) sides; and

**Figure 4-4
Dwelling and Main Entrances**



Dwelling entrances must be clearly delineated by the use of recesses, additional detailing, overhangs, columns, and change of volume and form.

**Figure 4-5
Arcade**



If entrances to all units do not face a street, a main entrance or an arcade must be provided.

8. has no blocked street facings or end openings, in part or in full, with walls, glass, lattice, glass block or any other material.

(5) On-site pedestrian path

A hard-surface path of not less than four (4) feet in width shall be provided to a building entrance from each street frontage or from a street corner.

(6) Gathering space

If a project has six (6) or more units, there must be a gathering space which:

- a. has at least one hundred (100) square feet provided for each street the project faces;
- b. is visible from the street(s) for which it was provided;
- c. corresponds to at least fifty (50%) of the required usable open space for the project, as required in RMC Section 18.06.503.50 and
- d. contains one of the following amenities for each one hundred (100) square feet:
 1. bench or other seating;
 2. tree which is not included in the minimum landscape requirements;
 3. kiosk;
 4. water feature such a pond or a fountain;
 5. landscape planter or planning bed of at least 20 square feet;
or
 6. fixed recreational apparatus.

(7) Residential buffers

- a. The building height for a fifteen (15)-foot portion of a lot abutting a parcel zoned single-family is limited to the maximum building height allowed by the that single-family residential zoning district (see Figure 4-7).

- b. The building height for a fifteen (15)-foot portion of a lot abutting a parcel zoned multi-family residential, 14 units or less is limited to the maximum building height allowed by the multi-family residential, 14 units or less zoning district.
 - c. A five (5) foot landscape area shall be installed along any lot line that abuts a parcel zoned single-family or multi-family residential, 14 units or less.
- (h) Standards for development of non-residential units and residential units with non-residential use on the ground-floor.

(1) Front zero lot-line setbacks are required when:

- a. a structure on one of the abutting parcels on the same side of the street is built to the zero-lot line; or
- b. in the case of new construction on a corner lot, the nearest existing commercial structure located within one hundred (100) feet of the new structure on the same side of the street is built to zero-lot line.

(2) Roofs

- a. A minimum of 80% of the building footprint must be covered by a roof with a minimum pitch of 4:12; or
- b. be flat with either a decorative parapet that surrounds the building and is at least eighteen (18) inches in height or have three distinct roof planes with a minimum 18-inch overhang over the two other planes.

(3) Ground floor windows

Windows shall be at least fifty percent (50%) of the length and twenty-five percent (25%) of the area of all exterior ground level building walls within twenty (20) feet of a street lot line, sidewalk, plaza or other public open space (see Figure 4-8). Ground floor walls are equal to all exterior wall area up to nine (9) feet above the finished grade. This requirement does not apply to the walls of parking garages and residential units. Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances or display windows set into the wall. Display cases attached to the outside of the wall do not qualify. The bottom of the windows shall be no more than four (4) feet above the adjacent exterior grade.

(4) Ground floors

Ground floor shall be visually distinct from upper levels by:

- a. a cornice above the ground level;
- b. an arcade;
- c. changes in material or texture; or
- d. a row of clerestory windows on a building's street facing elevation.

(5) Corner reinforcement

The structure with the greatest ground level square foot area shall be within ten (10) feet of both street lot lines on at least one corner on corner lots where two sidewalks or public pedestrian ways meet.

(6) Parking

Parking is not permitted between a building and a street unless a property is bound by two or more roadways, has parking between the building and street on no more than one (1) street frontage, and contains a ten (10) foot landscaped area between the street and the parking area which is in addition to the minimum landscape area requirements.

(7) Residential buffers

- a. The building height for a fifteen (15)-foot portion of a lot abutting a parcel zoned single-family is limited to the maximum building height allowed by the that single-family residential zoning district (see Figure 4-7).

**Figure 4-6
Residential Building Height Buffer**



The building height for a 15 foot portion of a lot abutting an SF or MF14 zoning district developed with single family residences is limited to the building height of the lesser intensity residential zoning district.

**Figure 4-7
Ground Floor Windows**



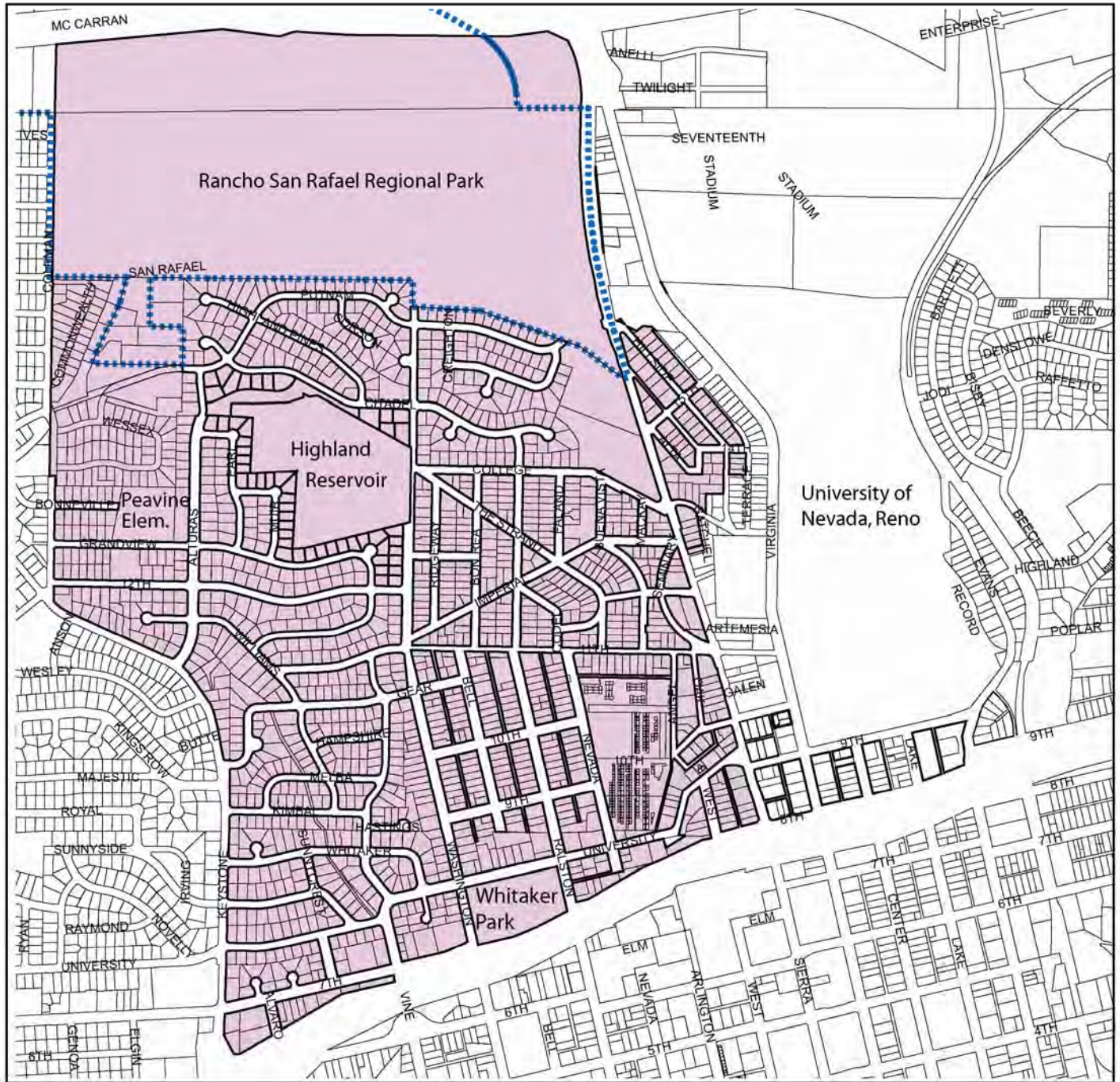
Ground floor walls must have windows that provide views into buildings or display items.

- b. The building height for a fifteen (15)-foot portion of a lot abutting a parcel zoned multi-family residential, 14 units or less is limited to the maximum building height allowed by the multi-family residential, 14 units or less zoning district.
 - c. A ten (10) foot wide landscaped area shall be installed along any lot area which abuts residentially zoned parcels.
- (8) On-site pedestrian path system


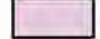
On-site pedestrian path systems shall:

- a. provide direct pedestrian paths from all adjacent streets or street corners to main entrances, ground level stairwells, and elevator landings;
- b. connect all buildings, bicycle and parking areas, recreational areas, and gathering spaces;
- c. be hard-surfaced;
- d. be at least four (4) feet wide;

- e. be clearly identifiable, through the use of elevation changes, speed bumps, different paving material, or by other similar methods, but not striping, where the pedestrian path crosses driveways, parking areas, and loading areas;
 - f. be raised or separated from automobile travel lanes by raised curbs with curb ramps, bollards, landscaping or other physical barrier when parallel and adjacent to an automobile travel lane.
- (i) On-premises advertising display shall not be internally illuminated when visible from residentially zoned properties within 600 feet of the display.



Map 1 West University Neighborhood Plan Plan Area

-  City Limits
-  WUNP Plan Area

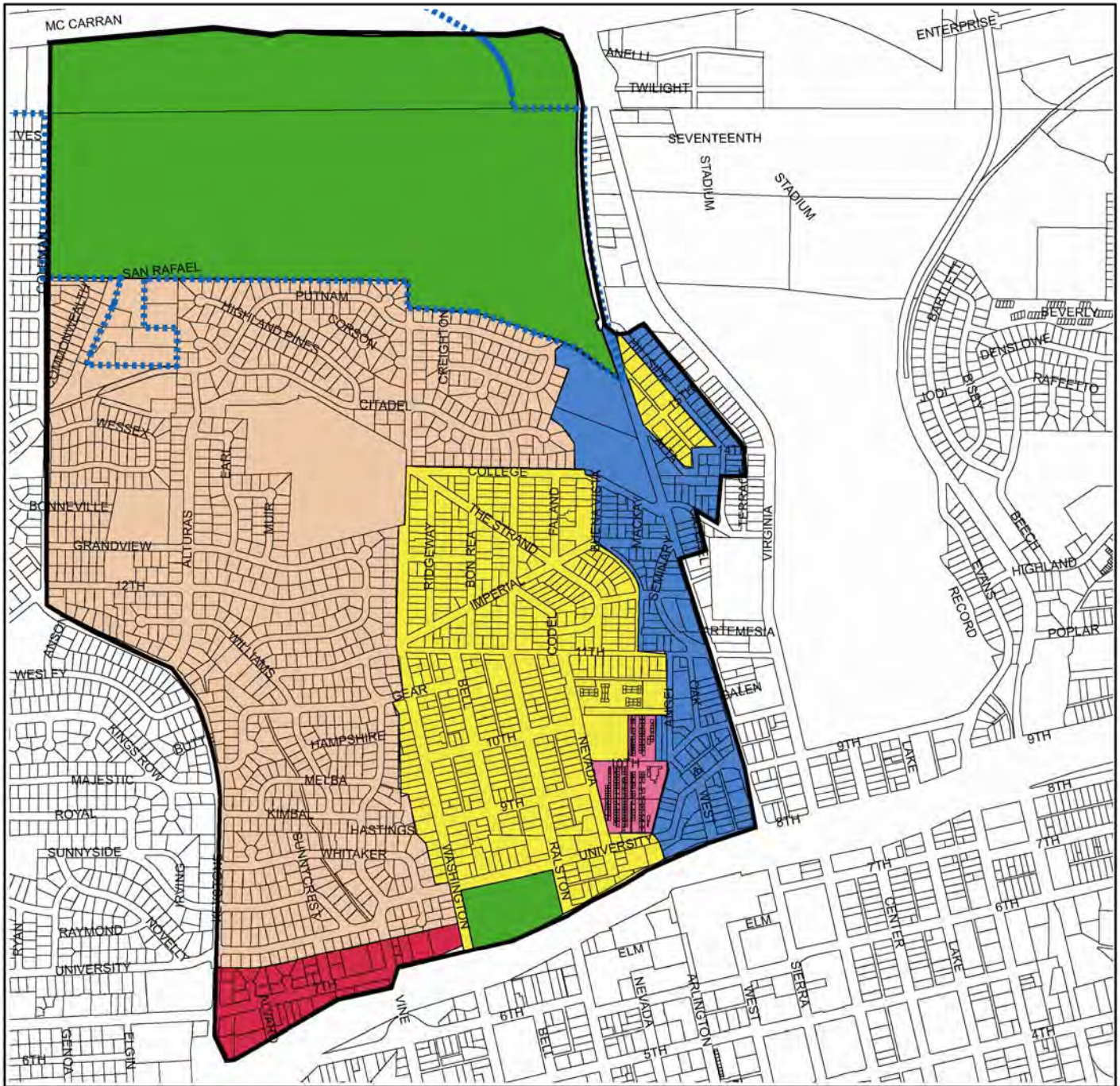


0 180 360 720 1,080 1,440 Feet

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Community Development Department
450 Sinclair Street Phone: 334-2063
P.O. Box 1900 Fax: 334-2043
Reno, NV 89505 www.cityofreno.com



Map 3 West University Neighborhood Plan Land Use Plan

-  City Limits
-  Traditional Neighborhood
-  Small Scale Residential
-  Parks and Recreation
-  Regional Center and Transit Corridor
-  West Seventh Street Business Corridor
-  Special Planning Area



0 180 360 720 1,080 1,440
Feet

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Community Development Department
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Reno, NV 89505 www.cityofreno.com

NEWLANDS NEIGHBORHOOD PLAN



ADOPTED BY CITY COUNCIL ON MAY 23, 1988

EXPLANATION: *Matter in italics is new*; matter in brackets
[] is material to be omitted.

BILL NO. 4131

ORDINANCE NO. 3680

AN ORDINANCE TO AMEND TITLE 18, CHAPTER 18.26 OF THE RENO MUNICIPAL CODE ENTITLED "MASTER PLAN," BY ADOPTING THE NEWLANDS NEIGHBORHOOD PLAN AS A PORTION OF THE MASTER PLAN OF THE CITY OF RENO; TOGETHER WITH OTHER MATTERS PROPERLY RELATING THERETO.

SPONSORED BY: Reno City Planning Commission

THE CITY COUNCIL OF THE CITY OF RENO DO ORDAIN:

SECTION 1. Chapter 18.26 of the Reno Municipal Code is hereby amended by adding certain wording to Section 18.26.010, the same to read as follows:

Sec. 18.26.010. Purpose and findings.

To promote the public health, safety, morals, convenience, general welfare; to provide and improve traffic congestion in the streets; to provide light and air for all buildings; to avoid undesirable concentrations of populations; to prevent overcrowding of land and to facilitate adequate provision of transportation, water, sewage, schools, parks and other public requirements and to provide an economic and social advantages gain from a comprehensively planned use of land and resources.

The City further finds and declares:

- (1) That a thirteen (13) year time span has passed since the City of Reno last adopted a land use plan;
- (2) That seven years (7) have passed since the City of Reno adopted a Population/Conservation Plan;
- (3) That changing conditions have necessitated preparation of a Master Plan which addresses the current and future needs and goals of the City;
- (4) That Nevada Revised Statutes (NRS 278.150 to 278.240) provide the authority and general subject matter as is appropriate by which a Master Plan is prepared;

- (5) That the Reno City Profile, 1981-82 has been received and reviewed by the Reno City Planning Commission and City Council, functioning as the data base for the Master Plan;
- (6) That the City Council and the City Planning Commission jointly held nine (9) public forums in the fall of 1981 to gather citizen comment on planning-related issues;
- (7) That the City Planning Commission and City Council considered alternative futures for Reno and commented on the merit of each in January, 1982;
- (8) That the City Planning Commission and City Council, after public hearings, adopted the Reno Policy Plan in April of 1982;
- (9) That the City Planning Commission following several public hearings, adopted the Land Use/Transportation Guide of 1983 on April 20, 1983; which was amended by the City Council on January 30, 1984;
- (10) That the City Planning Commission, following a public hearing, adopted the Population Guide of 1983 on October 19, 1983; which was approved by the City Council on March 12, 1984;
- (11) That the City Planning Commission, following a public hearing, adopted the Conservation Guide of 1983 on December 14, 1983; which was approved by the City Council on March 12, 1984;
- (12) That the City Planning Commission, following a public hearing, adopted the Park and Open Space Guide of 1984 on May 16, 1984; which was approved by the City Council on June 25, 1984;
- (13) That the City Planning Commission, following a public hearing, adopted the Reno City Profile, 1981-82 on June 6, 1984; which was approved by the City Council on June 25, 1984; [and]
- (14) That the City Planning Commission, following 5 public hearings, adopted the McQueen Area Development Plan as an amendment to the Master Plan, on December 4, 1985; which was approved by the City Council on March 24, 1986[.]; and

- (15) That the City Planning Commission, following 7 neighborhood meetings and 2 public hearings, adopted the Newlands Neighborhood Plan as an amendment to the Master Plan, on February 17, 1988; which was approved by the City Council on March 14, 1988.

SECTION 2. Chapter 18.26 of the Reno Municipal Code is hereby amended by adding certain wording to Section 18.26.020, the same to read as follows:

Sec. 18.26.020. Adoption.

The following listed text and graphics, all of which are marked Exhibit "A" on deposit in the City Clerk's office, are hereby adopted and considered appropriate, constituting portions of the Master Plan pursuant to the provisions of NRS Chapter 278.

- (1) Chapter I - Reno City Profile,
- (2) Chapter II - Reno Policy Plan,
- (3) Chapter III - Land Use/Transportation Guide (text and graphic),
 - a. Amendment to Land Use/Transportation Guide. The several land use designations as established and located on the Land Use/Transportation Guide graphic can be amended and adopted subject to the provisions of NRS 278.210 and 278.220.
- (4) Chapter IV - Population Guide,
- (5) Chapter V - Conservation Guide,
- (6) Chapter VI - Park and Open Space Guide.
- (7) McQueen Area Development Plan.
- (8) *Newlands Neighborhood Plan.*

SECTION 3. This ordinance shall be in effect from and after its passage, adoption and publication in one issue of a newspaper printed and published in the City of Reno.

SECTION 4. The City Clerk and Clerk of the City Council of the City of Reno is hereby authorized and directed to have this ordinance published in one issue of the Reno Gazette Journal, a newspaper printed and published in the City of Reno.

PASSED AND ADOPTED this 23rd day of May, 1988, by the following vote of the Council:

AYES: Smith, Wilson, Lehnert, Allen, Nunez, Wishart, Sferrazza


NAYS: None

ABSTAIN: None ABSENT: None

APPROVED this 23rd day of May, 1988.


MAYOR OF THE CITY OF RENO

ATTEST:

 CHIEF DEPUTY
CITY CLERK AND CLERK OF THE CITY
COUNCIL OF THE CITY OF RENO, NEVADA.

EFFECTIVE DATE: June 3, 1988

A RESOLUTION TO ADOPT THE NEWLANDS
NEIGHBORHOOD PLAN AS AN ELEMENT OF THE
CITY OF RENO MASTER PLAN

WHEREAS, the Reno Policy Plan was adopted in 1986, including adoption of Policy No. I.C.8 which reads, "The City will develop and implement a neighborhood planning process which addresses the needs of local residents and facilitates citizen input,"; and

WHEREAS, the Reno City Planning Commission on December 10, 1986 adopted Resolution No. 5-87 supporting a neighborhood planning program; and

WHEREAS, the Newlands Neighborhood Plan is presented as a result of seven neighborhood meetings; and

WHEREAS, the Reno City Planning Commission held a public hearing on the Newlands Neighborhood Plan on February, 17, 1988;

NOW, THEREFORE, BE IT RESOLVED by the Reno City Planning Commission that the Newlands Neighborhood Plan is hereby adopted as an element of the Reno Master Plan; and

BE IT FURTHER RESOLVED that the Reno City Planning Commission recommends that the City Council adopt the Newlands Neighborhood Plan as an element of the Reno Master Plan.

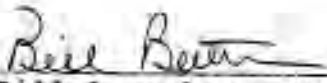
Upon motion of Commissioner Sprenger seconded by Commissioner Aymar, the foregoing Resolution was passed and adopted this 17th day of February, 1988, by the following vote of the Commission:

AYES: Aymar, Bertelson, Bryan, Miller and Sprenger

NAYES: None

ABSTAIN: N/A ABSENT: Collins and Johnson

Approved this 17th day of February, 1988.


Bill Bertelson, CHAIRPERSON

ATTEST:


LEANN J. MCELROY
RECORDING SECRETARY

LR17/ne

CITY OF RENO
MASTER PLAN

NEWLANDS NEIGHBORHOOD PLAN

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INTRODUCTION

In April, 1986, the City of Reno adopted the Reno Policy Plan as a component of its Master Plan. Among other things, this policy plan directed the City to implement a neighborhood planning program. The policy reads:

I.C.8 The city will develop and implement a neighborhood planning process which addresses the needs of local residents and facilitates citizen input.

The Newlands Neighborhood is one of the first areas in Reno where a neighborhood planning program was initiated. This area comprises the second oldest neighborhood in the City and has a distinct architectural style that is enjoyed by residents throughout the City. The neighborhood is also important because of its status as one of the few remaining residential neighborhoods located close to downtown.

The primary reason for implementing a neighborhood plan in the Newlands area is the growing pressure for development. In recent years, houses in the Newlands neighborhood have been changing over to professional office and business uses. While most of the businesses have maintained houses in their original state, they have also brought increased traffic and parking problems to the neighborhood. Residents also complain that the presence of businesses means that fewer families move into the area, making the neighborhood a less desirable place to live.

To protect their neighborhood, residents of the Newlands area formed a neighborhood organization to contest the increasing number of zone changes and new developments taking place. Members of the organization appeared regularly before the Planning Commission and City Council to express their opposition to proposed developments in their neighborhood. The formation of this neighborhood group, and the fact that residents were concerned about the future of their neighborhood provided a strong basis from which a neighborhood plan could be developed.

In October, 1986, the City began the process of preparing a neighborhood plan for the Newlands neighborhood. As a first step, the City contacted key City Departments, such as Police, Fire and Public Works in order to identify existing problems in the area. A land use analysis of the area was also conducted. Once this background information was collected, several meetings were held with residents of the area. The first meetings focused on identifying residents' concerns about the area and the issues they wanted the neighborhood plan to focus on. Later meetings were used to further discuss options for resolving residents' concerns and to reach agreement on the recommendations offered in the neighborhood plan.

This report represents the Action Plan for the Newlands neighborhood. The report begins with background information on services, land uses and other information important to the development of a neighborhood plan. The report next provides a summary of residents' concerns. Finally, the report presents a series of recommendations for addressing residents' concerns.

NEIGHBORHOOD PLANNING AREA

The Newlands neighborhood planning area was defined by residents on the basis of several criteria. Residents considered existing land uses in the area and the participation of other residents in neighborhood activities. The most important consideration, however, was the extent to which properties in different locations have been affected by the encroachment of office uses into the neighborhood. Boundaries were further delineated using topographic features, major roads and historic subdivisions. The boundaries of the planning area are shown on Map 1.

The Newlands neighborhood comprises a total of 138 acres. At the north of the planning area, the Truckee River and its bluff forms a natural barrier between the Newlands neighborhood and other parts of the City. The boundary continues from the river to Keystone Avenue, crosses California Avenue to Newlands Circle and continues down St. Lawrence Avenue for one block. At this point, the western boundary is defined by Mark Twain and Bret Harte Avenues. It should be noted, however, that in the past, residents have considered properties west of this line on to Marsh Avenue as part of their neighborhood. Since these homes are largely unaffected by the office encroachment, they were not included in the planning area.

The southern border of the Newlands neighborhood is formed by Monroe Street, which also marks the point at which most of the original Newlands Subdivision ended. Arlington Avenue, a designated minor arterial, defines the eastern border of the planning area.

HISTORIC BACKGROUND¹

The first home to be developed in the Newlands neighborhood was the F. G. Newlands residence at 7 Elm Court. Francis G. Newlands was a United States Congressman for Nevada from 1893 to 1903 and a United States Senator from 1903 to 1917. In the early 1900s, Newlands formed the Newlands Company which began subdividing land in what is now the Newlands neighborhood. His own residence was constructed in 1889.

The first subdivisions in the neighborhood began along Court Street and South Arlington Avenue. The beauty of these homes and their location along a scenic bluff overlooking the Truckee River brought many of the City's most prominent citizens to the area. One of the largest homes in the neighborhood, 631 California Avenue, was built between 1906 and 1911 by George S. Nixon, a Winnemucca banker and United States Senator from 1905 to 1912.

Further development in the area continued along the northern side of Court and Ridge Streets and Nixon and California Avenues. Properties facing those sited along the bluff were somewhat smaller in scale and lot size, but incorporated similar architectural features, thus providing a sense of continuity. Subdivision development continued into 1930 within the southern part of the neighborhood. Most homes in this area were again more modest in size, but retained characteristics of the Period Revival architecture common to the area.

DEMOGRAPHIC ANALYSIS²

The 1980 U.S. Census provides neighborhood level demographic data for an area that includes the Newlands neighborhood but extends further south to Plumb Lane and east to Hunter Lake Road. While the neighborhood defined by the census is larger than the Newlands neighborhood, demographic trends can be generally inferred from this source.

Age

Nearly 4,000 residents live in the census defined neighborhood. Of this number, 17.7% are of school age (ages 5-19). This percentage is somewhat lower than that of the Reno Metropolitan Statistical Area (MSA), which encompasses all of Washoe County, where 21.4% of the population are school age children. Newlands households also tend to be smaller than those in the Reno MSA, having an average of 2.36 persons per household as compared to 2.44 in the Reno MSA. These differences may be in part explained by the higher median age of Newlands residents which is 41.9 years as compared to 30.8 in the Reno MSA. The percentage of elderly residents (age 65 and older) in Newlands is also more than twice that in the larger Reno area.

Marital, Educational and Occupational Status

The majority of Newlands residents are married, well educated and employed in professional occupations. In comparison to the Reno MSA, a higher percentage of residents over age 15 are married (59.2% in the neighborhood versus 55.8% in the MSA). Over 35% of Newlands residents have attended four years of college as com-

pared to only 19.6% in the Reno MSA. Reflecting this higher educational status, the highest percentage of neighborhood residents (38.8%) are employed in managerial and professional specialty occupations. Households in the Newlands area earn an average of \$29,900 or 29% more per year than households in the Reno MSA.

Homeownership and Housing Characteristics

Census data on homeownership in the Newlands area provide strong evidence of neighborhood stability. These data show that 74.7% of all housing units in the census defined neighborhood are owner-occupied as compared to 50.3% in the Reno MSA. Among Newlands homeowners, over 30% have lived in the same unit for thirty-five years or more. Over 61% of all neighborhood residents have lived in the same house since 1975. The Reno MSA shows much more transition among residents with only 10.3% of homeowners remaining in the same house for over thirty-five years and 35.1% of all residents living in the same house since 1975.

Homes in Newlands are more expensive than those in the larger Reno area, perhaps because of the area's historic and architectural significance. The median value of owner-occupied homes in the Newlands neighborhood is \$96,800, with 46.5% of such units valued at over \$100,000. The median value of owner-occupied homes in the Reno MSA is \$76,600, with only 24.3% valued at over \$100,000.

Most homes in Newlands (51.9%) were built between 1940 and 1960,

though a fairly high percentage (27.9%) were constructed prior to 1940. In the Reno MSA the housing stock is much newer, with over 70% of all homes built between 1960 and 1980, and only 8.3% built prior to 1940.

Summary

The 1980 U.S. Census data for the Newlands neighborhood indicate a well educated, fairly high income and stable resident population. Neighborhood residents tend to have fewer school age children than residents of the Reno MSA, probably because they also tend to be older. The reason for the older age of Newlands residents may be that many property owners moved to the area more than thirty years ago and that the high housing prices may be beyond the reach of young families.

The long tenure and large percentage of homeowners in the neighborhood further emphasizes the overall stability of the Newlands neighborhood. In addition, relatively high housing prices indicate that the Newlands neighborhood is a desirable place to live. The older age and large size of homes in the area, and their associated large lots, may also explain their high valuation.

With such strong evidence of neighborhood stability, census data provide little indication that the Newlands neighborhood is undergoing transition. However, a walk through the neighborhood reveals a somewhat different picture. Particularly in the northern portion of the Newlands planning area, a number of

houses are for sale and several appear vacant. Most of these properties represent the few remaining residences in areas that have already changed over to office use. Unfortunately, the census addresses the issue of housing sales only with regard to vacant properties, and thus does not provide evidence of this apparently high number of homes for sale.

Conversations with neighborhood residents also provide another perspective on changes taking place in the neighborhood. According to those who live in the area, an increasing number of young families with children are moving back to the neighborhood. This claim is supported by the Washoe County School District. The trend is not yet evident in census data, however, in part because it may be a relatively recent trend and in part because neighborhood level statistics were not compiled prior to 1980 and are thereby not available for comparison purposes.

LAND USE ANALYSIS

An understanding of existing land use, particularly with regard to areas of potential change, is necessary to the development of a neighborhood plan. Land use analysis is especially important in the case of the Newlands neighborhood since the primary concern of residents is the encroachment of offices into residential areas.

Existing Land Uses

The methodology used to determine existing land use in the Newlands planning area followed a three step process. First, parcel maps of the area were compared to County Assessor's data to identify the parcel street address. Addresses were then checked against listings in the 1984 Reno-Sparks Polk Directory to obtain information on the occupancy and use of properties. A walk through the planning area was then conducted to verify this information and to establish the location of vacant and alley properties. The results of this analysis are shown on Map 2.

Map 2 illustrates that the majority of Newlands properties are single family residences. These homes tend to be larger, and surrounded by expansive lawns in the older, northern portion of the planning area, especially along Court Street and the northwestern section of California Avenue. Larger homes are also found along some interior streets (such as Mark Twain and Bret Harte Avenue). Duplexes are common south of California Avenue, and especially along Marsh, Arlington and Nixon Avenue. In

NEWLANDS NEIGHBORHOOD





MAP 2

Current Land Use



LEGEND

-  Single family
-  Multi family
-  Office
-  Commercial

-  Park
-  Public
-  Vacant
-  Under Construction



neighborhood blocks where alleys are present, it is not unusual to find homes with a second, smaller building in the backyard, facing the alley. These secondary buildings are usually single unit apartments or duplexes, and cannot be seen from the main street.

Only a small number of multi-family residences (defined as properties with more than two attached residential units) are found in the Newlands planning area. The highest concentration is located in the northeastern part of the neighborhood along Court, Ridge and Clay Streets. In this area, the multi-family residences form a buffer between businesses and offices to the east and large single family residences to the west.

It should be noted, however, that residents of the neighborhood have a broader definition of multi-family use than that employed in this analysis. Many residents consider duplexes or single family rental properties as multi-family. Based on this definition, multi-family uses are common in the neighborhood, particularly along Marsh, Nixon and Arlington Avenue.

The land use map shows that the heaviest concentration of office and commercial uses in the neighborhood is found along Arlington to the north of California Avenue. In this area, nearly all the properties east of Clay Street are used as either office or commercial. A relatively large percentage of business uses are also found along California west to Nixon Avenue. A few offices are located south of California Avenue to St. Lawrence Avenue.

In general, residents are accepting of the businesses adjacent to Arlington Avenue. Residents recognize that heavy traffic on this major arterial make it a less desirable location for residential use. Of more concern are the businesses located on interior properties to the west of Arlington, and offices along California Avenue. In these areas, residents fear that the continuing trend toward office conversion will threaten their own homes.

Current Zoning

Map 3 depicts current zoning in the Newlands planning area. Zoning in the neighborhood is generally consistent with the existing land uses. For example, current zoning allows higher density residential and business development adjacent to Arlington Avenue, along the eastern portion of California Avenue, and along Court and Ridge Street from around Clay Street to Arlington Avenue. Lower density residential uses, and in one case a historic overlay, are located in the remaining part of the northern planning area and along the western section of California Avenue. In terms of land use compatibility, this low density zoning appears to be in conflict with the office and multi-family zoning adjacent to it.

Relatively low density residential development is also allowed in the southeastern portion of the planning area, between Mark Twain and Nixon Avenue. R-2 zoning, which permits apartments at one unit per 3,000 square feet, comprises most of the southern portion of the neighborhood. It is in this area that most duplexes are found.

Land Use/Transportation Guide Designations

The City of Reno Land Use/Transportation Guide was adopted in May, 1984. The Guide designates appropriate land uses for the City and provides direction on future development. Map 4 depicts the Land Use/Transportation Guide designations for the Newlands neighborhood and surrounding properties.

Designated land uses in the Guide are in some cases in conflict with existing uses in the neighborhood and residents' preferences. For example, in the northern portion of the planning area from approximately Clay Street to Arlington Avenue, the Guide indicates that office and multi-family uses are appropriate. Along the northern side of California Avenue, the neighborhood is designated for single family, multi-family and office uses. While the rationale for these designations may be the area's accessibility to major streets and the downtown, the designations are not compatible with the existing large-lot single family residences located along the northwestern section of California Avenue.

The designation of the area along Arlington Avenue as multi-family is similarly considered inappropriate by Newlands residents. Residents note that only a few multi-family residences are presently located west of Arlington Avenue and that any increase in this use would result in additional traffic and parking problems in the neighborhood.

In contrast to the existing land use, the Guide designates mixed







NEWLANDS NEIGHBORHOOD

MAP 4

Land Use/Transportation Guide Designations



LEGEND

- | | |
|--|--|
|  SINGLE FAMILY RES. |  PARK |
|  MULTI FAMILY RES. |  OPEN SPACE |
|  COMMUNITY COMMERCIAL | |
|  OFFICE | |



office and commercial use only as far south as California Avenue. However, several offices are currently located along Arlington Avenue as far south as St. Lawrence Avenue. However, the mixed use designation of multi-family and single-family uses in this area does allow for the presence of some offices which may explain this discrepancy.

Historic Properties³

The presence of historically significant homes in the Newlands area is one of the more valued features of the neighborhood. In 1982, the City of Reno conducted an architectural inventory of an area encompassing a portion of the Newlands neighborhood. The intent of this inventory was to identify houses which had distinct architectural, historical or cultural significance.

Map 5 shows the boundaries of the proposed historic district studied by the City. Within this area, the predominant architectural styles are Period Revival buildings with English or French influences. Some other styles, such as Classical and Colonial Revival, Craftsman, Prairie School and Mediterranean Revival are also represented.

As well as providing examples of a number of architectural styles, the Newlands neighborhood includes homes designed by some of the City's most important architects. Frederic J. DeLongchamps (1882-1969) was the most distinguished of these architects. A graduate of Reno High School and the University of Nevada, DeLongchamps was Nevada's leading architect during the

NEWLANDS NEIGHBORHOOD

MAP 5

Proposed Historic District



LEGEND



Area Nominated as Historic District



first part of the 20th century. His most noted contributions to the State include the Reno Southern Pacific Railroad Station, the State Supreme Court Building, the Reno Post Office and the Mackay Science Hall, Manzanita Hall and Artimisia Hall at the University of Nevada - Reno. DeLongchamps also designed Reno's Riverside Hotel. His work in the Newlands neighborhood includes the Mapes residence on South Arlington, the Donnals residence at 546 Ridge and the Romantic English cottage at 4 Elm Court.

Several of the other noted architects represented in the Newlands neighborhood were associated with DeLongchamps at some point in their careers. George O'Brien, whose work includes the Colonial Revival residence at 470 Court Street, was an associate in the DeLongchamps' office until 1965. Edward S. Parsons worked in DeLongchamps' office in the 1930's. Within the neighborhood, Parsons' work includes the English Tudor at 745 California Avenue and the Southern Colonial at 775 California. Finally, architect Dan Kirkoff designed the Newlands Johnstons "castle" located at 825 California Avenue and the residences at 720 California Avenue and 729 and 733 Marsh Avenue.

A number of the properties located within the Newlands area were determined by the City to be individually eligible for listing on the National Register of Historic Places (See Appendix). Other properties, considered important contributors to the overall architectural character of the area, were recommended for inclusion in a local preservation district. Together, these properties provide important insights into the architectural diversity and early history of Reno.

PUBLIC SERVICES

In preparing the neighborhood plan, City agencies were asked to provide information on problems they were aware of in the Newlands area. Residents were also asked to evaluate existing services on a questionnaire distributed at the neighborhood meeting. Resident responses are noted here when relevant and discussed in greater detail in Part II of this report.

Schools

Residents of the Newlands neighborhood are served by the Mount Rose and Hunter Lake Schools (grades K-6), the Swope Middle School (grades 7 and 8), and Reno High School. Of these institutions, the Mount Rose School is the oldest, having been built in 1912. The Mount Rose School is also one of only two remaining Reno schools built in Mission style architecture.

In 1977, the Mount Rose School became the focus of neighborhood action when the school district considered selling it or replacing it with a new building. At the time, the school required extensive repairs to make it structurally sound. The school district estimated that the cost of such repairs was roughly equivalent the cost of more modern facilities twice the size and was thereby reluctant to renovate the existing school. Nearby residents strongly protested plans to remove the existing facility, however, and the school district eventually agreed to renovate the property.

Having spent over \$2 million to renovate the facility, the school

district is not likely to consider closing the Mount Rose School again. To keep the school full, however, school district boundaries have been expanded over the years. The school district has noticed that in recent years an increasing number of families with children appear to be moving back into the area surrounding the school. The school district is therefore interested in the Newlands neighborhood plan as a way of further encouraging this trend.

Parks

The Newlands neighborhood has two public parks within its boundaries, the Newlands Circle Park on California Avenue, and Riverside Park adjacent to Arlington Avenue. In addition to providing recreational opportunities, both parks serve as open space buffers for the neighborhood.

The City Parks Department is aware of few problems associated with either park. However, the Department did state that both parks have the disadvantage of being located along busy streets which makes them less attractive to residents. Both the Parks and Police Departments also commented that Riverside Park has had a problem with transients sleeping on the grounds.

Police

The Newlands neighborhood enjoys a fairly low crime rate. Neighborhood Watch Groups are active in several locations in the neighborhood, and Police believe that this has helped prevent burglaries and vandalism.

The primary problems identified by the Police Department were traffic accidents, particularly at the intersection of Arlington Avenue and Court Street, and neighborhood complaints about the need for maintenance at several vacant homes in the area. Residents responded positively in the questionnaire about quality of police protection they receive and agreed that both traffic and parking were problems in the neighborhood.

Fire

The Newlands neighborhood is served by Fire Station 3, located at California Avenue and Virginia Street, and Station 5, located on Mayberry Drive near Hunter Lake Road.

The Fire Department noted few problems with the Newlands area. The Department's Water Supply Inspector did indicate that in older sections of the neighborhood, particularly along Ridge, Lee and Clay Street, water mains are quite narrow and could benefit from upgrading. However, as long as the area maintains its relatively low density and no large scale developments requiring sprinkler systems are constructed, the existing mains are considered adequate to serve residents' need.

INFRASTRUCTURE AND UTILITIES

Preparation of the neighborhood plan also included a review of the existing infrastructure and utility systems in the Newlands area. The following is a discussion of only those services in which problems were identified.

Water

As previously discussed, portions of the Newlands neighborhood have older, narrow water mains. While these water mains can be upgraded, the Sierra Pacific Power Company agrees that they are adequate to meet the needs of the existing neighborhood. In their questionnaires, however, several residents identify the lack of water pressure as a problem.

Sewer Services

As with the water mains, sewer lines in the Newlands neighborhood are older and narrower than others in the City. The Department of Public Works identified one six inch line in the area, located along the easement west of Lee Avenue. As this area is unlikely to experience high density development, the existing line is considered adequate.

Roads and Streets

The major streets serving the Newlands neighborhood are Arlington and California Avenues. Both roads are designated minor arterials and provide a link between the neighborhood, downtown businesses and community shopping areas.

Both California and Arlington Avenues have expanded in use over the past ten years. Traffic counts along Arlington Avenue near Liberty Street show an increase from 14,100 trips per day in 1976 to 17,560 in 1985. Near Clay Street, California Avenue has experienced a 17.8% increase in use over the past ten years, from 9,420 trips per day in 1976 to 11,100 in 1985. Despite this increase, traffic volume along California Avenue is below its estimated capacity of 15,000 trips per day.

As the City continues to grow, traffic volume is expected to increase along both Arlington and California Avenues. This may present some problems along California Avenue which has unusually narrow traffic lanes. At present, travel lanes along parts of California Avenue measure eight to nine feet wide. The generally preferred width of travel lanes is ten to twelve feet. Nonetheless, the City is confident that California Avenue will be able to meet future traffic demand.

California Avenue is one of several streets targeted for improvement under the City's 1985 Capital Improvement Bond. Plans call for surface improvements and repairs to the existing curb, gutter and sidewalks. Similar improvements have already been completed along the street from South Virginia Street to Arlington Avenue. Plans for Phase II of the renovations are now in the design stage with construction expected to begin in the summer of 1987.

Planned improvements to California Avenue are a serious concern to residents who fear that the reconstruction of sidewalks will

result in the removal of large trees now lining the street. Residents note that trees were removed during the first half of the street renovations and argue that this may happen again. However, the Department of Public Works notes that most of these trees were removed at the request of property owners. A few other trees had to be removed because their roots were growing close to the surface of the sidewalk. In order to replace the sidewalk, the roots of these trees had to be cut, and once cut, the trees could not survive.

The Public Works Department has assured residents that every effort will be made to maintain existing trees along California Avenue. A number of alternatives for preserving trees have been developed, including the possibility of eliminating parking lanes along parts of California Avenue. This option would provide more room for avoiding tree roots during sidewalk replacement. In an effort to obtain more local participation, the City has distributed a questionnaire to property owners along California Avenue which asks for their opinion on the planned renovations. The scope of renovations is currently under review.

ACTION PLAN

This section of the Newlands neighborhood plan focuses on residents' views of their neighborhood and their perception of problems that need to be addressed.

Based on this information, a series of proposed recommendations conclude the neighborhood plan. These recommendations are offered in response to residents' concerns.

SUMMARY OF RESIDENTS' CONCERNS

On November 25, 1986, a general neighborhood meeting was held for residents of the Newlands area. A clear sense of residents' priorities for the area was established at the meeting. These priorities were further defined in questionnaires completed by residents during and following the meeting. The following is a summary of the comments offered by residents.

Newlands Neighborhood Meeting

Approximately forty individuals attended the November 25th neighborhood meeting held at the Mount Rose School. While over 500 flyers announcing the meeting had been distributed throughout the entire planning area, the majority of those present were from the northern part of the neighborhood, the area with the greatest concentration of office and multi-family properties. The meeting was also attended by representatives from the City Department of Planning and Community Development, the Department of Public Works, the Police Department and members of the Reno City Council.

The clear consensus expressed by residents during the neighborhood meeting was that the Newlands area should be preserved as a desirable place to live. Residents obviously enjoy their neighborhood and would like to protect it against continued development. One resident suggested that the City should leave the neighborhood in its current state and received a round of applause from others present. Echoes of this opinion were repeated throughout the night as other, more specific concerns were raised. A summary of the issues most frequently mentioned by Newlands residents is provided below.

(1) Preservation of Trees Along California Avenue

Residents of the Newlands neighborhood value the generous landscaping now present in their neighborhood. The large, older trees lining California Avenue are particularly important to residents not only because they contribute to the overall beauty of the neighborhood, but also because they provide a buffer between the heavy street traffic and residential properties.

Given their enjoyment of the trees along California Avenue, residents at the meeting were understandably interested in the City's plans for renovating the street. As stated earlier, many residents are concerned that some trees along California Avenue may be removed when the City begins to replace the existing sidewalks. Individuals asked numerous questions about the scope of planned renovations and how decisions were made regarding removal of the trees. Some

residents also expressed concerns that the City might remove existing parking on the street, or place a parking turnout in front of their property.

(2) Traffic

As the neighborhood experiences more development, many residents have noticed that the volume and speed of traffic in the area is increasing. While residents did not emphasize traffic problems associated with California Avenue, it was clear from their comments that increasing use of this road was regarded as the source of traffic problems on other streets. Specific locations that were mentioned as problem areas are:

(a) Arlington Avenue and Court Street Intersection

Several residents complained about the difficulty of exiting onto Arlington Avenue from this intersection. Residents noted that it is difficult to see cars coming uphill on Arlington (heading south) and that brick posts located on the adjacent corner further block their view. Business owners stated that they had requested a signal for the intersection several times, but no action had been taken. The Police Department confirmed that there was a history of traffic accidents at the intersection.

Some residents also complained that City review of a recent development proposal for the Court Street Condominiums did not include a traffic impact study and that Court Street could not absorb additional traffic.

(b) Smaller, Interior Residential Streets

A number of residents complained about cars speeding along internal residential streets. Streets that were mentioned by residents included Marsh Avenue, Ridge Street, Nixon Avenue and LaRue Street. Residents suggested that the City attempt to divert the growing traffic load from their neighborhood to other parts of the City and to add more stop signs to slow down traffic.

(c) Arlington Avenue

One resident noted that the increased traffic along Arlington Avenue was disturbing to adjacent homeowners.

(3) Development and Zone Change Review Process

Much of the discussion at the neighborhood meeting focused on the City's policy for reviewing development proposals and applications for zone changes. Based on their own experience, residents argued strongly that the current City policy puts citizens on the defensive. Residents argued that developers should be required to show "good cause" for why their projects should be approved. One resident suggested that the City require developers to hold three public hearings at which they would establish a clear need for the proposed project, the propriety of the project, and show how it will improve the surrounding community.

Many Newlands residents believe that the City's current development and zone change review process does not allow citizens enough opportunity to respond. Residents complained about the City's policy of notifying only those residents within 300 feet of a proposed zone change. Most residents agreed that zone changes have a much wider neighborhood impact. Another individual requested that the City slow down the review process in order to allow citizens enough time to develop an effective response.

(4) Land Use/Transportation Guide Designations

Consistent with their frustration over the City's development and zone change review process, residents strongly disagreed with the City's Land Use/Transportation Guide designations for the neighborhood. A great deal of this discussion focused around the large multi-family designation location along the northwestern side of California Avenue. Residents argued that this area is currently comprised of beautiful single family residences that add to the neighborhood. Newlands residents also disagreed with the mixed-use designation of office / multi-family / single-family in the northern part of the planning area. The single-family / multi-family use designation along Arlington Avenue south of California was also debated by residents. Residents noted that this area is currently comprised of mostly single-family residences and that higher density residential uses would add to traffic problems.

Most of the people attending the neighborhood meeting agreed that the City's land use designations for the neighborhood served to encourage the development that they had been protesting for so long. Many felt that the Land Use/Transportation Guide did not reflect current residents' commitment to remain in the neighborhood and their desire to preserve it as a residential area. As a result, participants at the meeting were very interested in learning about how the master plan designations could be changed.

(5) Higher Density Developments

Discussion around the City's land use designations for Newlands provided further insight into the problems residents have experienced with past developments. For example, residents noted that offices not only add to traffic problems in the area, but also diminish the attractiveness of the neighborhood with their signs. Another resident noted that offices are unoccupied on evenings and weekends and thereby detract from the residential quality of the neighborhood.

For other residents, the presence of multi-family dwellings was more of a concern than office encroachment. This was especially true for residents who lived in areas where office development had not yet occurred. According to these individuals, multi-family and rental properties were making the neighborhood a less desirable place to live. Residents commented that rental properties were not well maintained

and that they added more cars on the street than a single-family residence would. Residents also argued that rental and multi-family properties detracted from the overall stability of the area.

Neighborhood Questionnaire

At the close of the neighborhood meeting a questionnaire was distributed to participants. This questionnaire asked residents to provide further information on their concerns and to identify issues they thought the neighborhood plan should focus on. A copy of the questionnaire is provided in Appendix A.

Twenty neighborhood questionnaires were returned to the City. Of these, seventy-five percent were from residents living north of St. Lawrence Avenue, the area where most office development has occurred. While the small number of responses cannot be considered representative of all neighborhood residents' concerns, they do provide information valuable to the planning process. A brief summary of residents' responses is provided below.

(1) Negative Aspects of the Neighborhood

The two most common problems identified on the questionnaire were office and commercial encroachment and increasing traffic in the neighborhood. Other problems listed by residents included the presence of multi-family dwellings and rental units, the decay of older homes, inadequate parking, parking lots without landscaping, and speeding traffic. Residents living along California Avenue and to the north also listed inadequate water pressure, lack of street lights, wood-burning stoves and deteriorating sidewalks among their complaints. One respondent from south of St. Lawrence Avenue listed problems such as barking dogs, trees touching electrical lines and cars being driven over lawns.

(2) Positive Aspects of the Neighborhood

Overall, residents of the Newlands area are very proud of their neighborhood. Nearly every respondent mentioned the attractiveness of older, historic homes in the area and the abundance of large trees and mature landscaping as the neighborhood's primary assets. Next to appearance, residents rated the area highly for its good neighbors, convenient location and historical importance. Several others noted that Newlands is a quiet neighborhood and a good place to raise a family.

(3) Quality of Public Services

The neighborhood questionnaire asked residents to rate the quality of City services and other amenities in their neigh-

borhood. Respondents were generally pleased with the services listed. All but one respondent agreed that both police and fire protection services are good or excellent. Sewer and water services were also rated positively, although three residents did rate the water service as poor.

Parking and neighborhood roads and streets were rated the most poorly of all neighborhood amenities. Nine residents rated the availability of parking as poor or fair. Four residents rated roads in the neighborhood as fair and three rated it poor. Only one respondent considered either roads or parking in the area to be excellent.

(4) Issues That the Neighborhood Plan Should Focus On

The majority of those responding to the questionnaire felt that the neighborhood plan should focus on preserving the Newlands as a pleasant residential neighborhood. Along the same lines, some residents felt that the plan should recommend zone changes for the neighborhood and allow only low density single family development in the area. Other respondents suggested that the City should develop guidelines that require that new buildings conform to the existing neighborhood. A number of residents also requested that the plan address the need for more stop signs along residential streets, road improvements and better water pressure. Residents also mentioned decaying buildings and improving the current development review process as items for the plan to focus on.

ANALYSIS

The Newlands neighborhood offers many benefits to both residents of the area and the City as a whole. As one of the oldest neighborhoods in the City, the area provides valuable insight into the lifestyles of some of Reno's earliest and most prominent citizens. Older homes also serve as reminders of the City's rich architectural history. These large homes and their generously landscaped lots offer an attractive alternative to the busy downtown nearby.

Importantly, the neighborhood has value beyond its obvious visual amenities. Residents of the neighborhood are deeply committed to staying in the area and preserving it as a residential neighborhood. As evidence of their commitment, nearly one-third have lived there for thirty-five years or more. Residents' concern for their neighborhood is further evidenced by their constant effort to limit development in the area. Rather than moving to another "safer" area, residents have stayed to protect their neighborhood.

In recent years, however, City policy has often worked against residents' hopes for the future of their neighborhood. For a number of years, requests for zone changes to allow office and commercial development were approved by the City. During this time, many thought that the neighborhood's close proximity to the downtown and major roads made such a transition both appropriate and inevitable. Developers further argued that the older

historic homes in the neighborhood were too expensive for residents and that homes could only be preserved if they were converted to offices.

Current residents of the Newlands area argue that this view of the neighborhood is wrong. Residents point to their own commitment to remaining in the neighborhood, even as development has continued to occur around them. Residents also note that a number of younger families have moved back into the area, many into the larger homes that were once thought to be too expensive for families to buy. Some of these new residents have also invested further in their homes, implementing renovations that indicate their commitment to staying in the area.

In the neighborhood questionnaire a number of respondents noted that the Newlands area has a strong sense of neighborhood identity. This identity is defined not only by the distinctive character of homes in the area, but also by the commitment of residents to preserve Newlands as one of the few remaining downtown neighborhoods. Their efforts to preserve the area and its numerous amenities should be supported by the City.

RECOMMENDATIONS

The general consensus of residents of the Newlands neighborhood is that their neighborhood should be preserved as a good place to live and raise a family. To most, this means promoting single family residential uses in the area, maintaining neighborhood stability, and protecting the existing landscaping, architectural character and other characteristics that residents enjoy about their neighborhood.

The following is a discussion of proposed recommendations of the Newlands neighborhood plan. These recommendations are based on comments provided at the November 25 and December 18, 1986; March 26, April 30, and May 19, and September 22, 1987; and January 28, 1988, neighborhood meetings.

(1) California Avenue Street Improvements

- * The City should make every effort to preserve the existing trees lining California Avenue.
- * The City should strongly encourage property owners adjacent to California Avenue to preserve and maintain the grass areas of existing parkways.
- * The City should keep residents informed of the progress of improvements. If a tree must be removed, the City should notify adjacent property owners as to the reason why. The removed tree should be replaced by another tree.
- * The City will continue to work with the residents in determining the character, timing and extent of street improvements along California Avenue.

Discussion

These recommendations should address most residents' concerns about preserving the trees and grass parkways along California Avenue. While residents did request that any removed trees be replaced by another of the same size, the City does not have adequate funding to do this.

(2) Traffic

- * Police should continue enforcement of speeding along streets in the neighborhood.
- * New developments within the area of the Court Street and Arlington Avenue intersection should be assessed for a portion of the cost of a traffic signal or a traffic island at that location. If this is not feasible, other alternatives, such as limiting turn movements should be considered.
- * Signals on Sierra, Virginia and Center should be timed so that they are more desirable streets to drive.

Discussion

While residents' have a valid concern about increasing traffic in the neighborhood, very little can be done to address this problem. Particularly along California and Arlington Avenues, residents are experiencing the effects of a larger, Citywide issue, that of the City's continued growth and development. As both California and Arlington Avenues are major connectors between growing residential areas and the downtown, they are likely to continue growing in use.

The speed of traffic can be addressed. Suggestions for slowing traffic included stop signs, speed bumps, slow signs and increased enforcement. Of these options, both the City's Department of Public Works and the Police Department agree that enforcement is the best approach. The Police have tested stop signs in other parts of the City and found that they only serve to divert speeding traffic to other nearby streets.

The Police Department suggests that residents call to complain if speeding continues. The Department is also investigating the replacement of the slow sign at the intersection near LaRue Avenue. In addition, the Public Works Department responds to citizen suggestions regarding traffic control devices.

Residents' concerns about the Court Street and Arlington Avenue intersection can be addressed in two ways. Signalization or channelization, through raised islands, may be used to resolve the problems. The Department of Public Works has identified other locations in the City as higher priorities for signalization and does not have sufficient funds for a signal at this site at this time. If residents in the area are interested, they can either contribute toward a signal, or future developers can be assessed for their share of the cost. Since a full signal is expensive (approximately \$80,000 - \$100,000), the alternatives of limiting turn movements, or placing a traffic island at the intersection (approximately \$5,000 - \$10,000 in cost), could also be considered.

(3) Development and Zone Change Review Process

- * The single family residential area of the Newlands neighborhood shall be designated as a primarily single-family residential neighborhood. All proposals for zone changes or new developments other than detached single-family residences shall be required to show that they contribute to the character and quality of the Newlands neighborhood.
- * The City will provide additional notice of proposed developments in the neighborhood by having the developer place a sign on the property in question at least twenty (20) days prior to the public hearing. The City will also notify a designated neighborhood representative of each zone change request or development proposal within the neighborhood boundaries.

Discussion

These recommendations are a first step toward addressing residents' complaints about the City's current review process. They attempt to put residents in a stronger position when developments are proposed for their neighborhood, and to provide them with better notice of proposed changes. The designation of the area as a primarily single-family residential neighborhood is discussed in greater detail below.

(4) Land Use/Transportation Guide Designations

- * The Land Use/Transportation Guide designations for the Newlands neighborhood shall be revised to reflect residents' goals for the area.

Map 6 depicts the recommended designations for the Newlands neighborhood. Changes to the current Land Use/Transportation Guide Designations are as follows:

- (a) The existing Newlands Circle Park shall be designated as a park.
- (b) The areas within the solid black lines on Map 6, shall be designated as a transitional area. This area will retain its designation of a mix of office, community commercial, multi-family, and single family residential.
- (c) Properties outside the transition area shall be designated as single family residential.

Discussion

Most residents attending the neighborhood meetings felt strongly that the City's existing land use designations for the Newlands neighborhood should be changed. Residents argued that the current designations actually encourage further development and office encroachment in their neighborhood. Residents also noted that the land use designations did not reflect current land use in the neighborhood and that if future development followed these designations, some of the more attractive historic homes would be

NEWLANDS NEIGHBORHOOD

MAP 6

Proposed Land Use / Transportation Guide Designations



LEGEND

- Single Family
- Multi Family
- Community Commercial
- Office

- Park
- Open Space



lost, traffic would increase and families would move out of the area.

If the Newlands neighborhood is to be preserved as a residential neighborhood, then the City's land use designations must be changed. The changes recommended above reflect citizen's perceptions about the future of their neighborhood. Most agree that the character of the area is predominantly defined by single family residences. From their perspective, multi-family uses detract from the character of the area because they add to the density and traffic problems of the neighborhood. Residents also argue that multi-family uses diminish the neighborhood stability that they are seeking. By designating the neighborhood as single family rather than multi-family, the existing character of the neighborhood is maintained.

Residents also agree that no new office and commercial development should be allowed within existing residential areas. However, since the transitional area is already largely comprised of office and commercial businesses, the current land use designation for this area is appropriate. Furthermore, it was generally agreed that the transition area should be excluded from the Newlands Neighborhood Plan and not subject to any guidelines. This compromise among the single family residents and the business owners of the transition area was agreed upon in recognition of the different existing land uses in the two areas.

(5) Higher Density and New Residential Developments

- * The City shall establish a Residential Preservation Overlay Zone that specifies development guidelines for the Newlands neighborhood. These guidelines are intended to preserve the area as a single family residential neighborhood, to mitigate the impact of any new development in the single family residential area and to ensure that new development is compatible with the existing character of homes in the neighborhood. Map 7 depicts the boundaries of the overlay zone. Recommended guidelines for development within the single family residential are described below.

Within the Single Family Residential Area

Unless otherwise specified herein, all requirements shall be those which are established for the zones of the single family area.

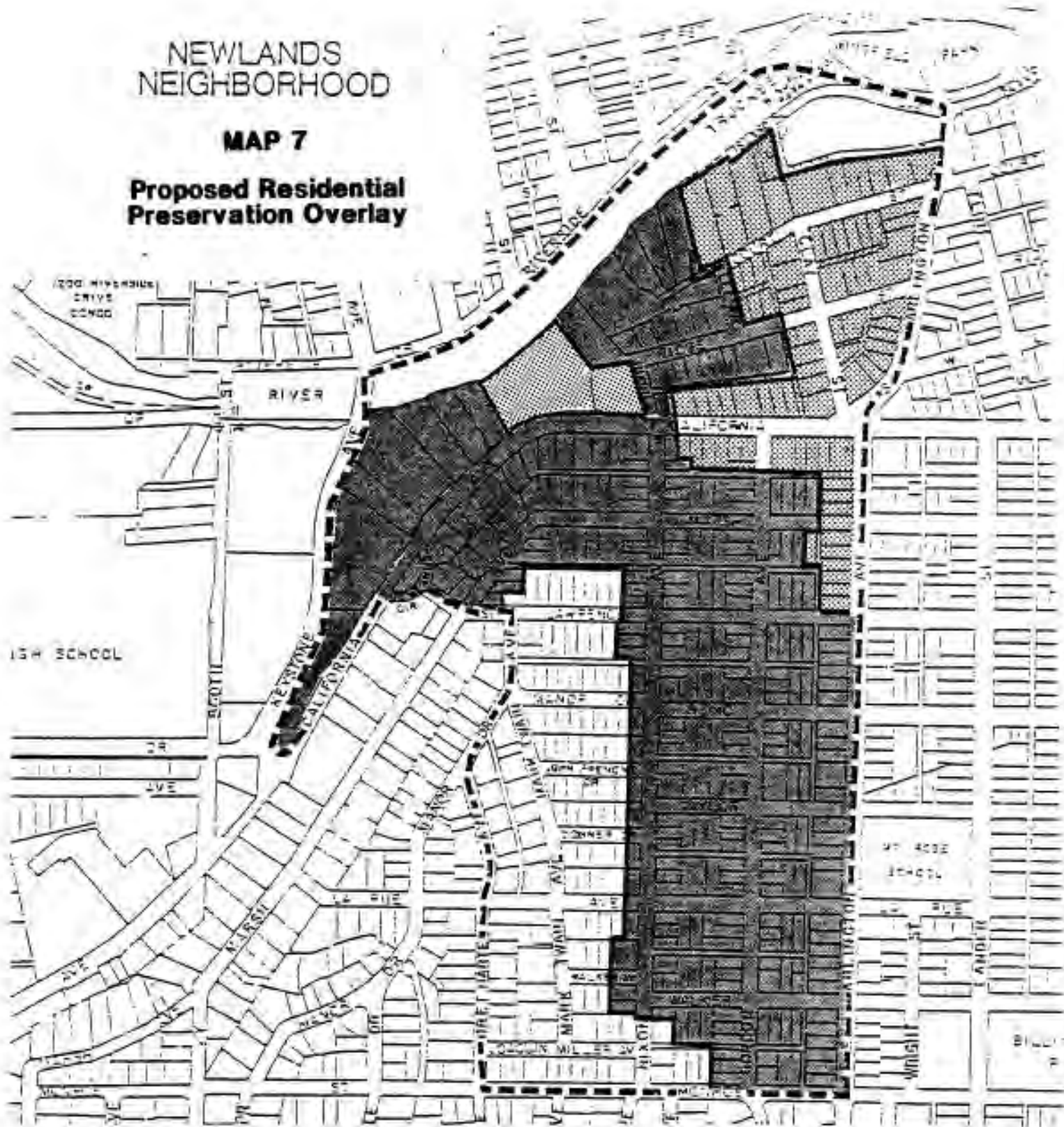
All those properties outside the transition area which are currently zoned R-2 and those buildings eligible as historically and architecturally significant. (See Map 7).

- (a) Definition of the area: This area shall be comprised of primarily single family residences.
- (b) Development Guidelines: Any new development or substantial rehabilitation in this area must meet the criteria identified below.
 1. Expansion of existing buildings shall be permitted based upon conformance with the Newlands Plan.

NEWLANDS NEIGHBORHOOD

MAP 7

Proposed Residential Preservation Overlay



LEGEND

-  Residential Preservation Area
-  Transitional Area



2. Height Limitation: Two (2) stories.
3. Yards: Unless the underlying zoning requirements are greater, the front yard of each property shall be at least twenty feet.

(c) Landscaping:

1. At a minimum, all front yard setbacks shall be landscaped.
2. No more than 25% of the landscaping materials shall be comprised of decorative rock or other impervious materials.
3. New developments or substantial rehabilitation to properties adjacent to California and Arlington Avenues shall provide street trees along the existing parkways.

(d) Materials:

1. Additions to existing structures must be consistent with the scale and materials of the principal structure.
2. For new developments, construction materials shall be compatible with materials used on adjacent properties. Materials should reflect those currently present in the neighborhood and include stucco, brick, brick veneer, natural wood, and stone.

- (e) Roofs: Roofs shall have a minimum slope ratio of 1:3.

- (f) Traffic: Any new development or substantial rehabilitation in the area that will increase density for a use other than a single family residence will be required to conduct a traffic impact study. The traffic impact study shall consist of: project location and description; project setting; project traffic generation; analysis of the impacts of the project traffic; site plan analysis; and mitigation alternatives (see appendix).

Discussion

There are two possible approaches that the City can pursue to preserve the Newlands neighborhood as a primarily single family residential neighborhood. The first option, which is desired by many residents, is to downgrade the current zoning in the area such that it is all R-1, single-family. The second option was to create standards or guidelines for the single family residential area which address residents particular concerns about development in the area, and excludes the transition area from the Neighborhood Plan.

There are a number of reasons why the creation of neighborhood development guidelines and exclusion of the transition area from the neighborhood plan are the preferred approach. First, unless there is a consensus by all residents of the neighborhood, it will be very difficult to change the zoning in the area.

Second, based on discussions with residents, it appears that a

change in zoning would not address the full extent of their concerns. For example, a number of individuals complained about the appearance of new developments in their neighborhood. Residents noted that these newly constructed buildings did not conform to the distinctive character of the area.

The development guidelines recommended above attempt to address these concerns. Exclusion of the transitional area from the neighborhood plan accommodates property owners within the transition area but also reflects a general consensus among all the residents who have been involved in the neighborhood planning process. Within the residential area, more restrictive guidelines are presented, to ensure that new construction is compatible with existing homes with regard to construction materials, landscaping and site development features. Residents should note, however, that the proposed overlay zone does not change the existing zoning of properties in the neighborhood. Instead, it adds conditions to those now required under the current zoning. These new conditions will apply whenever a new building other than a single family residence, or substantial rehabilitation is constructed in the neighborhood.

Historic Preservation

- * The City will pursue the development and adoption of Citywide policies relating to historic sites and districts. Once said policies are adopted, the City will evaluate the Newlands Neighborhood for possible designation as a historic district.

Discussion

As mentioned in the historical background section, this area has value to the community in terms of both its history and architectural character. A majority of the residents in the area felt that these older structures were a primary asset to the area. An asset which they were proud of and which made their neighborhood distinctive.

The Conservation Guide Element of the Master Plan recognizes the value of areas such as the Newlands Neighborhood. The Guide states "Improvement of the aesthetic qualities of the City will not only enhance its ability to attract tourists, but also its attractiveness to new, diverse business." Both of which are adopted goals of the Council.

The problem is that Nevada Revised Statutes (NRS) does not grant historic preservation powers to cities. Without such statutory authority, it would be unwise for the City to establish a historic district or guidelines which may serve the same purpose. Therefore, the City should acknowledge the historical and architectural value of the Newlands Neighborhood by moving forward with a proposal to change NRS and by adopting policies relating to historic districts and sites.

APPENDIX

RECOMMENDED TRAFFIC ANALYSIS OUTLINE

- A. Project Location and Description
- B. Project Setting
 - 1. Streets in area of site existing, under construction or planned (Functional Classification, Width, Number of Lanes, Speed Limits, Intersection Traffic Controls).
 - 2. Character of existing or planned land uses adjacent to the site.
 - 3. Current traffic volumes (24 hour, peak hour).
- C. Project Traffic Generation
 - 1. Basis for trip generation.
 - 2. 24 hour traffic generation.
 - 3. Peak hour traffic generation.
- D. Traffic Distribution and Assignment
 - 1. Basis for trip distribution.
 - 2. Proportional trip distribution to area streets.
 - 3. Assignment of project - generated traffic to area streets.
- E. Traffic Impact Analysis
 - 1. Traffic volume increase resulting from project relative to existing (and existing plus traffic from other known but not yet constructed developments - if applicable) traffic.
 - 2. Intersection capacity analysis
 - a. Existing conditions.
 - b. Without project (at date of proposed project completion).
 - c. With project (at date of proposed project completion).
 - 3. Construction traffic impact.
- F. Site Plan Analysis
 - 1. Access to site from existing or planned public street.
 - 2. Proposed streets and/or driveways serving site.
 - 3. Internal circulation.
 - 4. Parking and loading (adequacy, layout).
- G. Mitigation Alternatives
 - 1. Construction of new streets.
 - 2. Widening of existing streets.
 - 3. Exclusive turn lanes.
 - 4. Installation of new traffic signals.
 - 5. Modification of existing traffic signals.
 - 6. Pedestrian and/or bicycle facilities.
 - 7. Bus or other transit service.
 - 8. Ride sharing.
 - 9. Site plan modifications.
 - 10. Reduction or change in scope or nature of proposed development.

PLEASE RETURN TO: Joyce Pohlman, Dept. of Planning and Community Development, City of Reno, P.O. Box 1900, Reno 89505.

NEIGHBORHOOD QUESTIONNAIRE

1. Please indicate the cross streets closest to where you live.

2. How would you define the boundaries of your neighborhood? (Please indicate major streets, landmarks, etc.)

3. What do you consider the major problems in this area?

4. What are the most positive aspects of the area?

5. How would you rate the following in your neighborhood?

	<u>Poor</u>	<u>Fair</u>	<u>Good</u>	<u>Excellent</u>
Police Protection	_____	_____	_____	_____
Fire Protection	_____	_____	_____	_____
Water Service	_____	_____	_____	_____
Sewer Service	_____	_____	_____	_____
Parking Availability	_____	_____	_____	_____
Roads & Streets	_____	_____	_____	_____
Other _____	_____	_____	_____	_____

Comments: _____

6. What issues would you like to see the neighborhood plan focus on?

3. Would you be willing to do more work on the neighborhood plan? (for example, work on a committee) _____ Yes _____ No

OPTIONAL: Name: _____
Address: _____
Phone: _____

FOOTNOTES

1. Much of the information provided in this section is from: Historic Environment Consultants, Cultural Resources Inventory: Project Report (Sacramento, 1982), p. 5-6.

2. U.S. Department of Commerce, Bureau of the Census, 1980 U. S. Census of Population and Housing. Neighborhood Statistics Program: Nevada, pt. 30, 1983.

3. Historic Environment Consultants, Cultural Resources Inventory: Project Report (Sacramento, 1982), p. 7-10.

PLUMAS NEIGHBORHOOD PLAN



prepared by the

Community



Development

Department

Adopted - January 10, 1995
Amended September 25, 2001

DATES OF APPROVAL

Reno City Planning Commission
Resolution No.: 8-95
Approved: November 16, 1994

Reno City Council
Bill No.: 4973
Ordinance No.: 4466
Resolution No.: 5086
Approved: January 10, 1995

Regional Planning Commission
Conformance Review: March 8, 1995

DOCUMENT INFORMATION

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Charles Bracht
Ed Carmel
Ralph Casazza
Lisa Dixon
James Erwin
Gregory & Valerie Erny
Craig Falconer
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Peter Hummel
Robert Hughes
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Rocco Martin
Rich McCrorey
Mike McDonald
Nancy McGee
Mark Picher
Larry and Kim Quintana
Janyce Rossall

George Schoenberger
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George Sprecher
Bill Thimmesch
Rich Tidwell
Luis Urbina
C.O. Watson
Ford Webster

Master Plan/Zoning Map Conformity

September 25, 2001

Master Plan Amendment

Correspondence Table

Land Use Designation	Corresponding Zoning District ⁽¹⁾
Single Family Residential 3-7 d.u./acre	Single Family Residential - 9,000 square feet Single Family Residential - 6,000 square feet
Multi-Family Residential 7-14 du/acre	Single Family Residential - 6,000 square feet Multi-Family - 14 d.u./ac
Multi-Family Residential 7-30 d.u./acre	Single Family Residential - 6,000 square feet Multi-Family - 14 d.u./ac Multi-Family - 21 d.u./ac Multi-Family - 30 d.u./ac
Mixed Residential ⁽²⁾ 21 + d.u./acre	Multi-Family - 21 d.u./ac Multi-Family - 30 d.u./ac Professional Office
Office	Professional Office
Neighborhood Commercial	Professional Office Neighborhood Commercial
General Commercial ⁽³⁾	Professional Office General Office Neighborhood Commercial Arterial Commercial Community Commercial
Public Facility	Public Facility
Parks/Recreation/Open Space	Public Facility
Special Planning Area ⁽⁴⁾	Specific Plan District Planned Unit Development

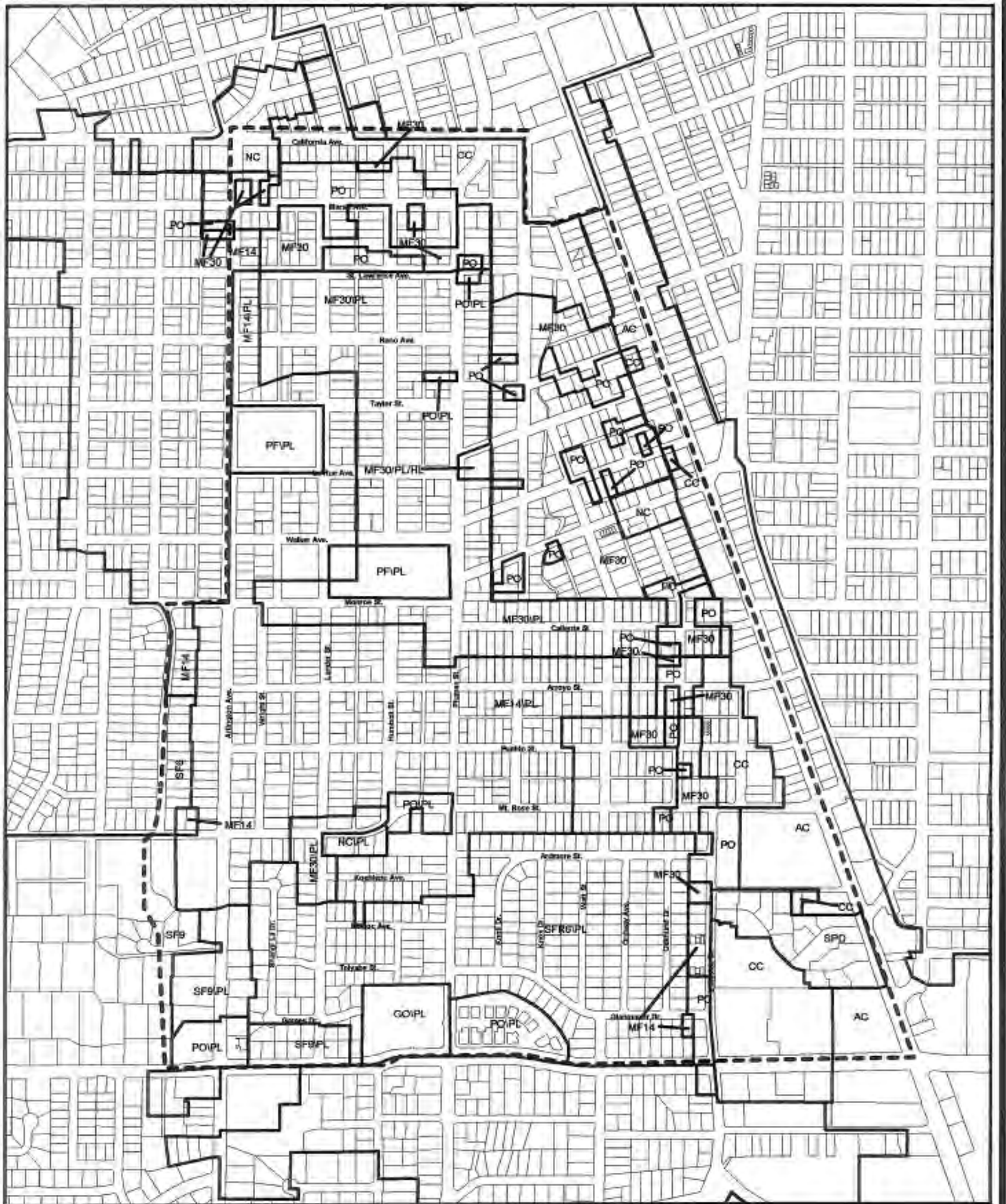
This table indicates which zoning districts correspond to which Plumas Neighborhood Plan land use designations. The zoning and Master Plan maps adopted with this amendment reflect conformity between Master Plan land use designations and zoning districts assigned to individual parcels.

Zoning and land use designation amendments to individual parcels were adopted for the purpose of establishing conformity between land use and zoning as required by Nevada Revised Statutes 278.0284.

The following sections are repealed, but retained in this document for historic purposes: Neighborhood Presentation 1, Land Use and Zoning; Plumas Neighborhood Existing Conditions July, 1994, Land Use Designations, and 1994 Land Use Transportation Guide Designations for the Plumas Neighborhood.

Refer to Planning Case No. LDC01-00110 for more information.


-
- (1) Special overlay zoning regulations apply to all parcels with any land use designation or zoning district within the Plumas Residential Core Area identified in RMC 18.06.402.
 - (2) Properties zoned Multi-Family - 14 d.u./ac (MF-14) with this land use designation at the time this amendment is adopted, are considered to correspond. Future zoning changes to MF-14 must correspond to Multi-Family Residential land use designations.
 - (3) Properties zoned Multi-Family - 30 d.u./ac (MF-30) with this land use designation at the time this amendment is adopted are considered to correspond. Future zoning changes to MF-30 must correspond to a Multi-Family Residential or the Mixed Residential land use designations.
 - (4) There are no parcels with this land use designation. Amendments to Special Planning Area (SPA), are Master Plan amendments and result in parcels being removed from the neighborhood plan boundary.



PLUMAS NEIGHBORHOOD PLAN

Zoning

- | | |
|----------------------------|--|
| NC-Neighborhood Commercial | SF6-Single Family Residential (6000 sq. ft.) |
| PO-Professional Office | SF9-Single Family Residential (9000 sq. ft.) |
| CC-Community Commercial | MF14-Multi-Family (14 units/acre) |
| AC-Arterial Commercial | MF30-Multi-Family (30 units/acre) |
| GO-General Office | --- Plumas Neighborhood Boundary |
| PL-Plumas Overlay | |



0 400 800 Feet

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Map Produced: January 3, 2002



Community Development Department

450 Sincclair Street
P.O. Box 1900
Reno, NV 89505



Phone: 334-2063
Fax: 334-2043
www.cityofreno.com

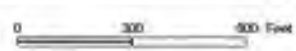
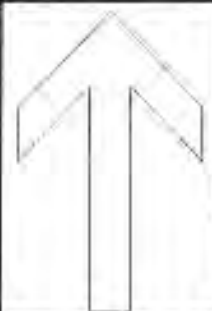
JS/ARF_gis-Cdev/Cdev_projects/county/plumas/submitting



Plumas Neighborhood Plan

Land Use Designations

- | | |
|---|---|
|  Single Family Residential (3-70 units/acre) |  Neighborhood Commercial |
|  Multi-Family Residential (7-14 units/acre) |  General Commercial |
|  Multi-Family Residential (7-30 units/acre) |  Public Facility |
|  Mixed Residential |  Parks/Recreation |
|  Office | |



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Map Produced: July 18, 2001



Community Development Department

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Reno, NV 89505 www.cityofreno.com

JStJef_GIS data/GIS user-Project/Jerry/Plumas-LU

RESOLUTION NO. 5086

INTRODUCED BY Pilzner

A RESOLUTION TO AMEND RESOLUTION NO. 4746 BY ADOPTING THE PLUMAS NEIGHBORHOOD PLAN AS AN ELEMENT OF THE RENO MASTER PLAN.

WHEREAS, the Reno City Council, on May 28, 1991, approved Resolution No. 4746, adopting the Reno Master Plan; and

WHEREAS, the Reno City Council, on March 17, 1992, approved Resolution No. 4837, directing staff to develop a Neighborhood Plan for the Plumas Area; and

WHEREAS, the Reno City Council, recognized the Plumas Neighborhood as a distinctive area which needed more specific planning attention through the Neighborhood Planning Process; and

WHEREAS, sixteen meetings and workshops were held for affected property owners and residents in the Plumas Neighborhood Area to facilitate public input and comment; and

WHEREAS, the Reno City Planning Commission held public hearings regarding the Plumas Neighborhood Plan on May 20, 1992, and November 16, 1994; and

WHEREAS, the Reno City Planning Commission recommended approval of the Plumas Neighborhood Plan document which includes the Land Use/Transportation Guide Master Plan designations; and

WHEREAS, the Reno City Planning Commission finds it in the best interest of the citizens of Reno to adopt the Plumas Neighborhood Plan as an element of the Reno Master Plan.

NOW, THEREFORE, BE IT RESOLVED by the Reno City Council that Resolution No. 4746 be amended to include the Plumas Neighborhood Plan as an element of the Master Plan.

Upon motion of Councilmember Pilzner, seconded by Councilmember Hascheff, the foregoing Resolution was passed and adopted by the following vote of the Council:

AVES: Pilzner, Hascheff, Herndon, Dalske, Martin, Sferrazza

NAYS: None

ABSTAIN: Farahi

ABSENT: None

APPROVED this 10th day of January, 19 95

ATTEST:

[Signature]
CITY CLERK AND CLERK OF THE CITY COUNCIL OF THE CITY OF RENO, NEVADA



[Signature]
MAYOR OF THE CITY OF RENO

EXPLANATION: *Matter in italics is new; matter in brackets [] is material to be omitted.*

BILL NO. 4973

ORDINANCE NO. 4466

AN ORDINANCE TO AMEND TITLE 18, CHAPTER 18.06 OF THE RENO MUNICIPAL CODE ENTITLED "ZONING", BY ADDING A NEW ZONING DISTRICT ENTITLED "PLUMAS NEIGHBORHOOD RESIDENTIAL CORE OVERLAY DISTRICT"; TOGETHER WITH OTHER MATTERS PROPERLY RELATING THERETO.

SPONSORED BY: RENO CITY PLANNING COMMISSION

THE CITY COUNCIL OF THE CITY OF RENO DO ORDAIN:

SECTION 1. Chapter 18.06 of the Reno Municipal Code is hereby amended by adding a new section 18.06.295, the same to read as follows:

Section 18.06.295. Plumas Neighborhood Residential Core Overlay District.

(a) Purpose: The purpose of this zoning district is to provide design standards for the Plumas Neighborhood Residential Core Area as identified on Exhibit P1. This zoning district is intended to preserve the residential character of the Plumas Neighborhood Residential Core Area through design standards for new development and additions to existing buildings.

(b) Except as noted herein, the Reno Municipal Code applies to all parcels.

(c) The following design standards apply to all parcels within the Plumas Neighborhood Residential Core Area, as identified on the map labeled Exhibit P1.

- (1) Height limitation: 25 feet; maximum of two (2) stories.*
- (2) Architectural treatment: No flat roofed structures will be permitted.*
- (3) Parking: No parking will be permitted in the front of any lot.*

SECTION 2. This ordinance shall be in effect from and after its passage, adoption and publication in one issue of a newspaper printed and published in the City of Reno.

SECTION 3. The City Clerk and Clerk of the City Council of the City of Reno is hereby authorized and directed to have this ordinance published in one issue of the Reno Gazette-Journal, a newspaper printed and published in the City of Reno.

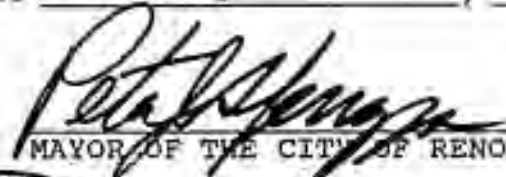
PASSED AND ADOPTED this 24th day of January, 1995 by the following vote of the Council:

AYES: Pilzner, Mascheff, Herndon, Dalske, Martin, Sferrazza


NAYS: None

ABSTAIN: Farahi ABSENT: None

APPROVED this 24th day of January, 1995.


MAYOR OF THE CITY OF RENO

ATTEST:


CITY CLERK AND CLERK OF THE CITY COUNCIL OF THE CITY OF RENO

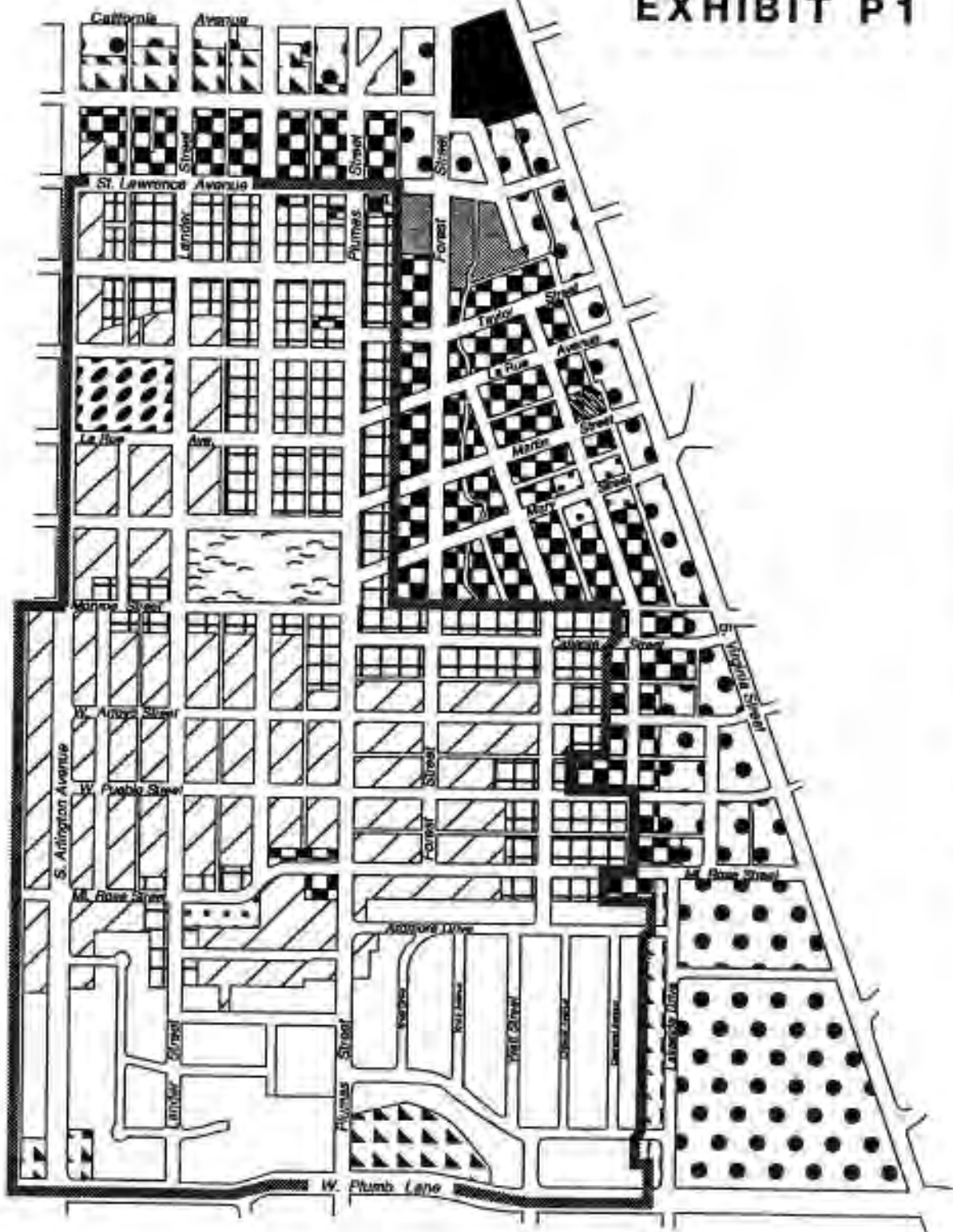


EFFECTIVE DATE: January 27, 1995

EXHIBIT P1

MAP
2

Plumas Neighborhood Plan Residential Core Area



Source: City of Reno Community Development Department

	Residential 3 - 7 d.u./acre		Residential 21+ d.u./acre ¹		Downtown
	Residential 7 - 14 d.u./acre		General Commercial		Office
	Residential 7 - 43 d.u./acre		Neighborhood Commercial		Public Facility
	Residential 21+ d.u./acre		Community Commercial/ Residential 21+ d.u./acre		Park/Open Space

1. Includes office and neighborhood commercial
 delineates residential core south and west of the line and the mixed use area north and east of the line.

DZMGMF

PLUMAS NEIGHBORHOOD PLAN

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RESOLUTION 5086
ORDINANCE 4466

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SUMMARY

The Plumas neighborhood planning process began in April 1992. A survey was mailed to over 4,000 citizens asking them to identify the issues to be addressed as part of the neighborhood plan. More than 500 residents and concerned citizens requested that they be notified of all Plumas neighborhood meetings. It was these residents who participated in general neighborhood meetings, committee meetings, or communicated with the City by phone to voice their concerns about the area. In addition, several State, County and City agencies as well as local community service agencies provided information and some actively participated in the planning process.

The Plumas Neighborhood Plan outlines five major topics which include specific issues of concern to the residents. They are:

1. Neighborhood Preservation - Residents want to maintain a residential core area (see Map 2);
2. Development of a Neighborhood Park - Residents want to redesign part of the Billingham Park as a neighborhood park;
3. Neighborhood Quality of Life - Residents want to limit the intrusion of multi-family, office and commercial uses into single family residential areas;
4. Infrastructure Improvements - Residents want neighborhood streets repaired and maintained; and
5. Traffic and Circulation - Residents do not want Plumas Street to carry commuter traffic to downtown Reno.

This summary highlights the issues identified by the Plumas neighborhood residents and the recommended solutions. A full discussion of these issues can be found on pages 9 through 19. When the Plan is enacted, design standards identified in the Plan will be codified in the Reno Municipal Code to reflect the residents' desires. These standards will maintain the residential character of the neighborhood's Residential Core Area. The residents are aware that State law requires that zoning must be in conformance with the Master Plan land use designations. The Master Plan designations, approved by the General Neighborhood, conform to the existing zoning in the neighborhood as of August 22, 1994.

THE NEIGHBORHOOD PLANNING PROCESS

In April, 1986, the City of Reno adopted the Reno Policy Plan as an element of its Master Plan. Among other things, this document directed the City to implement a neighborhood planning program. The policy reads in part:

The City will develop and implement a neighborhood planning process which addresses the needs of local residents and facilitates citizen input.

Subsequent to this action, the City was divided into thirteen neighborhoods to be considered for a neighborhood plan. The City has the option of adding other neighborhoods to this list when appropriate. The Plumas Neighborhood was added by resolution No. 4837, dated March 17, 1992 (Appendix).

The intent of this process is to provide a forum to encourage resident participation in identifying and making recommendations on the issues affecting their neighborhood. The forum allows the City and the residents to formulate goals, to discuss issues, to generate alternative ways to achieve desired ends, and to develop a plan for the area. By clearly articulating policy changes and resources that are needed, the residents can help realize the future vision of their neighborhood. Interest groups who may have different goals have the opportunity to work out their differences and arrive at mutually satisfactory solutions. This citizen participation is essential to the ultimate success of the neighborhood plan.

Once adopted, this plan will be used as a guide by decision makers for the physical development of the neighborhood. There is growing pressure for development in the Plumas Neighborhood due to its proximity to the downtown area. Some single family homes have been converted to multi-family and non-residential uses on a parcel by parcel basis prior to implementation of the City's off-street parking ordinance. This type of development, coupled with the traffic generated by intensive development to the south of the city, has brought increased congestion, accidents, speeding and parking problems to the neighborhood. If this trend continues, the residential character of this neighborhood may be lost. The residents of the neighborhood have expressed concerns that they will lose the familiar neighborhood streetscape and historic character of the neighborhood. The plan addresses these issues along with others identified by the neighborhood. The plan also provides an issue and strategy analysis and presents a series of recommendations for addressing residents concerns, and background information including an historical overview, demographics, land use, infrastructure systems, and public services. Finally, an appendix provides background information on the discussion which took place at the neighborhood meetings.

WHAT MAKES THE PLUMAS NEIGHBORHOOD A DESIRABLE PLACE TO LIVE AND WORK

The Plumas neighborhood is one of the oldest in Reno. The area is characterized by quiet, tree lined residential streets with a rich variety of architecture.

Over the past few years, new developments proposed for the area have threatened to change this quiet residential neighborhood. In response, the residents decided a Neighborhood Plan was necessary to stabilize the neighborhood and protect their quality of life.

The residents of the Plumas neighborhood do not want to see an increase in commuter traffic through their neighborhood, which they believe will lead to the loss of the tree lined streets and residential architecture of the area. They want to encourage a more leisurely pace for vehicles and pedestrians.

The residents also believe that a neighborhood park would be a welcome addition to the area. Billingham Park and Gym presently functions like a community park. A subcommittee of interested residents, the Quality of Life Committee, has worked on a redesign of the park which they think will satisfy the desires of the local residents to create a small neighborhood park within Billingham Park, while at the same time, provide for the youth soccer league needs.

Finally, the residents recognize the need for neighborhood oriented businesses to serve area residents. They want to encourage small service businesses that will enhance the quality of life experienced by all those who live and work in the Plumas neighborhood.



**Plumas Neighborhood Plan
Planning Area**

NEIGHBORHOOD PRESERVATION

Issue: Residents want to maintain single family areas and a Residential Core Area, the architectural attributes of the existing buildings, and to preserve the existing streetscapes.

Solution: To develop design standards and codify changes within a Plumas Neighborhood Residential Core Overlay District of the Reno Municipal Code, to restrict height, flat roofed structures, and front lot parking, in the Plumas Neighborhood Residential Core Area (Map 2).

DEVELOPMENT OF A NEIGHBORHOOD PARK

Issue: Residents want to redesign the Billingshurst Park so that a portion of the park will function as a neighborhood park.

Solution: The Quality of Life Subcommittee worked with an engineer, of a landscape construction company, from the neighborhood on a redesign of the park. When funds are available for the work to be done, the upper soccer field should be converted into a multi-use space with a small grass area, picnic tables, shade structures, trees, a pathway, and a new play area. The lower soccer field will be left unaltered for the youth soccer league. The funding sources need to be identified and more formal plans drawn before work can begin.

NEIGHBORHOOD QUALITY OF LIFE

Issue: The residents want to stop the noise and disruptive behavior problems in the Billingshurst Park, and around the bars on the west side of Virginia Street. They also want to address the lack of parking in the area; and speeding, especially near school crossings. Finally, the residents want to limit the intrusion of multi-family, office and commercial uses into established single family residential areas.

Solution: The residents have agreed to meet with Government agencies as well as the groups who are generating the noise problems, to work on solutions. They have also agreed to continue working with the police to find solutions to alleviate policing problems. They have also agreed to maintain existing commercial areas along Virginia Street, Mt. Rose Street and California Avenue while discouraging further non-residential intrusion into the rest of the Residential Core Area (see Map 2).

INFRASTRUCTURE IMPROVEMENTS

Issue: Residents wanted Plumas Street to be reconstructed, and the other streets and alleys to be repaired and maintained. They also wanted a narrow sidewalk along Plumas Street to be replaced meeting Americans with Disabilities Act (ADA) standards and to have the traffic signals and lighting improved along Plumas Street.

Solution: The reconstruction of Plumas Street, including the replacement of the sidewalk, where existing, along Plumas Street to ADA standards, was completed during the summer of 1993. The Engineering Division redesigned the traffic signals and street lighting as a part of the project. Residents will continue to report potholes to the Maintenance Division that need attention both on the streets and in the alleys.

TRAFFIC AND CIRCULATION

Issue: Residents do not want Plumas Street to carry commuter traffic from the southwest to downtown Reno. They would like to see that traffic diverted away from their neighborhood.

Solution: The residents will work with the Traffic Engineering staff on ways to encourage commuting traffic to choose an alternate route such as Virginia Street, Arlington Avenue, the Lakeside Drive/Haskell Street/Tahoe Street extension, or a Forest Street couplet as another traffic corridor between downtown and residential areas to the south.

PLANNING AREA

The Plumas Neighborhood is located southwest of Downtown Reno. The boundaries were identified by the Reno Planning Commission and residents, based on physical and geographic features that provide a natural break, such as major streets and common intersections, and a range of factors including noise, parking and activity levels.

The planning area is bounded on the east side by Virginia Street, on the north side by California Avenue and on the south side by West Plumb Lane. The west boundary is Arlington, including the parcels on both sides of Arlington Avenue, south of Monroe Street. Parcels west of Arlington were added because they are not represented by the Newlands Neighborhood and the Planning Commission felt that they should have a voice in the future of Arlington Ave. The planning area is shown on Map # 1.

The residents decided not to address the Virginia Street corridor in this plan. The Reno Municipal Code now provides for parking lot lighting and landscaping, and architectural provisions which should prevent the rear portions of the Virginia Street parcels from adversely affecting the neighborhood.

ANALYSIS OF ISSUES
AND SOLUTIONS

ISSUES OF THE PLUMAS NEIGHBORHOOD

The City used a survey, followed by a neighborhood meeting, to ask the Plumas Neighborhood residents what issues they felt warranted sufficient attention to require forming smaller committees. The Infrastructure and Quality of Life Committees were formed to work on these issues and consider alternative solutions. Finally, the neighborhood residents agreed on the solutions proposed by the committees. This section explains the issues and the alternative solutions or recommendations made by the committees and city staff. Some solutions are long term while others are short term.

NEIGHBORHOOD PRESERVATION

1. Land Use and Zoning

Issue: Existing master plan designations and zoning are not consistent with the residents' desire to maintain distinct areas of land uses which buffer more intense uses from less intense ones. There has also been a pattern of development that predates zoning and which has created a mixture of uses in the Residential Core Area that the residents would like to discourage.

Discussion:

Residential Areas

Within the existing Residential Core Area of the neighborhood, the predominant land use is single family even though the existing master plan designation and zoning allows multi-family. The residents would like to encourage the single family residential uses to be maintained but do not want to rezone the area. State law requires conformance of zoning with Master Plan designation. This means that there may be some parcels which are zoned MF-43 but which are used as single family and are existing non-conforming uses.

The residents want to preserve single family areas, the historical character of the existing buildings in the neighborhood, and reverse the trend of converting single family homes into apartments or offices. The residents have recommended that design standards be used to encourage the development of multi-family buildings that are consistent and compatible with the single family character of the neighborhood. They also recommend that parking lots in the front of parcels not be allowed because they break up the streetscape in a way that is out of character in the Plumas area. Flat roofed structures will not be allowed either because they are not in keeping with the predominately residential building stock in this area.

Because of the neighborhood's close proximity to downtown Reno, there is pressure to develop higher density multi-family buildings on the properties in this area. Even though there is a need for housing, the residents feel that there is a sufficient amount of land

zoned for multi-family use without adding any more. At the same time, the residents do not want to initiate change in zoning of any property within the neighborhood.

In order to maintain the neighborhood's predominance of older style single family residential and low density multi-family uses and to maintain the privacy and residential scale of the Residential Core Area, this plan recommends that the Reno Municipal Code include a Plumas Neighborhood Residential Core Overlay District, which limits the height of residential structures to two stories, requires pitched roofs, and does not allow front lot parking.

Mixed Use Areas

The area between California Avenue and St. Lawrence Street, from Arlington Avenue to Virginia Street, and the area between Virginia Street and the alley between Plumas Street and Forest Street, south to the parcels on the north side of Callente Street, and along both sides of Haskell Street and Lakeside Street, has a mixture of uses which includes commercial, office, multi-family and a few single family residences (see Map 3).

The residents wish to continue this mix and to encourage a variety of neighborhood commercial uses, office and multi-residential uses in these areas. (See Map 3) The Land Use Designation for the bulk of this area would be Residential 21+ (including Office but excluding Neighborhood Commercial) and General Commercial, Downtown and Office. These designations will make the single family residences non-conforming uses. The parcels located between the mixed areas and the stable Residential Core Area would contain a mixture of office and multi-residential uses. The Residential 21+ area should provide a buffer between the higher intensity mixed commercial uses and the strictly residential uses (see Map 3). The Land Use Designation for this area would be Residential 21+ d.u./acre but would exclude neighborhood commercial uses which are generally permitted in the Residential 21+ d.u./acre designation in the rest of the City.

The alley between Plumas Street and Forest Street is the north/south dividing line between the mixed use Residential 21+ d.u./acre which excludes Neighborhood Commercial uses but allows offices, and the Residential 7-43 d.u./acre which excludes Neighborhood Commercial and offices. New development on the east side of the alley between Plumas Street and Forest Street would include higher density residential and office while new development on the west side of the alley would only allow lower density multi-family and single family uses.

The residents along Forest Street did not support the original proposed dividing line down the middle of Forest Street and wanted the dividing line to be moved to the alley between Plumas and Forest Streets so that the land use designation would be the same for both sides of Forest Street. The other residents in the neighborhood agreed to move the dividing line to the alley between Plumas Street and Forest Street. Some property owners in this area would have preferred to see Neighborhood Commercial included in the Residential 21+ designation for this area. Staff analyzed their request but did not

recommend it to the neighborhood because there is no effective way to move traffic through this area until the Lakeside/Haskell/Tahoe Street extension is completed through this area. The Neighborhood Commercial land use designation, as a part of the Residential 21+ (which includes office but excludes Neighborhood Commercial) should be re-evaluated at that time.

The remaining mixed use areas include the parcels abutting Lakeside Drive, and existing non-residential uses on the west side of the intersection at Mt. Rose and Plumas Streets.

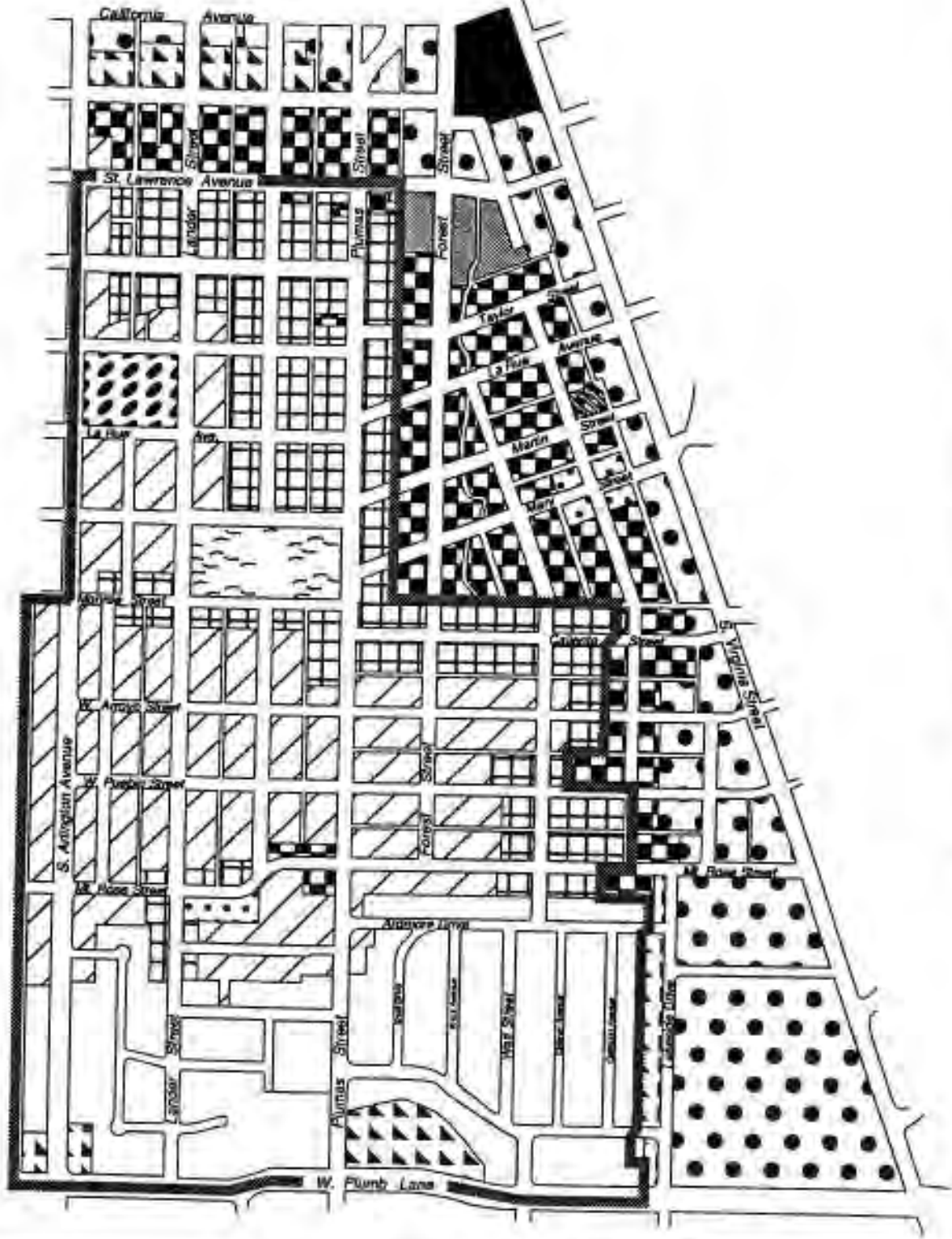
Commercial Areas

The parcels abutting Virginia Street and California Avenue will remain commercial. The west side of Virginia Street, including the shopping center between Virginia Street and Lakeside Drive, would have a General Commercial Land Use Designation because this is the portion that has direct access to Virginia Street which is a major transportation corridor. The south side of California Avenue would have a Neighborhood Commercial Designation because this area is better suited to smaller scale businesses which are not dependent on high volume vehicular traffic.

Solutions:






- a. Provide a guide to development that is more responsive to the desires of the residents of this neighborhood. Upon adoption of this plan, the Land Use Transportation Guide is amended as shown on Map 3.
- b. The Reno Municipal Code will be amended to include the Plumas Neighborhood Residential Core Overlay District, such that in the Residential Core Area (Map 2), height is limited to two stories, no parking will be permitted in the front of a lot, and flat roofed buildings will not be permitted.

Plumas Neighborhood Plan
Residential Core Area



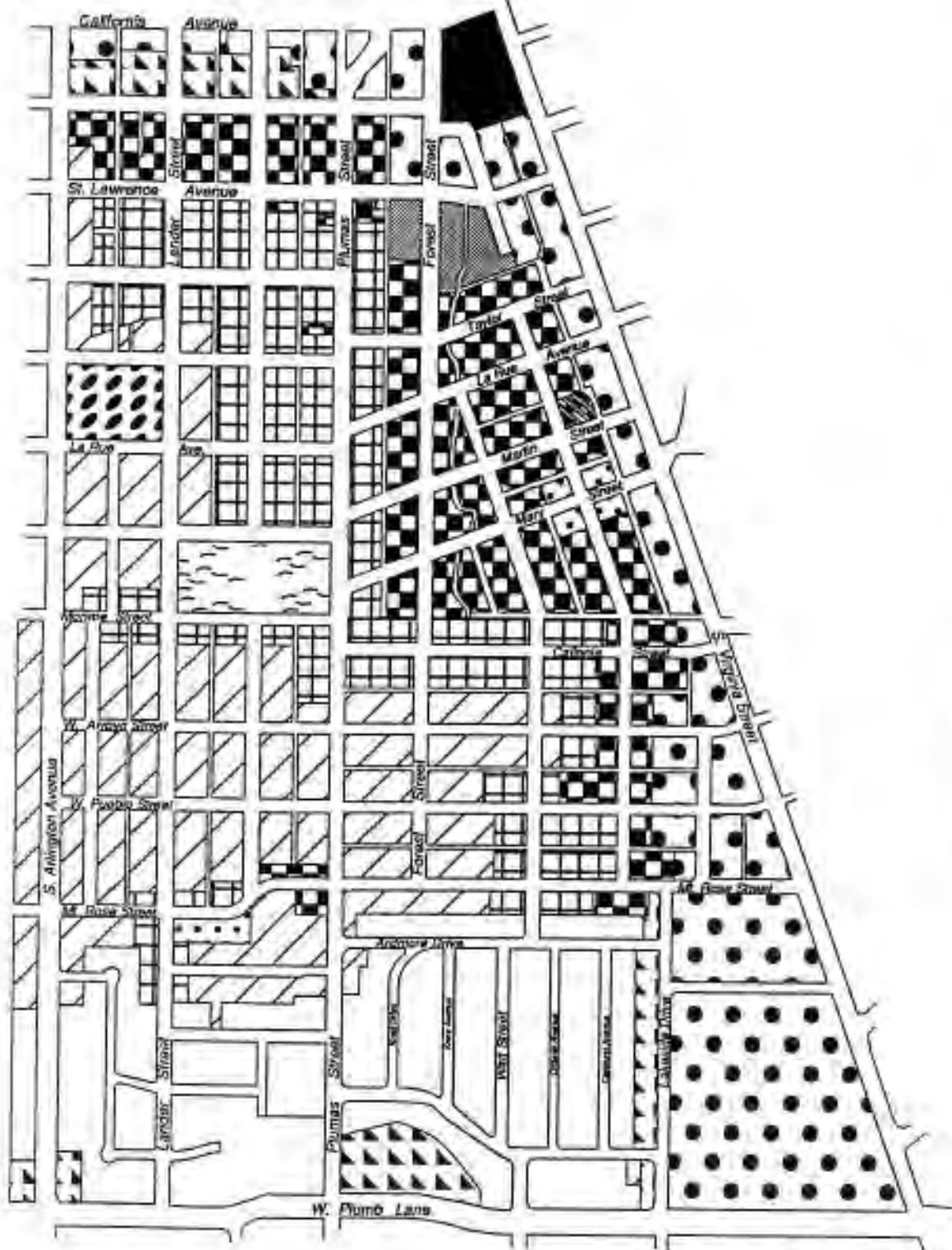
Source: City of Reno Community Development Department

DZMGM

	Residential 3 - 7 d.u./acre		Residential 21+ d.u./acre ¹		Downtown
	Residential 7 - 14 d.u./acre		General Commercial		Office
	Residential 7 - 43 d.u./acre		Neighborhood Commercial		Public Facility
	Residential 21+ d.u./acre		Community Commercial/ Residential 21+ d.u./acre		Park/Open Space

1. Includes office and neighborhood commercial
 - - - - - delineates residential core south and west of the line and the mixed use area north and east of the line

**Plumas Neighborhood Plan Land Use
Transportation Guide Designations**



Source: City of Reno Community Development Department

OZmGm

 Residential 3 - 7 d.u./acre	 Residential 21+ d.u./acre ³	 Downtown
 Residential 7 - 14 d.u./acre	 General Commercial	 Office
 Residential 7 - 43 d.u./acre ¹	 Neighborhood Commercial	 Public Facility
 Residential 21+ d.u./acre ²	 Community Commercial/ Residential 21+ d.u./acre	 Park/Open Space

1. excludes neighborhood commercial and office
 2. includes office, excludes neighborhood commercial
 3. includes office and neighborhood commercial

2. Design Standards within the Residential Core Area (Map 2):

Issue: Some recent development projects in the area show no consideration for the historical neighborhood design. Residents feel that building designs should blend in with their surroundings and enhance the residential feel of the area. Additionally, the historic qualities of the buildings are not always respected when existing properties are remodeled. The Reno Municipal Code does not specify what types of facade treatments should be incorporated into building design in order to compliment existing architecture in a neighborhood. Parking lots in visual conflict with the surrounding streetscapes and setbacks are often located in front yards with new construction or conversions.

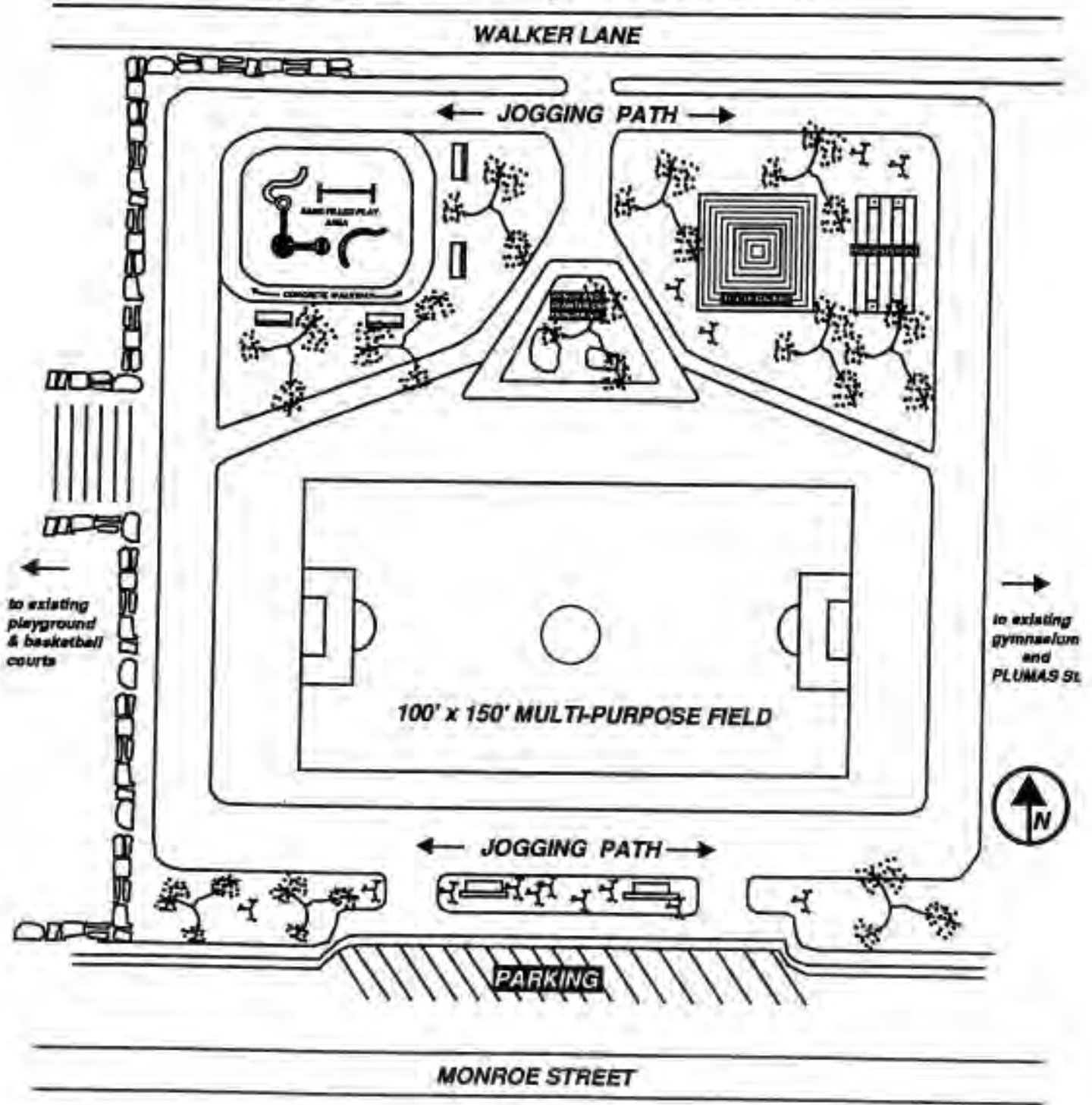
Solution: Design standards which are included in the Plumas Neighborhood Residential Core Overlay District of the Reno Municipal Code will clearly articulate the desires of the neighborhood plan while at the same time will help eliminate disagreements about compatibility of new development. These design standards will be adopted through the Plumas Neighborhood Residential Core Overlay District, in the Reno Municipal Code, as a part of this neighborhood planning process. They will include restrictions in the Residential Core Area on flat roofed structures, parking lots at the front of parcels, and three story residential structures.

3. Trees

Issue: The residents enjoy the tree lined streets of the neighborhood. They want to maintain the present streetscape and enhance the areas that do not have a lot of trees.

Solution: The City should continue its Urban Forestry Program to ensure that the existing trees that are located within the City right-of-way are maintained in a healthy state. The Reno Municipal Code landscaping requirements should be strictly adhered to. New development and conversions should have a requirement for trees to be placed along the street frontage with at least one tree per average 50-60 foot wide lot.

WEST BILLINGHURST PARK proposed improvements



DEVELOPMENT OF A NEIGHBORHOOD PARK

Issue: Billinghamurst Park attracts many non-residents and functions as a community park. The residents want to convert a portion of the Billinghamurst Park into a neighborhood park with amenities for local residents.

Discussion: The Billinghamurst Park and Gym have been used for many years by a variety of community groups for youth soccer, adult soccer, school recess, pre-school playground, recreation programs, jazzercise, and public meetings. The residents of the neighborhood do not feel that the park, in its present configuration, serves the needs of the neighborhood. A redesign of the park would solve many of their concerns.

Solution: Redesign of Billinghamurst Park would be funded when monies are available for park upgrades. Removal of portions of the fence around the upper field would enhance the feeling that this part of the park is for use by the local residents rather than organized groups. Some of the residents have expressed an interest in planting trees first so that they will mature during the time it will take to identify and secure a funding source for the improvements needed to implement the redesign of the park. The residents want an additional playground, some tables and barbecue pits, walking paths and a gazebo on what is currently the upper field (see Exhibit 1).

NEIGHBORHOOD QUALITY OF LIFE

1. Noise

Issue: Two locations, the Billinghamurst Park, and the area around the bars on Virginia Street, generate unacceptable noise. Adult soccer games at night disturb the nearby residents. The bars on Virginia Street create a noise problem especially during the late night hours.

Solution: The Committee decided that the most efficient way to address the noise problems is to have residents call the police department when noise is a problem in the neighborhood. Soccer goal posts have been removed on the upper field which has helped curb the noise from Billinghamurst Park because the adult soccer league is playing elsewhere.

2. Parking

Issue: The residents do not want parking lots in the front yards, because they want to maintain the tree lined, residential style, streetscapes. Neither do they want to lose on-street parking, especially in front of homes that do not have driveways or off-street parking. The residents want future developments to

provide adequate off-street parking so that they will not adversely affect the existing conditions.

Solution: The Traffic Engineering staff suggested parking bays along Plumas Street to help relieve parking shortages. The Committee did not choose that alternative; rather, they chose to keep the existing parking along Plumas Street even though it may not be adequate. Current requirements for new development provide off-street parking that will help alleviate the shortage over time.

3. Pedestrian Safety

Issue: The residents believe that there are not enough cross walks for residents, especially children, to safely get around the neighborhood.

Solution: The City should investigate and implement improved pedestrian crossings on Plumas Street. The Committee agreed to have residents work with the Traffic Engineering staff to accomplish this.

INFRASTRUCTURE IMPROVEMENTS

1. Streets

Issue: Many residents opposed the widening of Plumas Street for several reasons. They do not want to encourage more commuter traffic to use Plumas, and they do not want to lose any trees. After much negotiation, the City decided to reconstruct Plumas Street at its existing width. This is now complete. The residents also want the City to maintain the other streets and alleys in better repair.

Solution: The Committee was told that the City will make repairs to other streets and alleys when money is available and the Maintenance Division encouraged the residents to keep the City informed of potholes or street cracks.

2. Sidewalks

Issue: The sidewalks along Plumas Street carry heavy pedestrian traffic. They were in need of repair and did not conform with Americans with Disabilities Act Standards for width and ramp locations.

Solution: The reconstruction design for Plumas Street included these improvements where sidewalk currently exists and right-of-way is available. The one exception was to install sidewalk, on the west side of Plumas Street from Plumb Lane north to the Citifare bus stop, in exchange for free right-of-way from the adjacent property owner.

3. Speeding

Issue: The Committee thinks that the traffic on Plumas Street moves too fast for a residential area. They want the City to time traffic signals to slow traffic down.

Solution: The Committee agreed to work with the traffic engineering section to find the best solution for this problem.

TRAFFIC IMPROVEMENTS

Issue: As stated earlier, the residents do not want Plumas Street to function as an arterial. They want to explore ways of moving traffic off Plumas Street onto other streets.

Discussion: Plumas Street provides a direct route for traffic from the southwest area to downtown Reno. It will likely remain the route of choice for many motorists until Plumas Street becomes too congested and there are too many delays. Traffic would have to be encouraged to use alternate routes to change the way Plumas Street functions.

Residents have proposed several alternate routes to move traffic off Plumas Street. After a preliminary evaluation, Traffic Engineering noted that the Virginia Street Corridor Plan, developed by outside consultants for the Regional Transportation Commission, identified Plumas Street as a major transportation corridor carrying traffic between southwest Reno and downtown Reno. The residents' suggestion that Virginia Street carry the traffic diverted from Plumas Street is problematic because Virginia Street is already reaching its maximum capacity. The Forest Street couplet was evaluated by Traffic Engineering and deemed to be not justified based on cost of land acquisition and the need for transitions at both the north and south ends.

Solution: Residents have worked with the Traffic Engineering staff on ways to encourage commuting traffic to choose an alternate route such as Virginia Street or Arlington Avenue. Another solution might be the Lakeside Drive/Haskell Street/Tahoe Street extension as an alternate traffic corridor through the area.

Any solution should also take into account impacts to local cross streets and local parallel streets (i.e., Lander Street).

PLUMAS NEIGHBORHOOD
HISTORIC OVERVIEW

THE PLUMAS NEIGHBORHOOD AREA

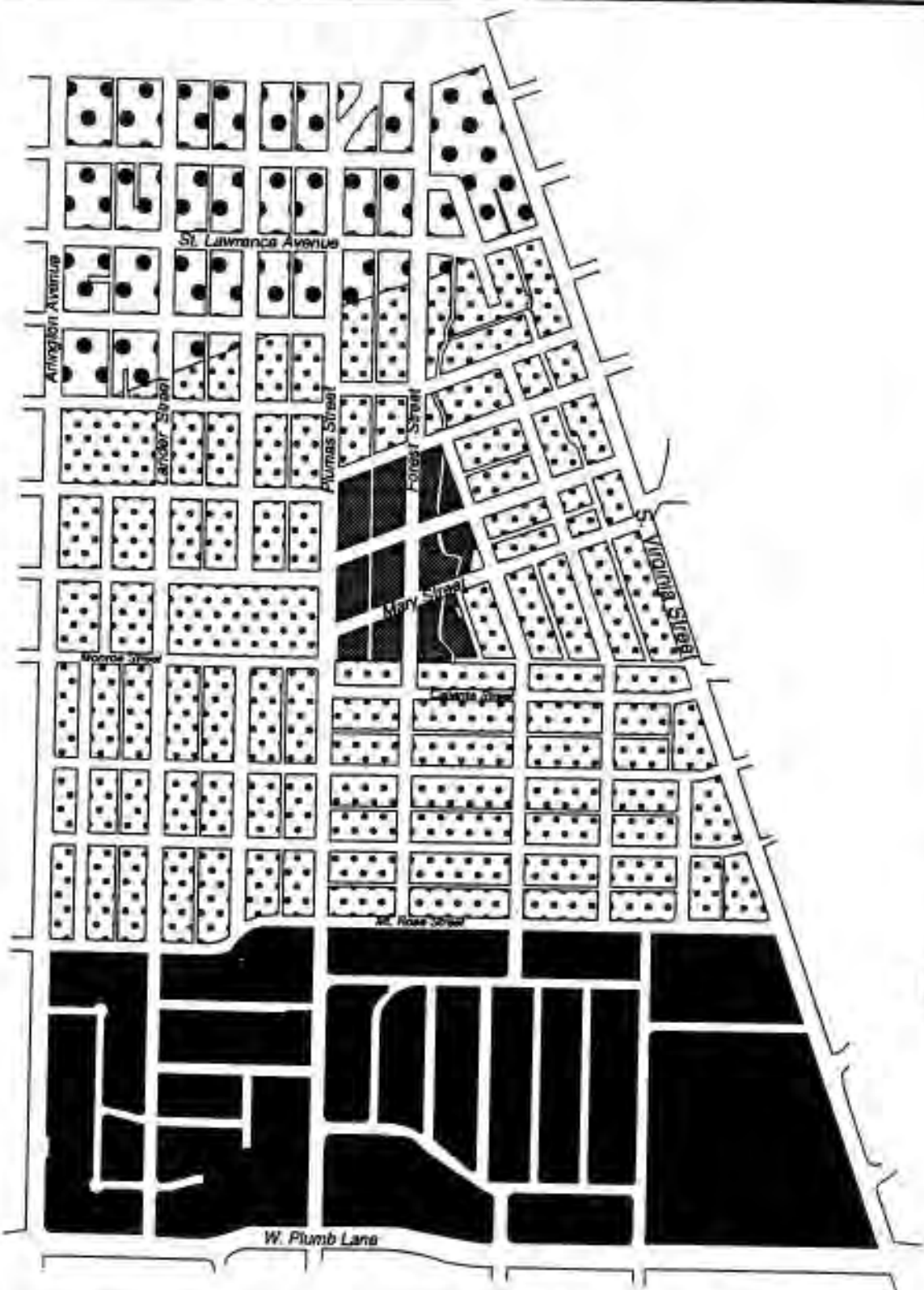
In the late 19th Century, the Plumas Neighborhood Area was predominantly an undeveloped section southwest of town that contained several ranches. The first subdivision in the area was recorded in 1877. A recent survey of the area shows that there are still approximately 94 buildings that were built prior to 1923 in the earliest recorded subdivisions.

Approximately seventy-five percent of the subdivisions in the area were recorded over the next 30 years, however, construction of new homes did not escalate until the announcement came that a new school would be constructed in the area.

George Wingfield donated the land to build the Billingshurst Junior High School and Gym which were completed about 1930. The subdivisions that had been recorded prior to the completion of the Billingshurst School were developed over the next decade.

The remaining twenty-five percent of the subdivisions in the Plumas area were recorded after 1940. The neighborhood is virtually built out, and has been relatively stable for a long time period (Map 4).

Plumas Neighborhood Plan
Subdivision Map



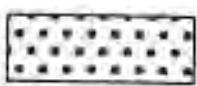
Source: City of Reno Community Development Department



Before 1877



1923 - 1939



1905 - 1908



1940 - Present

*Gaps in sequential time occur when there were no subdivisions recorded

JACKSON

PLUMAS NEIGHBORHOOD
EXISTING CONDITIONS

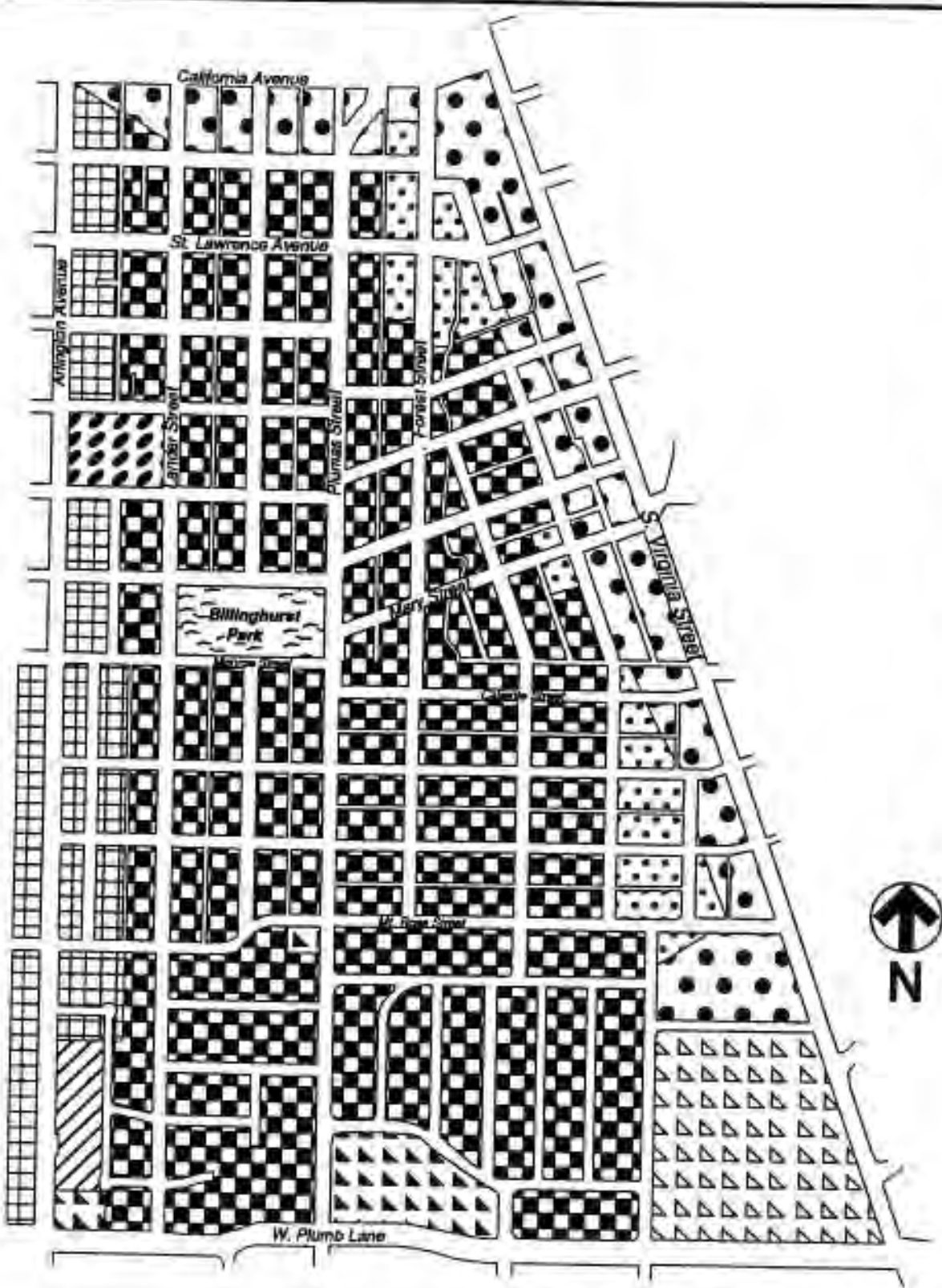
July, 1994

Table 1
Demographic Summary
Plumas Neighborhood
as Compared to the City of Reno

<u>Date Type</u>	<u>Plumas</u>	<u>City of Reno</u>
Population	3,713	133,850
Persons/Family	2.57	2.92
Persons/Household	1.81	2.26
Median Age	35.8	33.3
% over 64 years old	19.2	11.8
% under 19 years old	13.6	22.1
% male	50.0	51.0
% female	50.0	49.0
Families		
Married Couples		
% with children	23.0	32.0
% without children	48.0	42.1
Male Householder		
% with children	3.0	3.7
% without children	4.0	5.9
Female Householder		
% with children	11.0	11.3
% without children	8.0	5.9
Non-Families		
% Female Householder	5.2	3.8
% Male Householder	7.6	6.8
% Female Living Alone	26.5	16.4
% Male Living Alone	25.8	17.2
Vacancy Rate	5.18%	6.67%
Median Rent	\$ 381.00	\$ 419.00
Median Property Values	\$ 101,800.00	\$ 109,600.00
Median Income	\$ 21,566.00	\$ 28,388.00



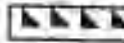






*The 1990 Census data was used to compile this information.

**Plumas Neighborhood Plan Land Use Transportation
Guide Designations as of August, 1994**



Source: City of Reno Community Development Department

DZMGMR

	Single Family		Community Commercial and Multi-Family		Office
	Single & Multi-Family		Office and Community Commercial		Public Facility
	Multi-Family		Office, Community, and Tourist Commercial		Park

LAND USE DESIGNATIONS

The Master Plan for an area delineates broad categories of land use which provide direction for future development. Zoning is more specific development standards which provides requirements for future development. Developed land uses should follow the Master Plan land use designation and zoning, however, the Plumas Neighborhood was built prior to the adoption of these concepts in Reno so it has a unique pattern of development.

In general, the Land Use/Transportation Guide Designations, identified and defined in the City's Land Use/Transportation Guide, provide direction for future development by designating appropriate land uses. Map 5 shows the present designations for the neighborhood in the Land Use/Transportation Guide.

The 1984 Land Use/Transportation Guide designations in the area consist of several different land use types.

Single Family Residential Areas are where the predominant use is single family homes. Parks, necessary public facilities, and small convenience stores may also be found in these areas.

Multi-Residential Areas are of residential use where the predominate type of housing is low rise multi-family (i.e. apartments, triplexes, condominiums). Parks, necessary public facilities, offices and low intensity commercial may also be found in these areas. Within urban centers, high rise multi-family residential with complementary shopping, office and recreation facilities.

Park Land is devoted to parks and recreation activity.

Neighborhood Commercial denotes small shopping and service centers designed to meet the needs of the surrounding residents. Usually they contain a food market with neighborhood-oriented mixed commercial and/or office uses. They may be located within an urban center serving high density residential areas.

Community Commercial is an integrated shopping district designed to serve the needs of City residents or the regional population. Usually, contains one or more major department stores with a large number of ancillary stores and offices.

Tourist Commercial is tourist-oriented activities of the highest intensity, including hotel-casinos, motels, tourist shopping, with auxiliary office, commercial, and/or residential.

1994 LAND USE TRANSPORTATION GUIDE DESIGNATIONS FOR THE PLUMAS NEIGHBORHOOD

Residential 3-7 dwellings per acre - land utilized for residential development with densities between three and seven dwelling units per acre.

The land use policies shall determine the appropriate density within the range for a particular property. Limited non-residential uses such as parks, schools, churches, private clubs and child care facilities may also be appropriate for this designation. Building design shall respect the residential character of the area.

Residential 7-14 dwellings per acre - land utilized for residential development at densities ranging from 7-14 dwelling units per acre.

The land use policies shall determine the appropriate density within this range for a given piece of property. Non-residential uses such as group homes, fitness centers, private clubs, churches, schools and parks may also be appropriate for this designation. Both single family and multi-family housing types may be requested within this category. Housing may be single structures or groupings of duplex, triplex, and four-plex or larger apartment complexes. On a vacant parcel in a developing area, clusters of buildings or larger buildings may be appropriate. In older developed neighborhoods, this designation may allow construction of a unit on the back of an existing house, and/or conversion of a single family residence to a duplex.

Residential 7-21 dwellings per acre - land utilized for residential development at densities ranging from 7-21 dwelling units per acre.

The land use policies shall determine the appropriate density within this range for a given piece of property. Non-residential uses such as group homes, fitness centers, private clubs, churches, schools and parks may also be appropriate for this designation. This residential category, 7-21 dwellings per acre, is the most flexible in the City. Both single family and multi-family housing types may be requested within this category. Housing may be single structures or groupings of duplex, triplex, and four-plex or larger apartment complexes. On a vacant parcel in a developing area, clusters of buildings or larger buildings may be appropriate. In older developed neighborhoods, this designation may allow construction of a unit on the back of an existing house, and/or conversion of a single family residence to a duplex.

Residential 7-43 dwellings per acre - land utilized for residential development at densities of 7-43 dwelling units per acre.

The land use policies shall determine the appropriate density for a given piece of property. Non-residential uses such as group homes, fitness centers, private clubs,

churches, schools and parks may also be appropriate for this designation. This Master Plan Designation is a hybrid between Residential 7-21 d.u./acre and Residential 21+ d.u./acre. The purpose of this designation is to allow existing Single Family Residences to conform with the Master Plan, however, it would not allow Neighborhood Commercial or Office because the area is presently residential.

Residential more than 21 dwellings per acre - land utilized for residential development at densities of 21 or more dwelling units per acre.

The land use policies shall determine the appropriate density for a given piece of property. Non-residential uses such as group homes, fitness centers, private clubs, churches, schools, parks, offices and limited neighborhood commercial services may also be appropriate for this designation. Commercial uses must be four acres or less and designed to maintain the residential character of the area. When located downtown or in a focal center, a limited amount of commercial activity may be incorporated in the residential development.

Neighborhood Commercial - a small shopping center of approximately 8-15 acres providing goods and services to adjoining residential areas.

A neighborhood commercial center usually contains a food market and a mix of neighborhood-oriented commercial and office uses. These centers do not contain businesses with a regional market, but may include limited residential uses above the ground floor. If residential densities surrounding the neighborhood commercial area are not sufficient to support an 8-15 acre center, a smaller center or convenience store may be appropriate. Public activities such as police service centers, public offices and equipment storage within a building are appropriate for commercial sites with this designation.

General Commercial - an integrated shopping and service district designed to serve the needs of City residents or the general population of the Truckee Meadows.

General commercial areas are not designed to meet the needs of tourists, although they may contain facilities for the convenience of the traveling public. A commercial center usually contains one or more major retailers with a large number of ancillary stores and offices. Commercial recreational activities (e.g., amusement park) may also be appropriate in this designation.

General commercial may be an appropriate designation for a "town center" proposed as part of a major development (e.g., 1,250 dwellings), or as the main shopping area for an entire subregion of the Truckee Meadows. Properties designated for general commercial use may "stand alone" as in a mall or center; or be part of the urbanized area where entire blocks are developed with commercial, office and service uses. Amendments of a property's land use designation to General Commercial should not result in a new or expanded strip commercial area.

The City is concerned with the tendency of some commercial developments to have numerous curb cuts, contrasting building style and color, competing signs, and disparate landscape treatment. Commercial uses with these tendencies often have a cluttered appearance and will be discouraged. The parcel size for land designated general commercial must be sufficient to accommodate the intended development, circulation, extensive landscaping and separate delivery and trash removal areas.

Downtown - the City center where the most intensive urban activities are encouraged.

Downtown is an appropriate location for governmental complexes, public uses, cultural centers, professional offices and financial services, housing at 21+ dwellings per acre, commercial centers, restaurants and transportation hubs.

Office

Predominant activities include offices for professional, service or general business.

Public

Activities operated primarily for a public purpose such as airports, cultural centers, government centers, libraries, schools and utility installations.

Park/Open Space

Land devoted to parks or recreational facilities or recreational activity; land available for public access, use or enjoyment; lands containing significant environmental resources, or those posing safety hazards and/or extreme constraints for development.

EXISTING LAND USES

The City of Reno maintains a land use inventory of all properties within the city limits. Existing land uses within the Plumas Neighborhood boundaries include: residential, public park, public facility, office, neighborhood commercial, community commercial, and tourist commercial. Map 6 shows existing land uses in the area.

The Plumas neighborhood consists of approximately 300 acres. Most of the area is developed for residential uses, both single family and multi-family. There are general commercial uses along the Virginia Street corridor and California Avenue and there is an area of less intense commercial uses at Mt. Rose and Plumas Streets. Offices are sprinkled throughout the commercial and multi-family areas of the neighborhood.

Many neighborhood properties in this area are currently designated as multi-family, but are being used for single family uses. This may require that some parcels be rezoned to comply with the Land Use/Transportation Guide designations.

The public facilities in the area include one public school, several private elementary and preschools, and a public park and gym which is located on the site of the former Billingham Junior High School.

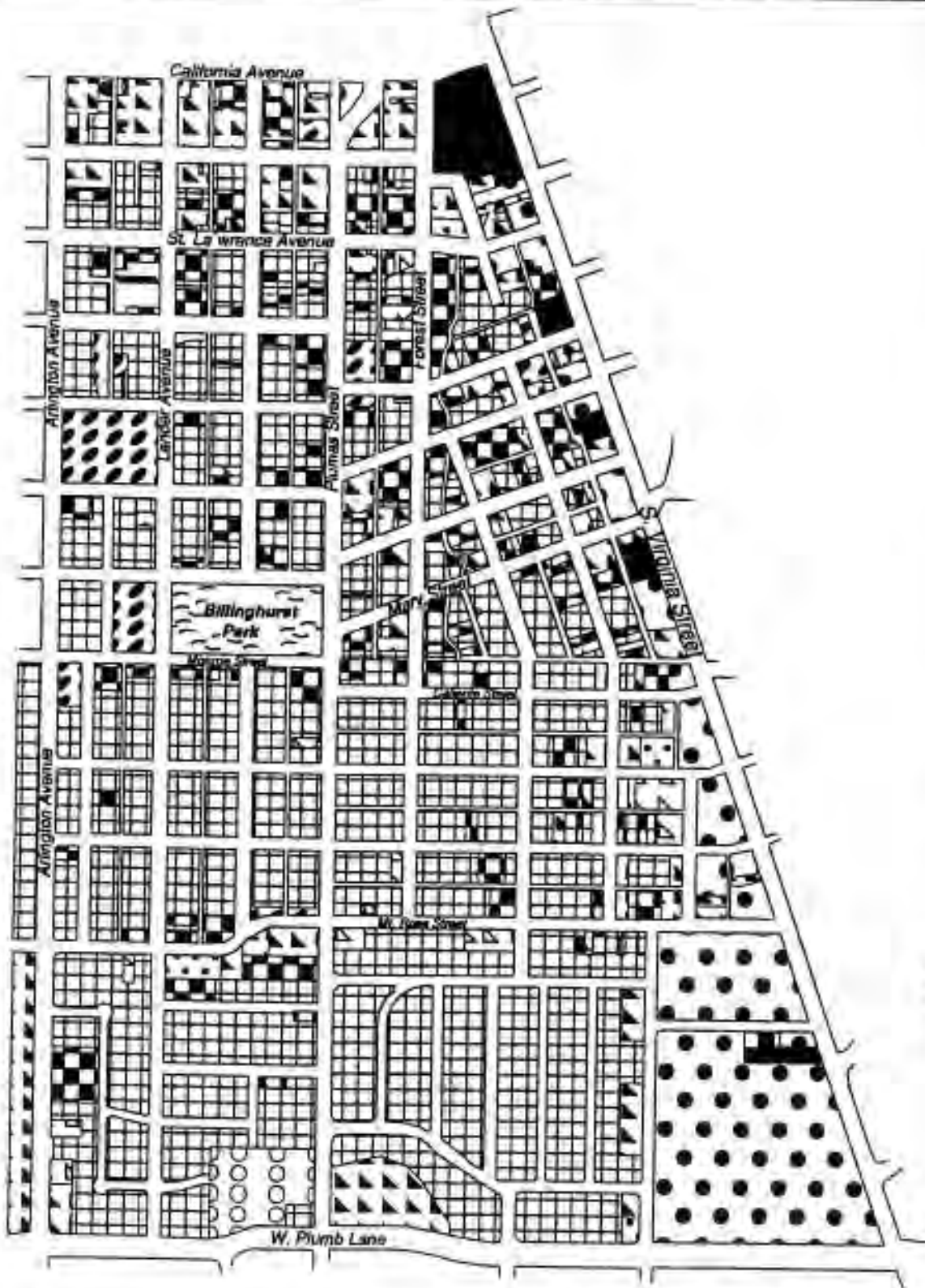
There are about 14 acres of vacant land in the area. The majority of it is occupied by the construction storage yard at Plumb Lane and Plumas Street. The rest are predominantly residential lots.

Table 2
LAND USE SUMMARY
 Plumas Neighborhood
 as Compared to the City of Reno

<u>Land Use</u>	<u>Acreage</u>	<u>Percent of Neighborhood</u>	<u>City-Wide Average</u>
Single Family	130.5	44.5%	15.4%
Multi-family	25.92	9%	4.3%
Mobile Homes	0.00	0%	1.5%
Group Homes	48.34	16.5%	.4%
Total Residential	204.76	70%	21.6%
Commercial	27.18	9%	3.3%
Tourist Commercial	7.34	2%	.9%
Office	24.19	9%	.9%
Industrial	4.5	1.5%	3.3%
Park	4.68	1.5%	3.4%
Public Facility	6.97	2.5%	15.4%
Vacant	14.26	4.5%	39.0%

*Source: City of Reno, Community Development Department

**Plumas Neighborhood Plan
Existing Developed Land Use**



Source: City of Reno Community Development Department

OZMGMF

- | | | |
|---|---|---|
|  Single Family Residential |  Neighborhood Commercial |  Employment |
|  Multi-Family Residential |  Community Commercial |  Park/Open Space |
|  Vacant |  Tourist Commercial |  Public Facility |
| |  Industrial | |

NEW DEVELOPMENT

Recent developments in the neighborhood, of significant size, include the Southwest Professional Subdivision, located on the northeast corner of Plumb Lane and Plumas Street, and the Continental Commercial Center, located between Virginia Street and Lakeside Drive, south of Mt. Rose Street. Southwest Professional is fully occupied; the Continental Commercial Center, a Specific Plan District, has not been built out yet. The only other major development, on two parcels located behind "Granny's House" Recording Studio, on the southwest corner of Mt. Rose and Plumas Streets, requested a time extension which was denied by Council. There is a pending zoning map amendment request to allow a new Albertson's store north of the Lakeside Plaza Shopping Center and to request permits to upgrade the center in general. This request went to City Council in September, 1993, and was approved.

Most recently, there have been two zoning map amendment requests to allow the construction of apartments. One was from P-O (Professional Office) to MF-43 (Multi-Family) on the west side of Forest Street, north of West Taylor Street. The other was from CC (Community Commercial) to MF-43 (Multi-Family), on the west side of Tahoe Street, at its terminus. Both were approved in August, 1994, after much discussion regarding how they fit in the Neighborhood Plan recommendations.

BUILDING CHARACTERISTICS

The Plumas Neighborhood is characterized by older style building stock. The predominant architectural style is the Bungalow, followed by the Tract Cottage and the European Cottage. The City conducted an historical analysis of the neighborhood in the spring of 1992. Of the 1353 parcels inventoried by age and architectural style of the building, the majority of the historic structures (625) appear to have been constructed prior to 1942; 94 structures were built before 1919. An additional 473 structures that were not yet 50 years old (1942-1961) were identified and reviewed; these structures appear to contribute to the identity of the neighborhood. There is at least one building listed in the National Register of Historic Places and a number of others which have potential of being historically significant, and eligible for inclusion on the National, State or Reno Register of Historic Places.

Definitions:

Bungalow Style: The bungalow is typically a one to one and one-half story building with gently pitched broad gables. A lower gable usually covers a porch while the larger gable covers the main house. Chimneys are of rubble, cobblestone or rough-faced brick. Wood is the customary exterior finish, however, in the Plumas Neighborhood, brick, stone and stucco are most often used.

Tract Cottage: The tract cottage is typically a one story, small, plain, square shaped building with a low pitched gable or hip roof. Windows have horizontal glazing bars. Garages although generally attached, however, are not incorporated into the roof line.

European Cottage: The European cottage is similar to, but more ornate than, the tract cottage, often using architectural details similar to the Tudor or Chalet styles.

Relative age of buildings on parcels

Those approaching 100 years	-	7%
Those older than 50 years	-	39%
Those approaching 50 years	-	35%
Relatively new construction	-	14%
Vacant	-	5%
Total	-	100%

ZONING

1. Existing Zoning

A review of the Land Use Transportation Guide, existing zoning and existing land uses in the Plumas Neighborhood shows that there are non-conforming uses in the area, like single family residences in the multi-family zones (MF-43). Discussions and recommendations are presented in the Issue Analysis section of this plan. Map 7 illustrates the existing zoning in the neighborhood.

Zoning in the area consists of:

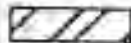







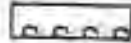

- SFR-6 Single family residential - 6,000 square foot minimum lot size. Designed for single family homes, typically adjacent to low-density multi-family, SFR-9 and SFR-4 districts.
- SFR-9 Single family residential - 9,000 square foot minimum lot size. Designed for single family homes, typically between higher intensity residential and rural land uses.
- SPD The intent of the SPD (Specific Plan District) is to accommodate projects or plans within the design and configuration of the use or uses of land that constitutes a single functionally integrated entity.

Plumas Neighborhood Plan
Existing Zoning Map



Source: City of Reno Community Development Department

DZEMGF

 SFR-9	 MF-43	 PO
 SFR-6	 NC	 CB
 MF-14	 CC	 SPD
	 AC	

- MF-14 Multi-family residential - one unit per 3,000 square feet. Provides for low-density multi-family residential and is considered to be appropriate adjacent to single family.
- MF-43 Multi-family residential - one unit per 1,000 square feet. Considered appropriate only in those areas properly zoned prior to adoption of the code. Designed for residential use where the predominate housing type is low-rise multi-family, and assures provision of the necessary amenities for increased residential densities.
- PO Professional Office - Provides for office conversions and small office developments appropriately located in transition areas or adjacent to residential districts.
- NC Neighborhood Commercial - Intended for commercial and service enterprises associated with residential development that are not based on a community or region-market.
- CC Community Commercial - Designed for commercial and service enterprises for the community at large. This is the most general commercial zone.
- AC Arterial Commercial - Intended for commercial and service enterprises that generate large volumes of traffic and depend on access to major arterial streets.
- CB Central Business - Intended to provide for commercial uses in Downtown Reno which complement the hotel/casinos in the area and create a vibrant pedestrian atmosphere in order to assure the continuation of Downtown Reno as the most intense focal center in the community.

INFRASTRUCTURE

This neighborhood is an urban area with standard urban services. There is a street system, public transportation, pedestrian access and bicycle paths, a park, recreational opportunities, garbage pickup, police and fire protection, in addition to water, sewer, electric and gas service.

A. Transportation





The transportation of people and goods is an important element of neighborhood plan. This section of the plan provides information regarding existing conditions of transportation systems and services.



**Plumas Neighborhood Plan
Existing Street Network**



Source: City of Reno Community Development Department

-  Major Arterial
-  Minor Arterial
-  Collector
-  Local

D
Z
M
G
M
L

B. Street System

The Plumas neighborhood is served by a network of streets which carry both local traffic within the neighborhood as well as arterials which carry traffic between the southwest and downtown Reno. The Land Use Transportation Guide designates all streets in the city based on the functional characteristics of the street and the amount of traffic it carries. Map 8 shows the street network and designations.

Virginia Street, located on the eastern side of the neighborhood is designated as a Major Arterial. A major arterial accommodates large volumes of through traffic between portions of the city. This traffic is comprised of local and visitor trips. The major arterial is designed mainly for the movement of through traffic but also performs a secondary function of providing access to abutting properties, in very limited circumstances. Access, parking and loading may be restricted or prohibited to improve the capacity for moving traffic. The arterial may be intersected by other major and minor arterials.

The designated minor arterials in the neighborhood are: California Avenue, the neighborhood's northern boundary, Plumas Street, Arlington Avenue, the neighborhood's western boundary, and Plumb Lane, which borders the neighborhood on the south side.

A Minor Arterial provides traffic access between neighborhoods and city centers. They are subject to some access controls, channelized intersections, and parking restrictions.

Mt. Rose Street, Monroe Street, Mary Street and Caliente Street are designated as Collector streets. A Collector functions as a connection between local streets and minor arterials and provides access to abutting properties. Stop signs are often found at the intersections with local streets.

The rest of the streets in the neighborhood are designated as Local Streets. A Local Street provides direct access to abutting properties. Usually designed for lowest traffic volumes and speeds for maximum safety.

Street Conditions:

In general, the streets are in good or fair condition. Plumas Street has been reconstructed and is in excellent condition. Data obtained from the City Engineering Division show that two streets in the area are categorized as having failed. All streets that are fair to excellent require corrective/preventative and routine maintenance. The two failed streets will require major rehabilitation or reconstruction. Table 3 shows existing pavement conditions.

Even though the city does not have funding available to improve all these streets at this time, reconstruction of Plumas Street has recently been completed and paving work has been done throughout the neighborhood. Additional paving work will be completed to correct the potholes created by the unusually harsh winter of '92-'93. In June, 1993, Reno voters approved a ballot measure that provides increased funding for local street

maintenance. In conjunction with the Regional Transportation Commission, Washoe County and the City of Sparks, the City Council is exploring funding alternatives for the maintenance, repair and capacity improvements for the Truckee Meadows street system.

One project has been identified for the neighborhood in the City's Capital Improvement Plan. When funding is available Virginia Street, between Liberty Street and Mary Street, which is identified as an existing deficiency in the Impact Fee program, will be scheduled for capacity improvements.

Table 3

Pavement Conditions in
the Plumas Neighborhood Area

<u>Street</u>	<u>Condition</u>	<u>Maintenance Needed</u>
Ardmore Dr.	Fair	Corrective Maintenance
Arlington Ave.	Fair	Corrective Maintenance
Arroyo St.	Good	Corrective Maintenance
Caliente St.	Good	Corrective Maintenance
California Ave.	Excellent	Routine Maintenance
Forest St.	Excellent	Routine Maintenance
Glen Manor Dr.	Good	Corrective Maintenance
Haskell St.	Good	Corrective Maintenance
Humboldt St.	Good	Corrective Maintenance
Koehlepp Ave.	Good	Corrective Maintenance
Knoll Dr.	Good	Corrective Maintenance
Knox Ave.	Failed	Reconstruction
Lakeside Dr.	Excellent	Routine Maintenance
Lander St.	Good	Corrective Maintenance
La Rue Ave.	Fair	Corrective Maintenance
Marsh Ave.	Fair	Corrective Maintenance
Martin St.	Good	Corrective Maintenance
Mary St.	Good	Corrective Maintenance
Modoc Ave.	Fair	Corrective Maintenance
Monroe St.	Fair	Corrective Maintenance
Mt. Rose St.	Very Good	Preventative Maintenance
Oakhurst Ave.	Fair	Corrective Maintenance
Ordway Ave.	Fair	Corrective Maintenance
Plumas St.	Excellent	Routine Maintenance
Plumb Lane	Failed	Reconstruction
Pueblo St.	Good	Corrective Maintenance
Reno Ave.	Good	Corrective Maintenance
Shangri-la Dr.	Fair	Corrective Maintenance
St. Lawrence Ave.	Good	Corrective Maintenance
Tahoe St.	Fair	Corrective Maintenance
Tolica St.	Very Good	Preventative Maintenance
Toyabe St.	Good	Corrective Maintenance
Taylor St.	Failed	Reconstruction
Tonopah St.	Good	Corrective Maintenance
Virginia St.	Good	Corrective Maintenance
Walker St.	Fair	Corrective Maintenance
Watt St.	Fair	Corrective Maintenance
Wright St.	Fair	Corrective Maintenance

Traffic:

Due to projected traffic volumes on Plumas Street, the City Engineer proposed a widening project in 1988. Some of the residents of the Plumas neighborhood opposed the project because of the impact that additional traffic flow would have on the neighborhood. The City Council initially approved the widening; reconsidered their decision at the neighborhood's request; overturned their original decision and decided not to widen the street in the future (Resolution 4837 - Appendix).

During the neighborhood planning process, the intersections of Plumas Street with Marsh Avenue and with California Avenue, of Plumas Street with Plumb Lane, and of Mt. Rose Street with Plumas Street, were identified by the neighborhood and the Traffic Engineering staff as intersections that would benefit from striping and signalization improvements. The improvements agreed upon by the neighborhood were completed as a part of the Plumas Street reconstruction. The Traffic Engineering staff identified the intersection of Mt. Rose Street with Plumas Street as one that would benefit from turn pockets to improve circulation. The neighborhood infrastructure committee and the neighborhood residents that were in attendance at the September 30, 1992, general neighborhood meeting disagreed and decided not to support any redesign of that intersection. As a result, the intersection of Mt. Rose Street with Plumas Street was not improved as a part of the Plumas Street reconstruction.

The number of average daily trips for some of the streets in the neighborhood are listed on Table 4. In order to determine how busy an intersection is, a level of service is established. This system uses average travel speed, traffic density, and traffic flow rates to determine the current status of an intersection. Level of service A provides the best traffic flow while level of service F, is characterized by traffic congestion which causes gridlock. Table 5, shows the levels of service at some of the intersections in the neighborhood. In May of 1991, the City Council adopted a level of service "D" to be maintained within the majority of major, minor arterial and collector roadway segments, Plumas Street included.

Table 4

Plumas Neighborhood Plan
Annual Average Daily Trips**
On Some Neighborhood Streets

<u>Street Name</u>	<u>Survey Point</u>	<u>No. of Trips</u>	<u>Designation</u>
Arlington Av.	Mt. Rose to Plumas	12,200	Minor Arterial
Arlington Av.	California to Mt. Rose	15,300	Minor Arterial
Plumb Ln.	Arlington to Plumas	18,700	Minor Arterial
Plumb Ln.	Plumas to Lakeside	18,900	Minor Arterial
Plumas St.	California to Plumb	12,000	Minor Arterial
Virginia St.	Liberty to Mt. Rose	17,800	Major Arterial
Virginia St.	Mt. Rose to Plumb	28,000	Major Arterial
Mt. Rose St.	Arlington to Plumas	4,500	Collector
Mt. Rose St.	Plumas to Virginia	5,200	Collector

** Figures were compiled by Nevada Department of Transportation in 1992 (average volumes for the entire year)

Table 5

Plumas Neighborhood

Level of Service on Some Streets*

<u>Intersection</u>	<u>Peak Hour</u>	<u>Non-Peak Hour Level of Service Vehicle/Capacity</u>
California/Sierra	B	A (1991)
California/Virginia	B	D (1992)
California/Arlington	F	D (1990)
Mt. Rose/Arlington	B	A (1988)
Plumb/Arlington	B	A (1991)
Plumb/Plumas	B	A (1992)
Plumas/Mt. Rose	B	B (1991)
Virginia/Mary-Center	A	A (1992)
Mt. Rose/Virginia**	B	A (1988)

* Reno City Traffic Engineer

** Prior to Wells Avenue realignment

Public Transportation:

Public Transportation for the neighborhood is provided by the Citifare Bus System, which includes the CitiLift service providing for physically challenged persons. The residents did not express any complaints about the service provided. Citifare has no immediate plans to alter its service to the Plumas Neighborhood.

Pedestrian Circulation:

The residents indicated that Plumas Street has a pedestrian circulation problem. This was relieved to some extent when the school crossing with flashing lights was installed in 1989 at the LaRue Avenue with Plumas Street intersection. The residents have encouraged Traffic Engineering staff to explore more ways of providing safe and accessible pedestrian crossings across Plumas Street and throughout the neighborhood.

Bicycle Access:

The City of Reno Bikeways Plan shows that there are bicycle routes on Arlington Avenue, Plumas Street, and Plumb Lane within the boundaries of this neighborhood.

Parking:

Most of the streets in the neighborhood provide on-street parking for the adjacent residences and business uses. This neighborhood was built prior to the City's parking ordinance and as a result there are a number of current land uses in the neighborhood which have a pre-existing lack of off-street parking. In fact, there are a number of parcels that do not have a driveway or curb-cut for off-street parking. Quite often, those parcels have access off one of the many alleys in the area.

C. SEWER

The Plumas Neighborhood is connected to the public sewer system. Some residents have stated that there are sewer problems in the southern portion of the neighborhood. The Maintenance Division has indicated that the problems are not associated with the public sewer lines, but rather with root problems in the lines on individual parcels.

D. WATER

Water services in the Plumas Neighborhood are provided by Westpac Utilities, under a water service franchise from the City. There are no plans to alter the system which is adequate for the needs of this neighborhood.

E. GAS

Gas service to the neighborhood is provided by Sierra Pacific Power Company. Some of the lines were replaced in conjunction with the Plumas Street reconstruction to improve service and update the system in the neighborhood.

F. ELECTRIC

Electric services are also provided by Sierra Pacific Power Company. There was much discussion about undergrounding the power lines along Plumas Street during the reconstruction. Due to the high cost of undergrounding the existing service, the residents agreed to have the power lines relocated to the back of sidewalk along Plumas Street so that the sidewalk width would meet Americans with Disabilities Act standards for accessibility.

G. PUBLIC SERVICES

Park:

There is one city park, Billingham Park and Gym, in the neighborhood. It is used by the Catholic School for recess, by a nearby pre-school for play, and by the youth soccer league for practice and games. The park is also used by the adult soccer league and by the Mt. Rose Elementary School for outside activities.

The residents have expressed a desire to convert a portion of the park to a design that would promote neighborhood use of the park rather than city wide use. This recommendation is discussed in the analysis section.

Recreation and Cultural Activities:

The Reno Recreation Department offers a "Summer of Fun" program for children between the ages of 8 and 12 years old, and a "Summer of Fun Friends" program for children between the ages of 5 and 7 years old. There are ten one week sessions throughout the summer. Although there are daily outings that take the children throughout the community, the children are dropped off and picked up at the Billingham Gym in the Billingham Park.

Street Cleaning:

The City Street Maintenance Division is responsible for street sweeping within the city limits. It generally takes 3.5 weeks for a citywide cycle to be completed during the winter months, and 2.5 weeks during the summer months. The difference in the cycle duration is due to the additional time that it takes to remove the sand that is spread on the streets when it snows or is icy. If cars are always parked on the streets, the curbs and gutters cannot be cleaned regularly.

Garbage Pick-up:

Reno Disposal is responsible for garbage service within the city limits. They service every property once a week. The company also provides a curbside recycling program.

Police:

Twenty-four hour Patrol and Traffic policing services are provided to the area. Police calls for service to the area are relatively low in comparison to the surrounding residential and business neighborhoods, and the number of reported serious crimes is substantially lower than adjacent neighborhoods to the east and south. Police respond to occasional reports of noise disturbance-related calls in the areas of several South Virginia Street nightclubs, and occasionally at Billingham Park, but the level of these service demands are not of an extraordinary nature. Neighborhood schools report no exceptional level of concerns. Traffic within and through the neighborhood, although heavy on arterials at peak times, cause no significant concerns, and none of the neighborhood streets are unusually high complaint areas. Police report no significant impediments to their ability to provide service to the area.

Fire:

In 1991, Fire Station No. 3 was relocated from the intersection of California Avenue and Virginia Street to the intersection of Grant Drive and West Moana Lane. The Fire Department has noted that the neighborhood benefitted from this relocation by an improved level of emergency response. The northern portion of the neighborhood is also served by the Downtown Station. The wide streets and alleys throughout the neighborhood provides excellent access for fire fighting purposes.

SUMMARY

The standard urban services provided to the neighborhood are adequate except where otherwise noted. These services will support additional infill projects, however, these services may require upgrades if larger developments are proposed.

PUBLIC PARTICIPATION

SURVEY SUMMARY

The Community Development Department mailed a survey to all property owners and residents whose addresses were listed on the Washoe County Assessors records, and all addresses listed with the U.S. Post Office for this neighborhood. This was necessary because the assessor's records show owners only, and not necessarily residents. Conversely by mailing to residents only the City could have missed the property owners. Approximately 4,500 surveys were mailed and 257 were returned. This represents a return rate of almost 6%. This low return rate is deceptive because many of the residents received multiple copies of the survey. The results of the survey are shown in the appendix.

Most respondents rated their neighborhood good, and the major problems noted were street maintenance, sidewalk improvements, traffic/speeding problems and too much multi-family, office and commercial zoning.

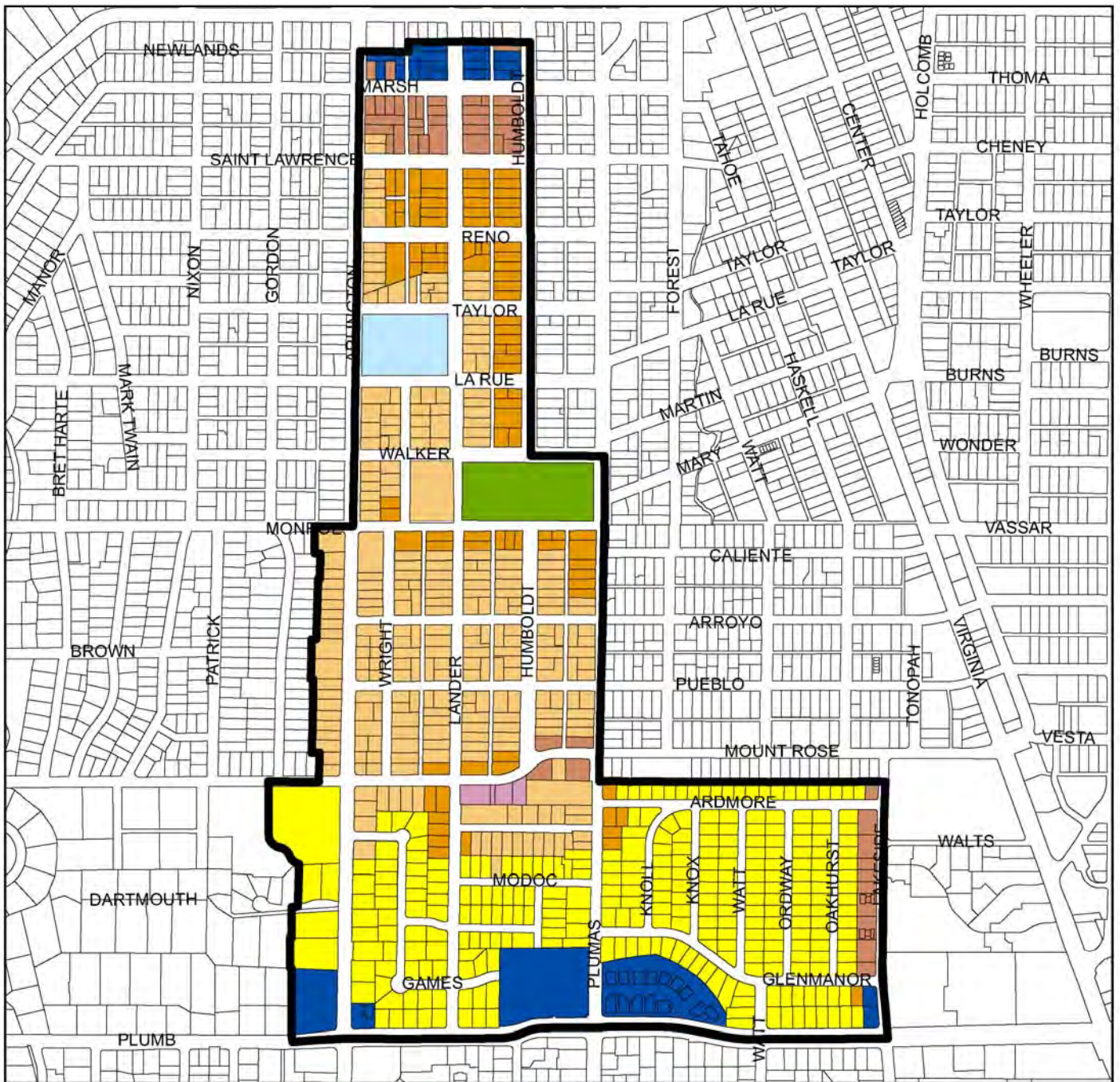
GENERAL NEIGHBORHOOD MEETINGS

City staff conducted 4 general neighborhood meetings and over 15 committee meetings with the Plumas Neighborhood. Problem issues were discussed and decisions were reached by consensus. Comments were recorded and reviewed at the end of each meeting. Each meeting is summarized in the appendix. Eventually, all the issues were prioritized by the residents and are as follows:




- Neighborhood Preservation
- Development of a Neighborhood Park
- Neighborhood Quality of Life
- Infrastructure Improvements
- Traffic and Circulation

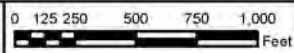
COMMITTEE MEETINGS

During the general meetings, those in attendance were asked to sign up to work on special topic committees. All the issues of concern to the neighborhood residents were categorized into two main groups. They are the Quality of life Committee and the infrastructure Committee. Committee Meetings are summarized in the appendix.



Plumas Neighborhood Plan Land Use Designations

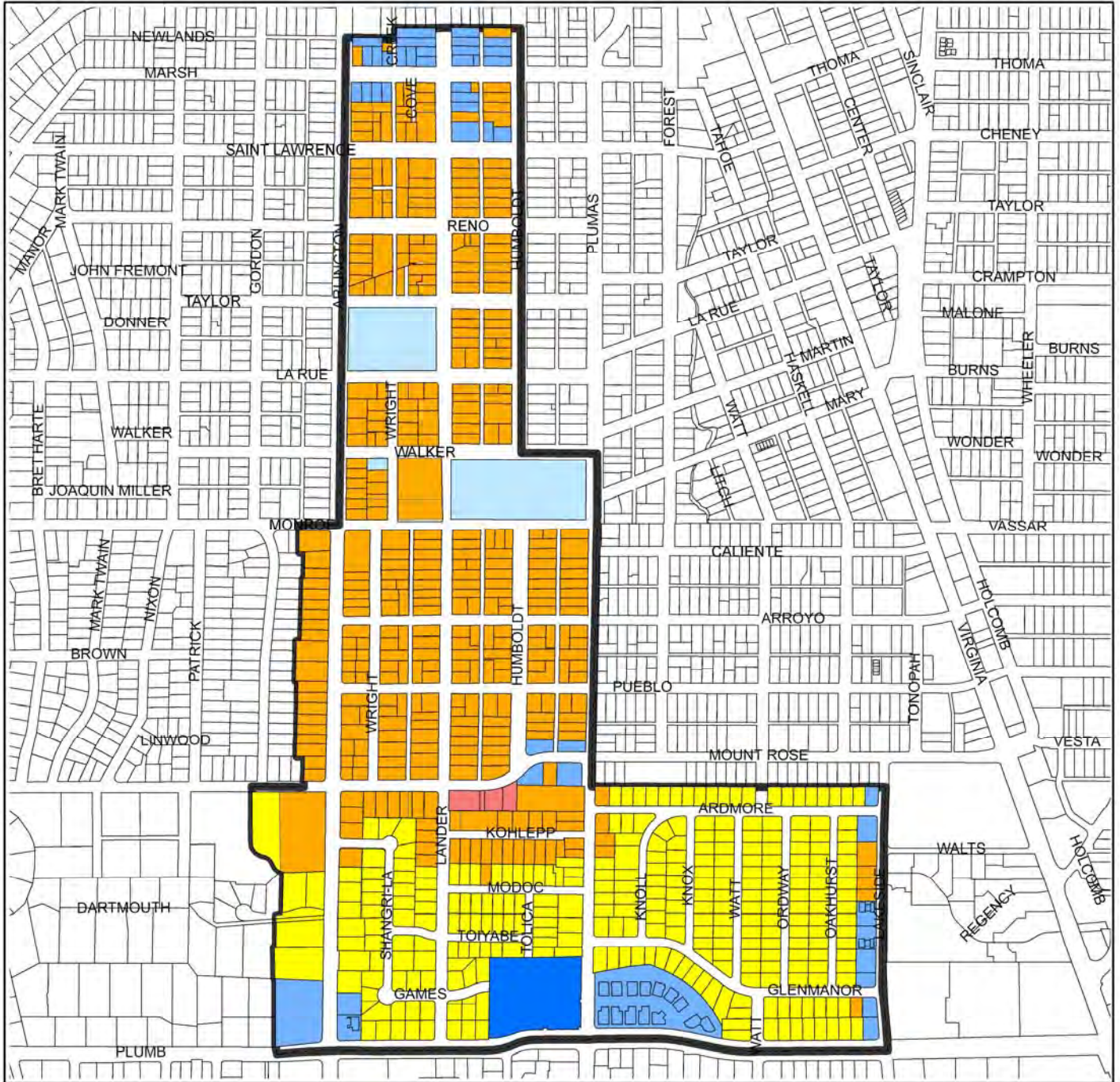
- | | |
|--|---|
|  Single Family Residential
(3-7 units / acre) |  Neighborhood Commercial |
|  Multi-Family Residential
(7 -14 units / acre) |  Office |
|  Multi-Family Residential
(7-30 units / acre) |  Parks/Recreation |
|  Mixed Residential |  Public Facility |












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Community Development Department
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P.O. Box 1900 Fax: 334-2043
Reno, NV 89505 www.cityofreno.com
Creator: G:\PLANNING\Planning Case Maps\File #\LDC#



Plumas Neighborhood Plan Zoning

- | | |
|---|---|
|  SF-6/PL |  PF/PL |
|  SF-9/PL |  PO/PL |
|  MF-14/PL |  GO/PL |
|  MF-30/PL |  NC/PL |
|  MF-30/PL/HL | |



0 115 230 460 690 920 Feet

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Community Development Department

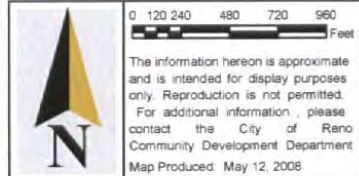
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Reno, NV 89505 www.cityofreno.com

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Plumas Neighborhood Plan Planning Area

 Plumas NP Plan Area




**Community Development
Department**

450 Sinclair Street Phone: 334-2063
P.O. Box 1900 Fax: 334-2043
Reno, NV 89505 www.cityofreno.com

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GREENFIELD NEIGHBORHOOD PLAN



ACKNOWLEDGEMENTS

City Council

Robert A. Cashell, Sr., Mayor

Pierre Hascheff, At-Large

Dan Gustin, Ward One

Sharon Zadra, Ward Two

Jessica Sferrazza, Ward Three

Dwight Dortch, Ward Four

David Aiazzi, Ward Five

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Susan Schlerf, Assistant City Manager

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Jim Newberg, Vice Chair

Todd Brabbin

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Adopted by City Council on June 13, 2007

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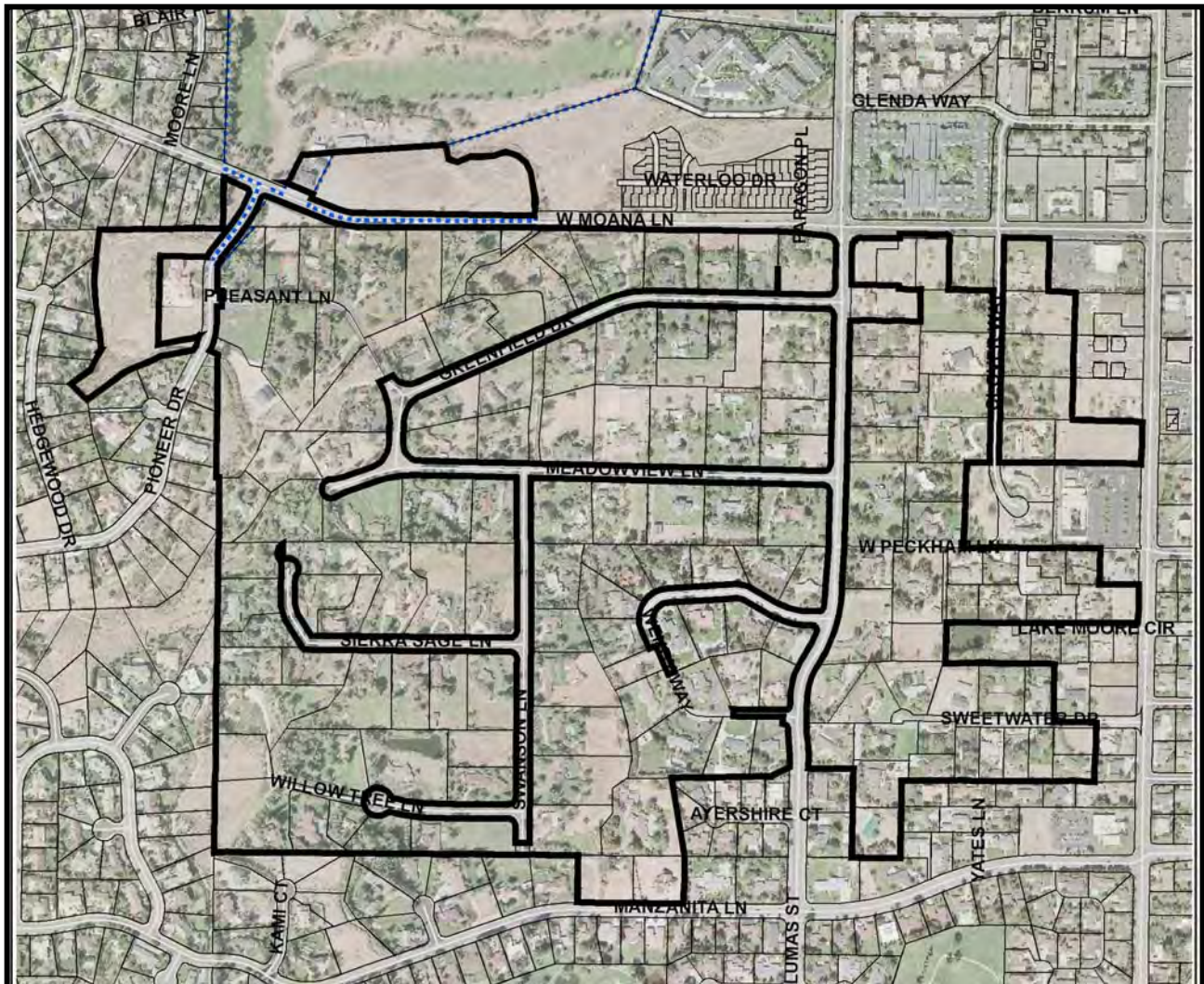
INTRODUCTION

Plan Organization

This plan is divided into three sections: Introduction, Development Concept, and Implementation. Development standards and processing provisions are included in the Reno Municipal Code.

Boundary

The Greenfield Neighborhood Plan area is generally located north of Manzanita Lane, south Moana Lane, west Lakeside Drive, and east Pioneer Drive. The boundaries are shown below.



Time Frame

The time horizon for this plan is twenty years.

Relationship to Other Plans

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS 278.150 through 278.170).

Policies of the Truckee Meadows Regional Plan are applicable region wide. The City of Reno Master Plan has three different levels of applicability; Citywide, Center and Transit Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Transit Corridor plans are for the eight regional centers and five transit oriented development (TOD) corridors in the City and its sphere of influence. Neighborhood plans cover other areas, not in centers or transit corridors, which have been designated as appropriate for more detailed planning. Policies in center, transit corridor and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center, corridor, and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate Municipal Code provisions (e.g., zoning, development standards and processing requirements) must be consistent with these plans.

The Greenfield Neighborhood Plan was developed with input from the City of Reno Neighborhood Advisory Board (NAB) Ward 2-Central, property owners in the area, and other interested individuals

DEVELOPMENT CONCEPT

The Greenfield Neighborhood Plan replaces the Greenfield Area Sphere Plan, which was adopted in September 1995. The Master Plan land use designation is Special Planning Area- Greenfield Neighborhood Plan. The purpose of this Plan is to maintain the primarily single family residential character of the area. In order to encourage and preserve this character a maximum density of one unit per acre should be maintained. Existing parcels that are less than one acre should not be further divided. Within the Plan area commercial land uses should be limited to parcels that front Moana Lane, are east of Plumas Street, and west of Clover Way

There are no sidewalks, street lights, curb and gutter, or sanitary sewage disposal in the most of the Plan area. These improvements should only be required for parcels fronting Plumas Street, Lakeside Drive, or Moana Lane, unless the Washoe County Health Department or the City of Reno requires these improvements for the health and safety of the neighborhood.

IMPLEMENTATION

Amended land use designations and zoning districts, as well as modified Reno Municipal Code provisions, are included in this Plan to implement the development concepts of this plan.

Land Use

The City of Reno Master Plan land use designation for the area is Special Planning Area- Greenfield Neighborhood Plan. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in this designated neighborhood. This designation is consistent with the uses from the development concept, portion of this plan. When the Greenfield Neighborhood Plan does not specifically address issues or provisions the City of Reno Master Plan policy will apply.

Zoning, Code Amendments and Design Guidelines

With adoption of the Greenfield Neighborhood Plan the entire area will be zoned GF (Greenfield Neighborhood Planning Area Overlay District). Permitted land uses, development standards, and processing requirements for the Greenfield Neighborhood are described in the associated overlay district in the Reno Municipal Code.

The Greenfield Neighborhood Planning Area Overlay District designates the continuation of existing land uses. Any change in land uses must be defined by the Greenfield Neighborhood Plan Area Overlay District. The code section includes specific development requirements for the area, such as permitted land uses, setbacks, height, and landscaping.

WELLS AVENUE NEIGHBORHOOD PLAN



ACKNOWLEDGMENTS

City Council

Robert A. Cashell, Sr., Mayor
Pierre Hascheff, At-Large
Dan Gustin, Ward One
Sharon Zadra, Ward Two
Jessica Sferrazza, Ward Three
Dwight Dortch, Ward Four
David Aiazzi, Ward Five

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Amended by City Council on June 13, 2007 and June 2011

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INTRODUCTION

Location

The Wells Avenue Neighborhood is roughly defined by Holcomb Avenue and South Virginia Street on the west, Kietzke Lane on the east, Plumb Lane on the south, and Ryland Street on the north. Precise boundaries are illustrated on the figure below.

Time Frame

This plan forecast horizon is twenty years.

Plan Background and Summary

Plan Development

In 2006, the City of Reno provided funding to develop a neighborhood plan for the Wells Avenue Neighborhood. This Plan reflects the current vision and policies for the neighborhood.



Community interest and involvement in the Wells Avenue Neighborhood has been high in recent years. It has been particularly high for the South Wells Avenue Corridor, which was the subject of a community outreach and planning effort that was completed in early 2001. From these meetings a number of the streetscape improvements were recommended and have recently been implemented.

Summary of Key Issues

The following summary contains an overview of the key Land Use issues affecting the Wells Avenue Neighborhood as identified by residents and stakeholders in the planning process. These issues served as the foundation during plan development and helped shape the vision statements created in the process. Other issues not pertaining to Land Use were also identified and have been forwarded to the appropriate departments for review and inclusion into that department's action plan.

Issue #1: Neighborhood Character and Identity

- **Neighborhood in Transition:** The Wells Avenue Neighborhood is in a state of transition. Some areas within the neighborhood have experienced a period of gradual change (in some cases decline) over the past 30 or more years with the introduction of higher-density residential infill and a broader mix of non-residential uses, while much of the neighborhood's eastern half is well-maintained and appears relatively stable. Desired changes for the neighborhood need to be

identified and clearly reflected by this process and subsequently reconciled with City regulations to ensure the feasibility of their implementation.

- **Character and Compatibility of Residential Infill:** Much of the residential infill that has occurred within the neighborhood is not compatible with surrounding residences in terms of its style, scale, and intensity and is detracting from character of the neighborhood. Incompatible residential infill such as this, combined with the perception that many units are not compliant with City codes has left many residents with a poor perception of multifamily development.
- **Lack of Protection for Historic Structures:** West of Wells Avenue, many of the neighborhood's original historic homes remain and have been restored in recent years. Others have been converted to offices or small retail shops, creating mixed-use districts that retain the residential character of the neighborhood as found along Vassar Street. However, despite these positive attributes, incompatible residential infill detracts from the appearance of many blocks, particularly west of Wells Avenue.

Issue #2: Continued Stabilization and Enhancement of the Wells Avenue Corridor

The local business corridor along Wells Avenue is a central feature of the neighborhood, providing jobs, goods, and services to residents. The corridor was the focus of an intensive planning effort in 2000 aimed at improving the safety, appearance, and multi-modal character of the neighborhood's "main street." Extensive streetscape enhancements were recently implemented, resulting in a significant reduction in the width of Wells Avenue traffic lanes in order to accommodate additional on-street parking, intersection enhancements, benches, landscaping, and other pedestrian amenities, along with new pedestrian-scaled lighting, banners, and other unifying design elements. Although the appearance and function of the corridor have been dramatically improved, work remains to be done:

- **Business Number and Mix:** There is a need for critical mass and necessary mix of businesses to promote day and night activity.
- **Appearance and Design:** Appearance and renovation of commercial storefronts is needed to foster attractive environment for activity and investment—however, many residents expressed a desire to retain the diverse visual character of the corridor as well.

VISION AND POLICY

Neighborhood Stability and Character

The **Vision** is of a Wells Avenue Neighborhood where pride in the neighborhood's history and character is clear and evident by the area's well-maintained homes and yards and ongoing property-owner investment in the restoration and adaptive reuse of historic homes and structures. The diversity of the neighborhood is further enhanced through the integration of infill and redevelopment that is in keeping with the established character of the neighborhood.

Policy N-1: Establish Targeted Residential Design Standards and Guidelines to Ensure Compatible, Renovation, Infill, and Redevelopment



(Left) Traditional residential character found in many areas of the Wells Avenue Neighborhood.
(Center/Right) Infill and redevelopment examples from an urban neighborhood in Denver, CO, demonstrating how new uses can be incorporated within a historic context, such as Wells Avenue.

Major renovations and infill development that is out of scale or character with the existing homes in a neighborhood can detract from the overall identity of the area. Wells Avenue Neighborhood residents value and wish to protect the historic flavor of their neighborhood. This can be accomplished, in part, through the creation and application of a set of design standards and guidelines, specific to the characteristics of the neighborhood that will help to ensure major renovation, infill, and redevelopment activities that create compatible structures that enhance, rather than detract, from the neighborhood.

Policy N-2: Establish Additional Protective Measures for Historic Resources as Appropriate



A modern and comprehensive historical survey should be prepared to form the basis of discussion regarding potential preservation efforts for the area. This should be completed in conjunction with the Historic Resource Commission. Upon completion of the historic inventory, the findings should be used to determine whether additional protective measures for particular structures or areas within the neighborhood are warranted. Protective measures may include nominating significant structures or groups of structures for the City, State, or National Registers of Historic Places, and application of the City's Historic Overlay District (HL), which is available to properties or structures that have been successfully listed. The appropriate measure, or a combination of measures, should be selected to best meet neighborhood objectives.

Mixed-Use Corridors

*The **Vision** is of the continued enhancement of the Wells Avenue neighborhood's mixed-use corridors as centers of neighborhood activity and as regional destinations. The Wells Avenue corridor's "eclectic" character is complemented by a set of flexible design guidelines and standards that guide infill and redevelopment and the renovation of existing structures. An increase in density along the corridor, including the incorporation of additional residential dwellings, supports local businesses and spurs an increasingly diverse selection of retail, grocery, and dining options over time. Outdoor gathering spaces are incorporated in visible locations to accommodate neighborhood events and enhance the area's sense of community. The continued adaptive reuse of historic homes along the Vassar and Holcomb corridors reinforce the area's blooming arts-based commercial district, drawing visitors to the neighborhood and complementing the Wells Avenue Mixed-Use District.*

Policy MUC-1: Maintain a Broad Mix of Neighborhood-Supportive Uses along the Corridor, Including Residential.

The Wells Avenue corridor is the heart of the neighborhood, providing restaurants and shops used by residents. Expansion of the number and variety of businesses along the corridor should continue to be supported by the Wells Avenue Merchants and Property Owners' Association and the Reno-Sparks and Hispanic Chambers of Commerce. Additional residential development along the commercial corridor should also be included within mixed-use developments as it will serve to increase overall day and night activity, increase resident base for local businesses, and create additional housing options within the neighborhood.

Policy MUC-2: Establish Design Guidelines and Standards for Mixed-Use and Commercial Development

To ensure that future infill and redevelopment activity along the Wells Avenue corridor is compatible with the corridor's unique character, a set of design guidelines and standards should be established. Standards and guidelines should address appropriate scale, massing, setbacks, building materials, landscaping, and signage, among other attributes. The use of a combination of advisory and regulatory language will be important in order to allow for creativity in design. This should be completed through the creation of an overlay zoning district for the area.

Policy MUC-3: Encourage Façade Improvements

The Wells Avenue Merchants and Property Owners Association should work with the City to seek participation in the Redevelopment Agency's recently established Façade Improvement Program. The program offers low or no-interest loans or grants to local businesses to finance façade improvements for commercial buildings within a defined area.

Policy MUC-4: Foster a Pedestrian-Oriented Commercial Corridor

Recent investment along the Wells Avenue corridor has significantly improved the pedestrian environment. As new infill and redevelopment activity occurs, particular attention should be given to the design of buildings to ensure they promote a pedestrian-friendly atmosphere in their design and orientation. Improvement efforts along Wells Avenue should continue to add amenities such as benches, trash receptacles, sidewalk widening, and trees where possible to foster an attractive and comfortable streetscape for pedestrians.

Policy MUC-5: Protect the Established Character of the Vassar Street District

Many of the historic homes along Vassar Street west of Wells Avenue have been converted to commercial use and house a variety of independent, art-based businesses. The area has emerged as a unique and recognizable business district that blends well with adjacent neighborhoods. Tailored design standards and guidelines should be established to ensure the distinct scale and residential character of the district is maintained. In addition, the continuation of decorative lights used along the Wells Avenue corridor should be considered to further unify the district with the surrounding neighborhood.

LAND USE AND ZONING CONFORMITY

The Citywide Land Use Plan addresses land use categories at a broad level, allowing for the accommodation of a wide range of uses and residential densities within a particular category. For example, much of the residential development within the neighborhood is currently classified as Mixed Residential which allows for densities ranging from 3 to 21 dwelling units per acre. In order to establish physical parameters for the implementation of the goals and policies outlined in the sections above, it is necessary to establish a more clear distinction between residential densities within the neighborhood and to establish opportunities for mixed-use development in key locations. To establish these distinctions, this plan utilizes variations on the citywide land use designations.

Proposed land use designations for the Wells Avenue Neighborhood are illustrated on the accompanying Land Use Framework Map (Map 1). Table 1 provides a comparison between the Wells Avenue Neighborhood Plan Land Use Designations and conforming zoning districts.

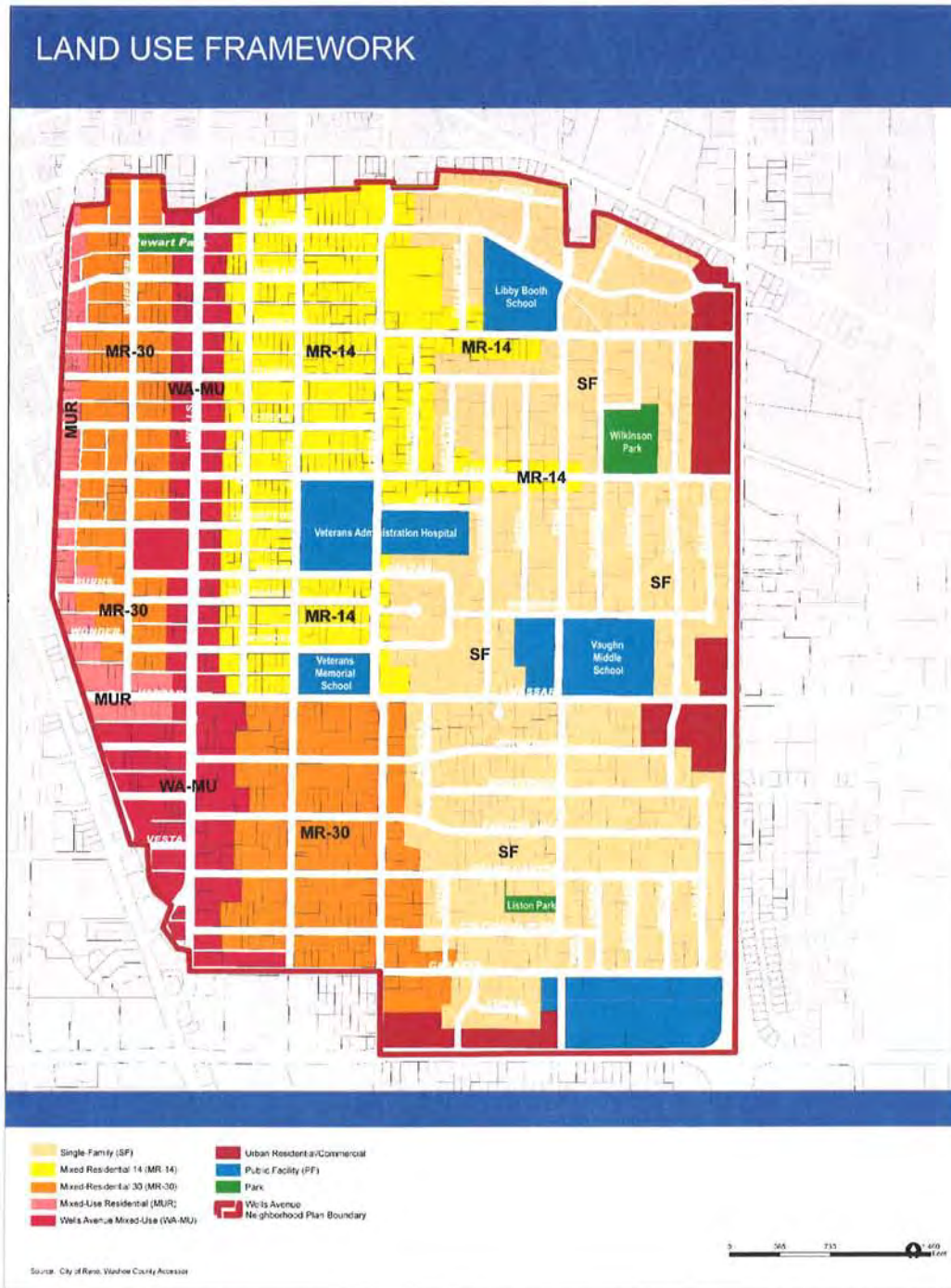
Table 1—Master Plan/Zoning Conformity

Proposed Wells Avenue Neighborhood Plan Designations	Conforming Zoning Districts—Wells Avenue Neighborhood Plan
Mixed-Residential 30 (MR-30)	<ul style="list-style-type: none"> ▪ Multifamily-14 dwelling units/acre (MF-14) ▪ Multifamily-21 dwelling units/acre (MF-21) ▪ Multifamily-30 dwelling units/acre (MF-30) ▪ Professional Office (PO) ▪ Public Facility (PF)
Mixed-Residential 14 (MR-14)	<ul style="list-style-type: none"> ▪ Multifamily-14 dwelling units/acre (MF-14) ▪ Single Family Residential 6,000 (SFR-6) ▪ Professional Office (PO) ▪ Public Facility (PF)
Single-Family (SF)	<ul style="list-style-type: none"> ▪ Single Family Residential 6,000 (SFR-6) ▪ Public Facility (PF)
Wells Avenue Mixed-Use	<ul style="list-style-type: none"> ▪ Community Commercial (CC) ▪ Neighborhood Commercial (NC) ▪ Multifamily-30 dwelling units/acre (MF-30) ▪ Multifamily-21 dwelling units/acre (MF-21) ▪ Multifamily-14 dwelling units/acre (MF-14) ▪ Professional Office (PO) ▪ Public Facility (PF)
Mixed-Use Residential (Holcomb & Vassar)	<ul style="list-style-type: none"> ▪ Community Commercial (CC) ▪ Neighborhood Commercial (NC) ▪ Multifamily-30 dwelling units/acre (MF-30) ▪ Multifamily-21 dwelling units/acre (MF-21) ▪ Multifamily-14 dwelling units/acre (MF-14) ▪ Professional Office (PO) ▪ Public Facility (PF)
Urban Residential/Commercial	<ul style="list-style-type: none"> ▪ Arterial Commercial (AC) ▪ Community Commercial (CC) ▪ Neighborhood Commercial (NC) ▪ Multifamily-30 dwelling units/acre (MF-30) ▪ Multifamily-21 dwelling units/acre (MF-21) ▪ Multifamily-14 dwelling units/acre (MF-14) ▪ Professional Office (PO)

Proposed Wells Avenue Neighborhood Plan Designations	Conforming Zoning Districts— Wells Avenue Neighborhood Plan
	<ul style="list-style-type: none"> ▪ General Office (GO) ▪ Public Facility (PF)
Public Facility	<ul style="list-style-type: none"> ▪ Public Facility (PF)

The Wells Avenue Neighborhood Plan Land Use Framework sets in place the desired character and density for the neighborhood. The designated land uses and conforming zoning districts above are considered correct and appropriate for the neighborhood. Any proposed zoning map amendment after the plans adoption should conform to the Land Use Framework Map (Map 1). The new densities in this plan will facilitate a more consistent growth pattern that respects the character of the neighborhood.

Map 1: Land Use Framework



Country Club Acres Neighborhood Plan



ACKNOWLEDGEMENTS

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Adopted by City Council on January 30, 2008

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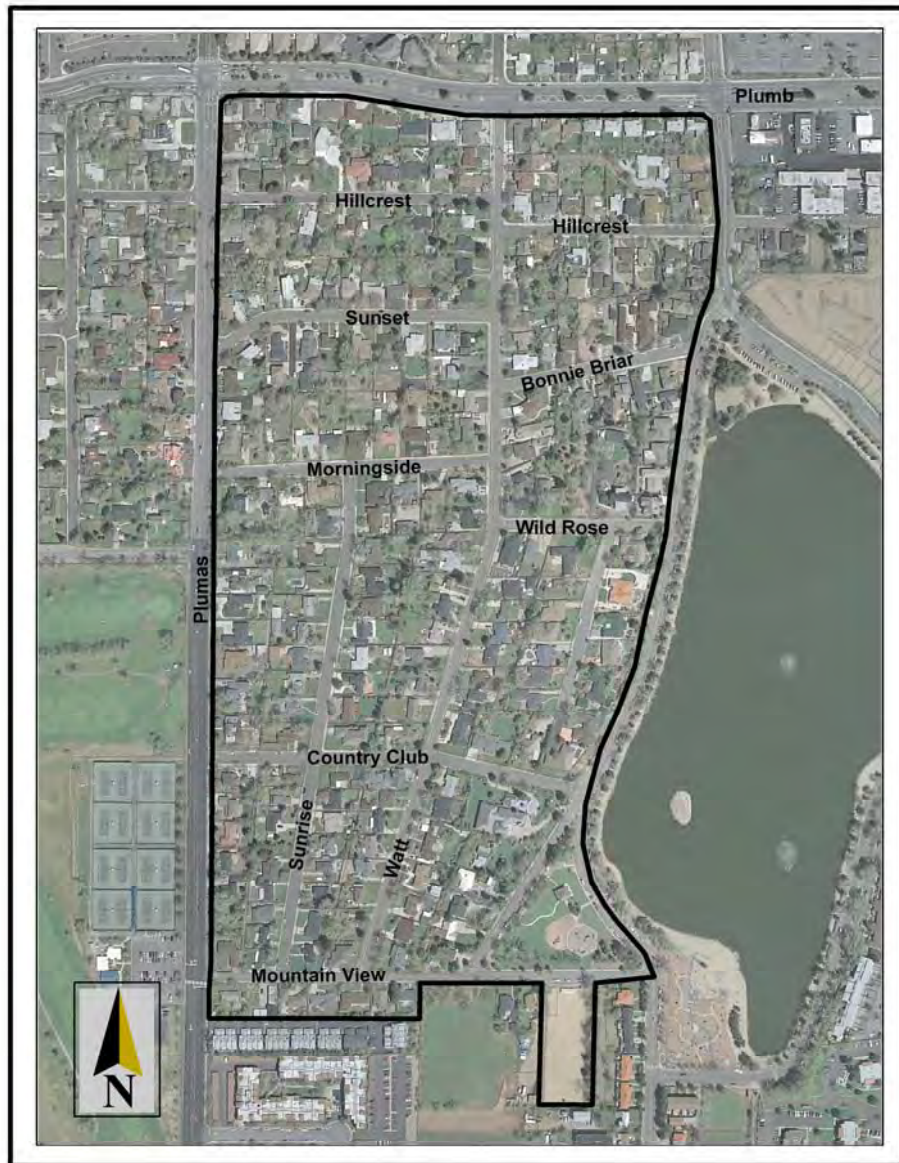
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INTRODUCTION

Location

Country Club Acres Neighborhood is located in the central area of Reno and is south of West Plumb Lane, primarily north of Mountain View Drive with some parcels that front on the street to the south, west of Lakeside Drive, and east of Plumas Street. The neighborhood boundary is shown on the map below.



Plan Development

The Country Club Acres Neighborhood Plan (CCANP) was developed after numerous neighborhood meetings, with input from the City of Reno Neighborhood Advisory Board (NAB) Ward 2 - Central, property owners in the area, and other interested individuals. The CCANP was developed to support the neighborhood's residential character and quality of life for the residents. The plan is intended to provide guidance for the development and redevelopment of the neighborhood area for the next twenty years.

PLAN ELEMENTS

Land Use and Zoning

Country Club Acres is primarily a single family residential neighborhood, with a range of architectural styles and established landscaping. Due to the location and character of the area, the potential for future changes to the residential neighborhood from increasing development pressures is a concern for area residents. Designating the appropriate land use and zoning is key to maintaining the neighborhood while providing for its future. To address the resident's concerns, three Districts have been developed with specific conforming zoning districts. The locations of the three Districts are shown on Map 1: Land Use Designations on page 4.

Country Club Acres Neighborhood Land Use Designations	Conforming Zoning Districts
Country Club Acres Neighborhood/Residential District	SF6 (Single Family Residential- 6,000 square feet), SF9 (Single Family Residential- 9,000 square feet), PUD (Planned Unit Development), PF (Public Facility), and OS (Open Space)
Country Club Acres Neighborhood/Transitional District	SF6 (Single Family Residential- 6,000 square feet), SF9 (Single Family Residential- 9,000 square feet), MF14 (Multifamily – 14 dwelling units/acre), PO (Professional Office), PUD (Planned Unit Development), PF (Public Facility), and OS (Open Space)
Country Club Acres Neighborhood/Public Facility District	All single family zoning designations listed above, including PF (Public Facility) and OS (Open Space)

IMPLEMENTATION

Land Use Designation

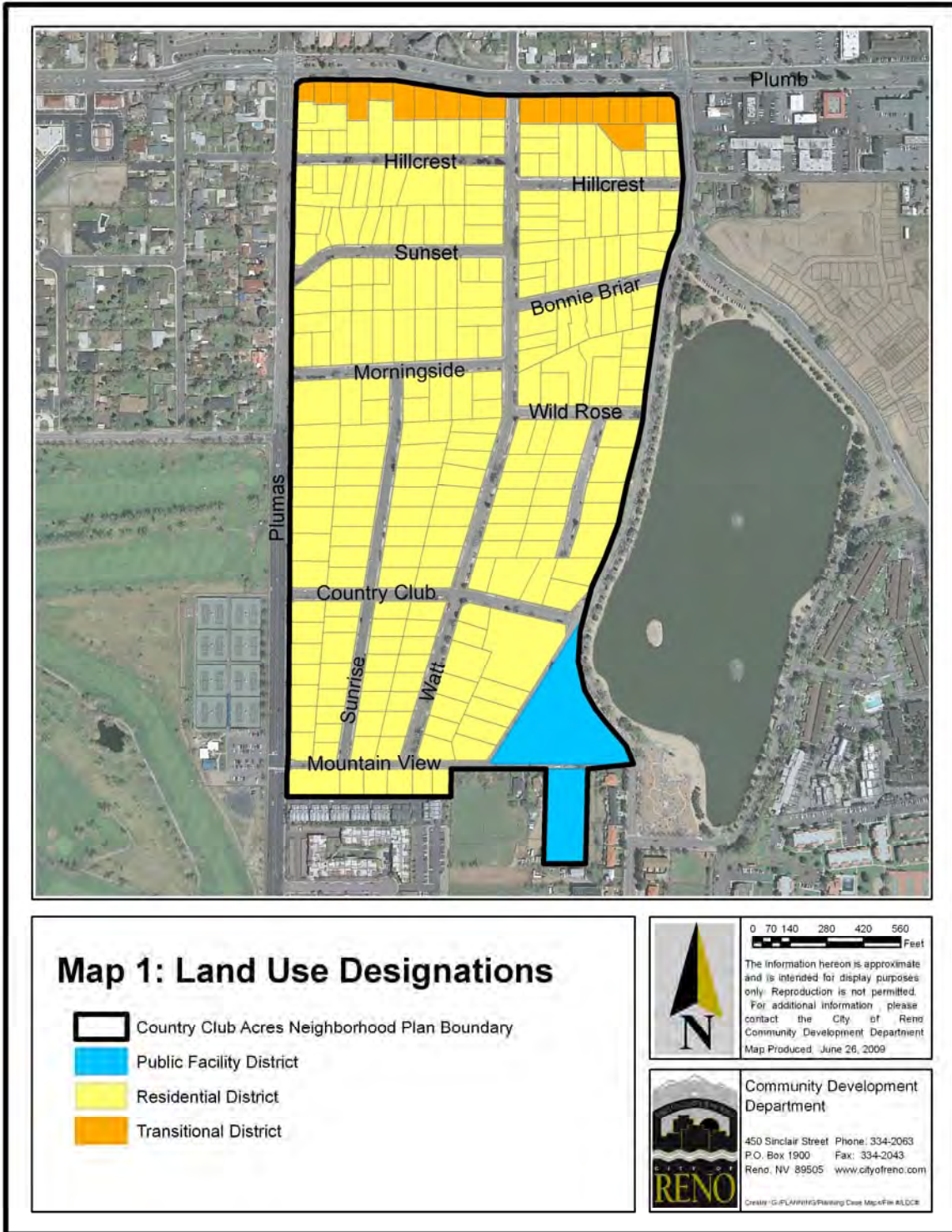
The Country Club Acres Neighborhood Plan land use designation is Special Planning Area in the Reno Master Plan. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in designated neighborhood plans. When the CCANP does not specifically address an issue, the provisions of the Reno Master Plan will apply.

There are three Districts in the CCANP, the Country Club Acres Neighborhood Residential District, the Country Club Acres Neighborhood Transitional District, and the Country Club Acres Neighborhood Public Facility District. The Residential District includes all the parcels within the neighborhood boundary located south of the Transitional District. The Transitional District includes parcels that front on Plumb Lane with the exception of the Alamo Motel. Any expansion of existing nonconforming uses or zoning map amendments within the Transitional District will require the parcels to have direct access to Plumb Lane. The Public Facility District includes property that fronts on Mountain View Drive and consists of the playground portion of Virginia Lake Park to the north and the dog park to the south.

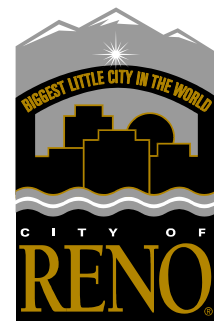
The Residential District only allows for SF6 (Single Family – 6,000 square foot lots) and SF9 (Single Family – 9,000 square foot lots) single family residential land uses, and uses that are permitted in the PUD (Planned Unit Development), PF (Public Facility), and OS (Open Space) districts. The Transitional District allows a mixture of land uses that are permitted in SF6, SF9, MF14 (Multifamily – 14 dwelling units/acre), PO (Professional Office), PUD, PF and OS districts. The Public Facility District allows for land uses that are permitted in the SF6, SF9, PF and OS districts. The location of these designation areas are shown on “Map 1: Land Use Designations on page 4. Any proposed changes to these districts should show that the change would contribute to the neighborhood character and quality of life for the neighborhood.

Overlay Zoning District

The Country Club Acres Neighborhood Planning Area Overlay Zoning District (CCAN) was approved on September 10, 2008 and added to the Reno Municipal Code. The purpose of the overlay is to outline the development standards that specifically apply to this neighborhood. All existing land uses are allowed to continue to operate and expand.



SOUTHEAST NEIGHBORHOOD PLAN



ACKNOWLEDGEMENTS

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Adopted by City Council on June 25, 2008

Amended on June 25, 2008 and June 2011

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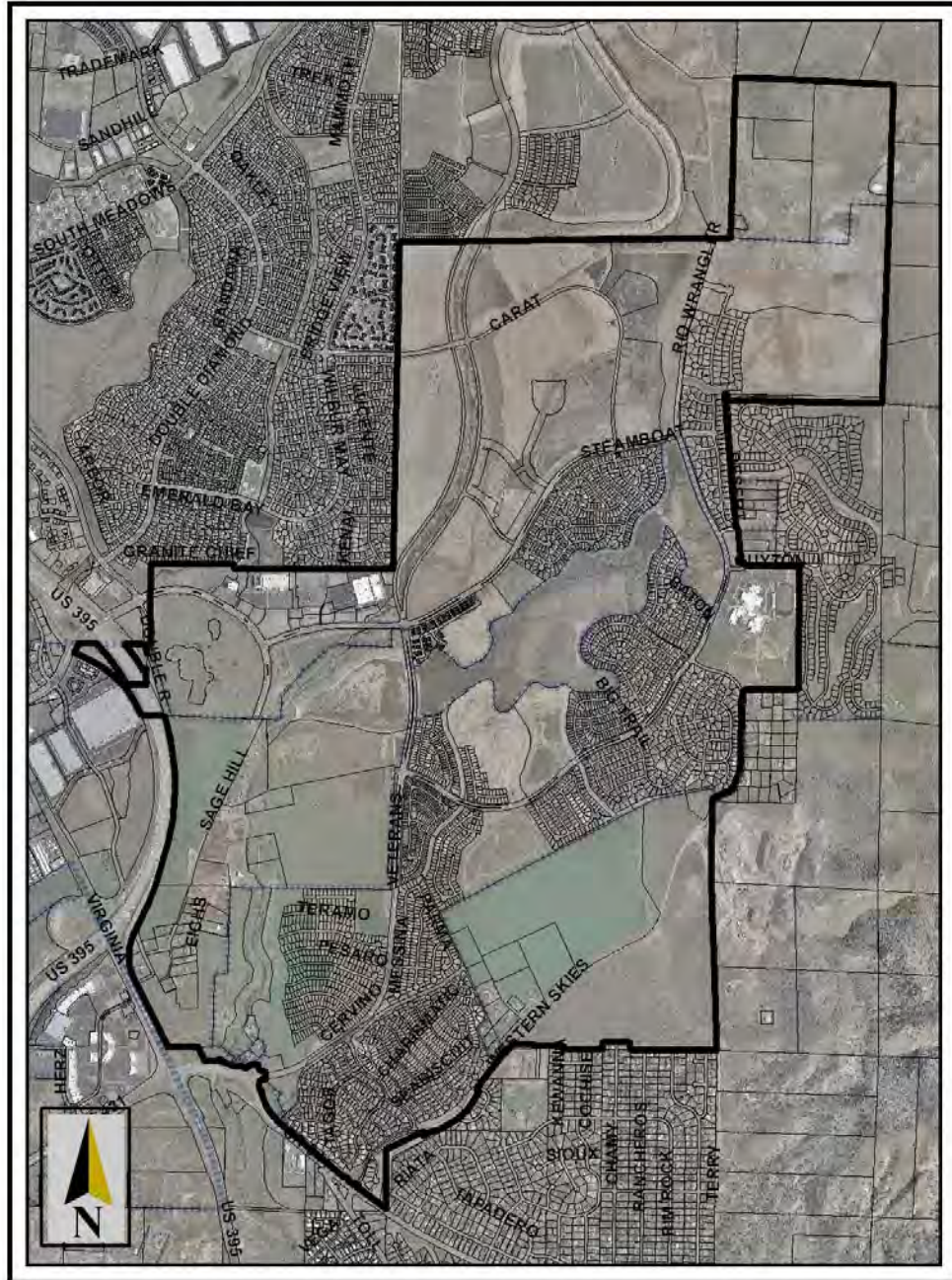
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INTRODUCTION

Location

The Southeast Neighborhood is located in the southeast section of the City of Reno, on the western flank of the Virginia Mountain Range, north of Geiger Road, south of the Veterans Parkway extension and Bella Vista Ranch, west of Western Skies Drive and the Virginia Mountain Range, and east of the US-395/I-580. The neighborhood boundary is shown on the map below.



Plan Development

The Southeast Neighborhood Plan (SENP) was developed to replace the Southeast Truckee Meadows Specific Plan (SETM SP). The City of Reno adopted the SETM SP in 2000 when the sphere of influence was expanded to include this area. The SETM SP provided guidance and standards for the development of the area. The SENP will continue to provide guidance for the development of land in the area and the standards will either be provided in the individual adopted design handbooks and/or in the Reno Municipal Code.

Meetings were held to gather input from the City of Reno Neighborhood Advisory Board (NAB) Ward 2 -South, property owners in the area, and other interested individuals and parties. The consensus from the various meeting was to replace the SETM SP with the SENP. The SENP is intended to provide guidance for the development and redevelopment of the neighborhood area for the next twenty years.

Plan Elements

Land Use and Zoning

The Southeast Neighborhood is a diverse and environmentally-sensitive area, providing a variety of housing, parks, open space, civic, commercial, and retail uses, to create a vibrant neighborhood. Open space and parks are dispersed through the area with trail linkages between developments and commercial areas.

Designating the appropriate land use and zoning is key to maintaining the neighborhood character while providing for the neighborhood's future. The following land use designation and conforming zoning districts have been developed and the locations are shown on Map1 - Land Use Designations:

Southeast Neighborhood Plan Land Use Designations	Conforming Zoning Districts
Residential Area	LLR1 (Large Lot Residential -1 acre), LLR.5 (Large Lot Residential -.5 acre), SF15 (Single Family Residential- 15,000 square feet), SF9 (Single Family Residential- 9,000 square feet), SF6 (Single Family Residential- 6,000 square feet), SF4 (Single Family Residential- 4,000 square feet), PF (Public Facility), and OS (Open Space)
Commercial Area	MF14 (Multifamily – 14 dwelling units/acre), MF21 (Multifamily – 21 dwelling units/acre), MF30 (Multifamily – 30 dwelling units/acre), PO (Professional Office), GO (General Office), NC (Neighborhood Commercial), CC (Community Commercial), PF (Public Facility), and OS (Open Space)
Open Space and Public Area	PF (Public Facility) and OS (Open Space)
Planned Development Area	PUD (Planned Unit Development), PF (Public Facility) and OS (Open Space)

There are four Planned Unit Developments (PUD) within the Southeast Neighborhood Plan area: Damonte Ranch, Pioneer Parkway Holding Company, Curti Ranch, and Carmella Ranch Estates- see Map 1. These areas have adopted handbooks with specifically defined land uses and design requirements.



Other areas, which are not part of a PUD, will be zoned with standard city-wide zoning classifications. The Reno Municipal Code and the Southeast Neighborhood Zoning Overlay District will address the land uses and design standards for these areas.

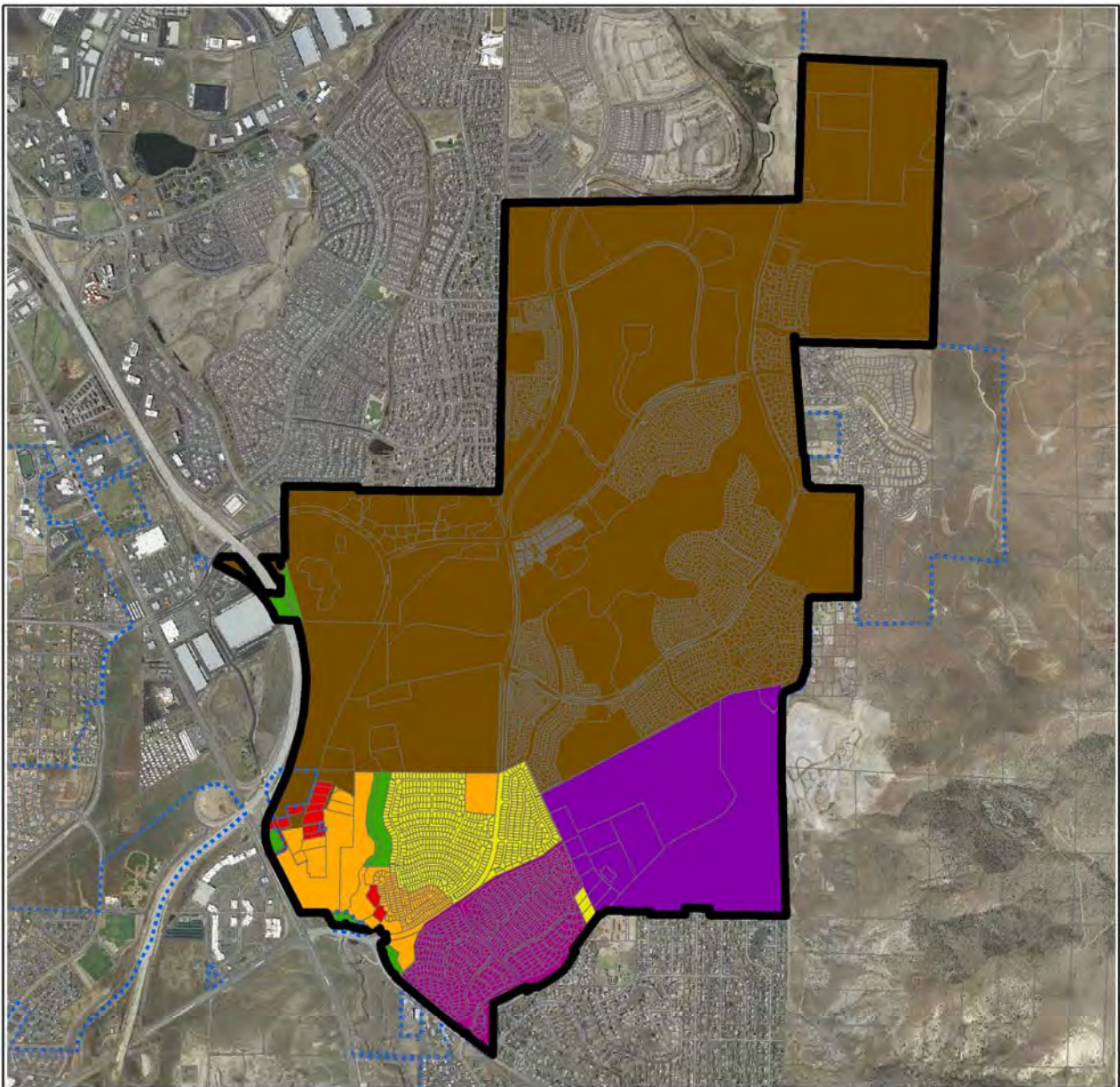
IMPLEMENTATION

Land Use Designation

The SENP will continue to be designated Special Planning Area in the Reno Master Plan. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in designated neighborhood plans. When the Southeast Neighborhood Plan does not specifically address an issue, the provisions of the Reno Master Plan will apply.

Zoning Overlay District

With adoption of the SENP the Southeast Neighborhood Planning Area Zoning Overlay District will be added to the Reno Municipal Code. A majority of the area will be zoned PUD, as shown on Map 1. Each PUD's adopted handbook will specify the permitted land uses and design standards. The zoning overlay district will provide standards for the parcels that are not included in a PUD handbook. When specific requirements are not covered by a handbook or the zoning overlay district the Reno Municipal Code, as amended shall apply.



MAP 1: Land Use Designations

- Commercial Area
- Open Space & Public Area
- Residential Area
- Planned Development Area - Caramella Ranch
- Planned Development Area - Curti Ranch
- Planned Development Area - Damonte Ranch
- Planned Development Area- Pioneer Parkway Holding Company
- City Limits
- Southeast Neighborhood Plan Boundary



0 455 910 1,820 2,730 3,640 Feet

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Community Development Department

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Northeast Neighborhood Plan



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INTRODUCTION

Location

The Northeast Neighborhood is located south of North McCarran Boulevard, east of Sutro Street, north of Interstate 80, and west of the Reno/Sparks municipal boundary. The neighborhood boundary is shown on the map below.



Plan Development

The Northeast Neighborhood Plan (NENP) was developed after numerous neighborhood meetings, with input from the Northeast and Ward 3 City of Reno Neighborhood Advisory Boards (NABs), property owners in the area, and other interested individuals. The NENP supports the neighborhood’s residential character and quality of life for residents and is intended to provide guidance for the development and redevelopment of the neighborhood area for the next twenty years.

PLAN ELEMENTS

Land Use and Zoning

The Northeast Neighborhood features a diverse blend of single family, multifamily and commercial land uses, with a range of architectural styles. The potential for future changes from increasing development pressures is a neighborhood concern. Neighborhood residents expressed a strong preference for the preservation of existing land use densities in the single family residential districts. Land use designations and conforming zoning districts are listed below with locations illustrated on Map1 - Land Use Designations:

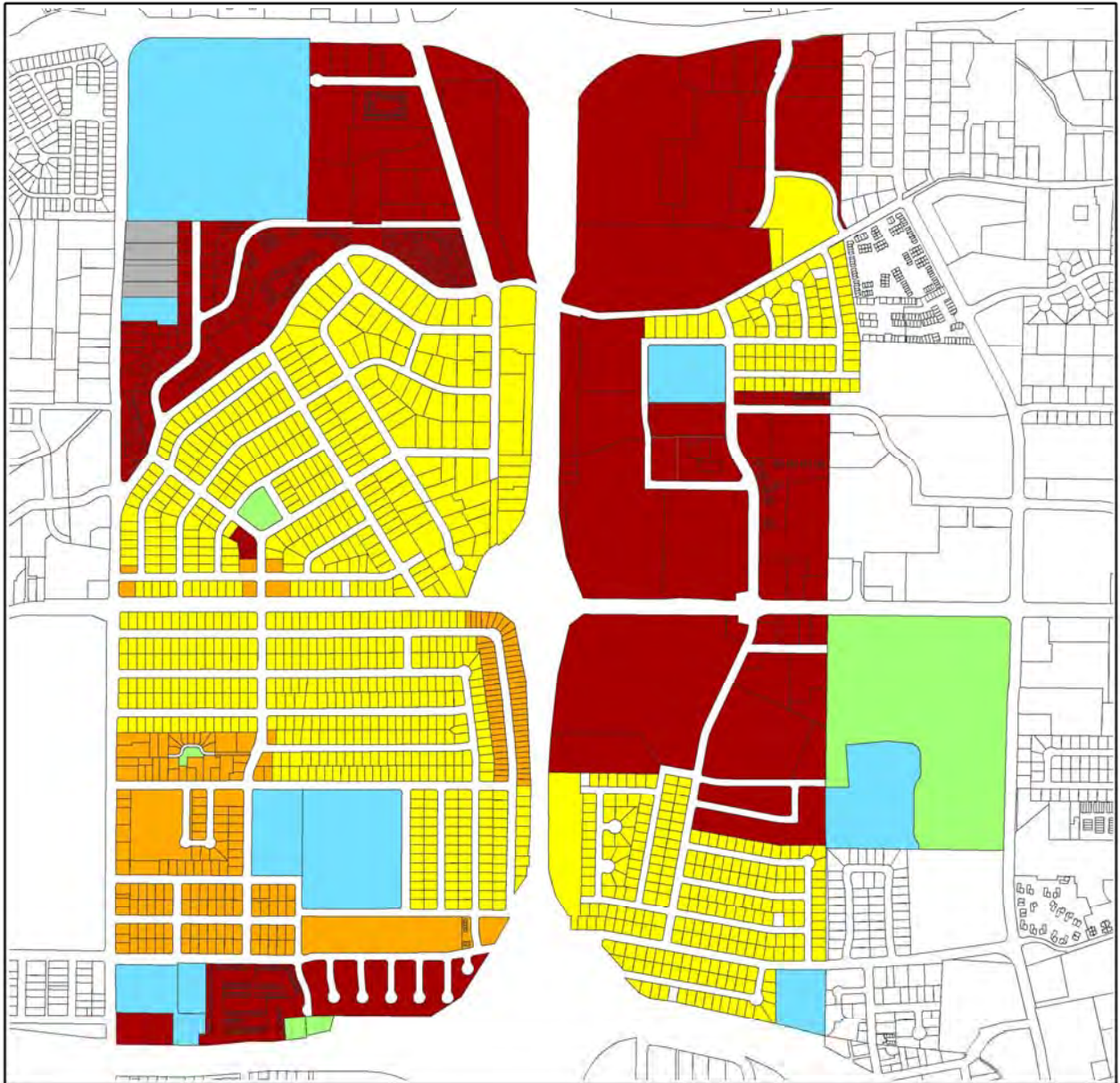
Table 1: Land Use and Zoning Correspondence	
Northeast Neighborhood Land Use Designations	Conforming Zoning Districts
Single Family Residential	Single Family Residential – 6,000 square feet Single Family Residential – 9,000 square feet Single Family Residential – 15,000 square feet
Mixed Residential (3-21 du/acre and some commercial uses)	Single Family Residential - 15,000 square feet, Single Family Residential - 9,000 square feet, Single Family Residential - 6,000 square feet, Single Family Residential - 4,000 square feet, Multi-Family - 14 d.u./ac, Multi-Family - 21 d.u./ac, Professional Office, General Office, Neighborhood Commercial, Planned Unit Development, Specific Plan District, Public Facility, Open Space
Urban Residential/Commercial	Multi-Family - 21 d.u./ac, Multi-Family - 30 d.u./ac, High Density Multi-Family, Professional Office, General Office, Neighborhood Commercial, Arterial Commercial, Community Commercial, Planned Unit Development, Specific Plan District, Public Facility, Open Space
Industrial	General Office, Industrial, Industrial Commercial, Industrial Business, Airport Operations, Planned Unit Development, Specific Plan District, Public Facility, Open Space
Parks/Recreation/Open Space	Public Facility, Open Space

Table 1: Land Use and Zoning Correspondence	
Northeast Neighborhood Land Use Designations	Conforming Zoning Districts
Public Facility	Public Facility, Open Space

IMPLEMENTATION

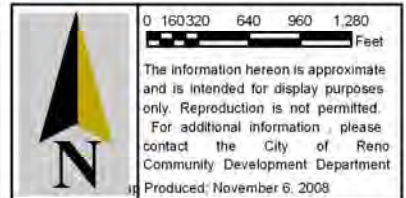
Land Use Designation

The Northeast Neighborhood Plan area is assigned the Special Planning Area – Northeast Neighborhood Plan land use designation in the Reno Master Plan. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in designated neighborhood plans. When the NENP does not specifically address an issue, the other provisions of the Reno Master Plan will apply.



Map 1: Land Use Designations

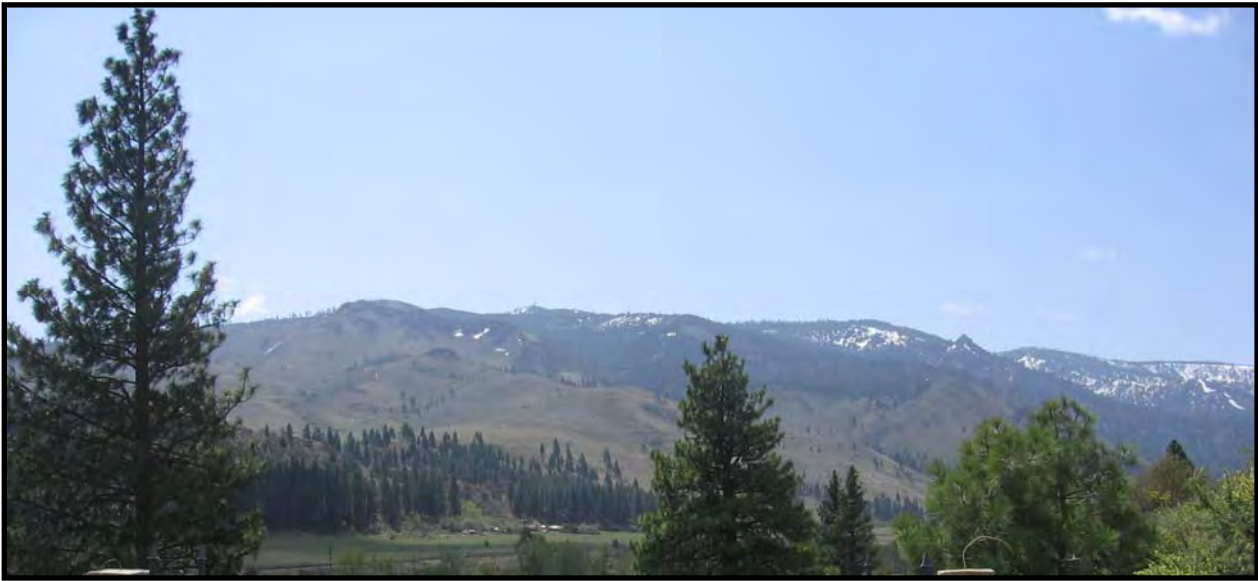
-  Industrial
-  Mixed Residential
-  Parks/Recreation/Open Space
-  Public Facility
-  Single Family Residential
-  Urban Residential/Commercial




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Mortensen-Garson Neighborhood Plan



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Adopted by City Council on June 10, 2009

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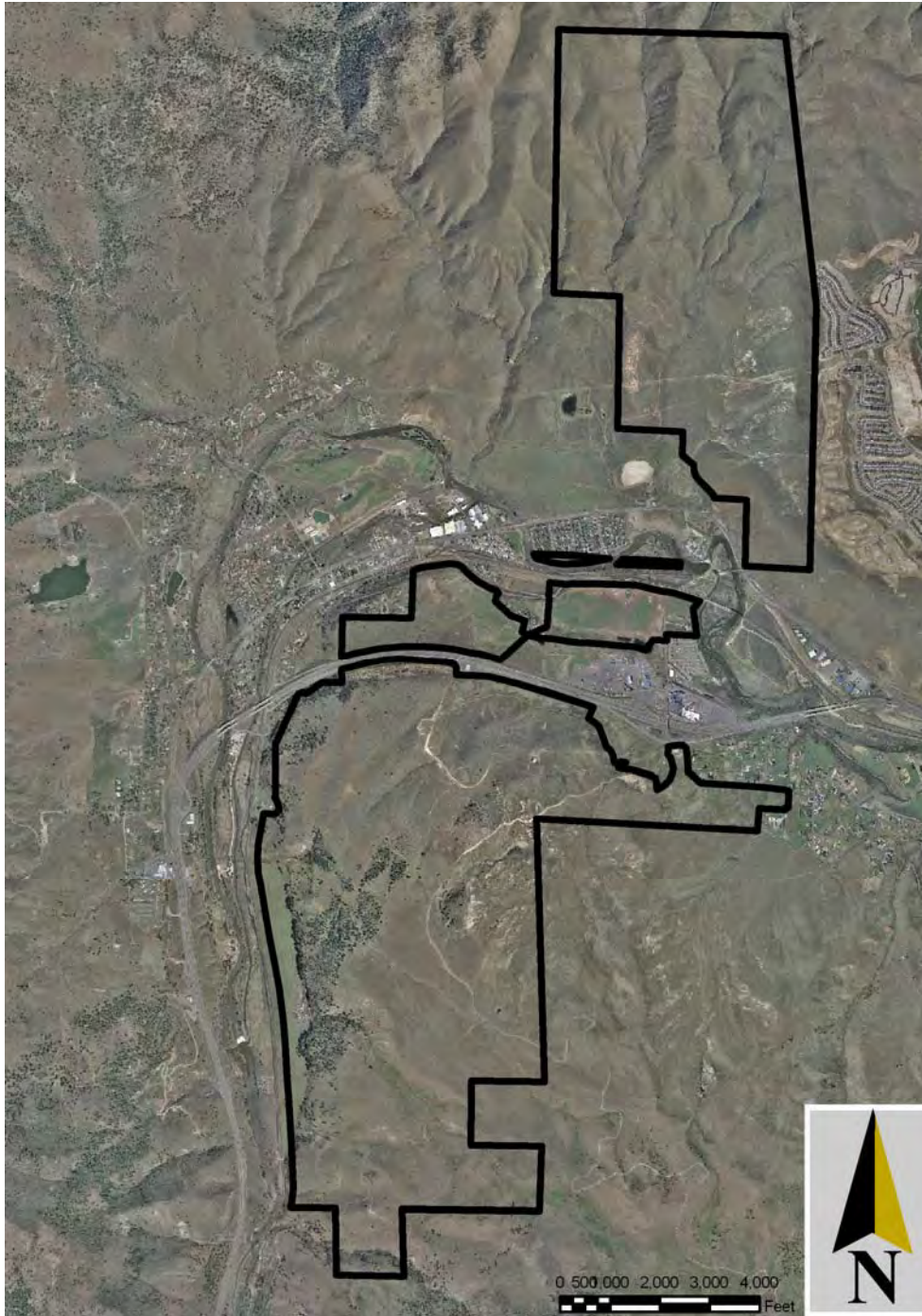
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INTRODUCTION

Location

The Mortensen-Garson Neighborhood is generally located on the north and south sides of Interstate 80 between the Garson Road Interchange and the Verdi Interchange. The neighborhood boundary is shown on the map below.



Plan Development

Development in the Mortensen-Garson Neighborhood Plan (MGNP) area is currently subject to the terms of a Settlement Agreement (Case No. CV02-03469) that expires on November 8, 2012. This agreement outlines the required standards and parameters for development that were transferred into the Mortensen-Garson Development Standards Handbook and Mortensen-Garson Overlay District upon their approval / adoption in 2004. The MGNP is intended to facilitate the associated Mortensen-Garson Overlay District consistent with State law and provides Master Plan guidance for the development and redevelopment of the neighborhood area for the next twenty years.

PLAN ELEMENTS

Land Use and Zoning

Land use and zoning should preserve the spirit of the approved Mortensen-Garson Development Standards Handbook and provide for a variety of housing, parks, open space, civic, commercial, and retail uses. New non-restricted gaming should be allowed in the Western Gateway Regional Center and prohibited within the MGNP boundaries. The following table lists the plan area land use designation and conforming zoning districts (also see Map 1).

Mortensen Garson Neighborhood Plan Land Use Designation	Conforming Zoning Districts
Special Planning Area – Mortensen/Garson Neighborhood Plan	SF-6 (Single Family Residential-6,000 square feet); SF-9 (Single Family Residential-9,000 square feet); LLR-1 (Large Lot Residential (1 acre); MF-14 (Multi-family 14 units per acre); IC (Industrial Commercial); PF (Public Facility); HC (Hotel Casino); AC (Arterial Commercial); NC (Neighborhood Commercial); OS (Open Space)

IMPLEMENTATION

Land Use Designation


The Mortensen-Garson Plan (MGNP) area is assigned the Special Planning Area – Mortensen-Garson Neighborhood Plan land use designation in the Reno Master Plan. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in designated neighborhood plans. When the MGNP does not specifically address an issue, the other provisions of the Reno Master Plan should apply.

Zoning Overlay District

With the adoption of the MGNP, the Mortensen-Garson Overlay District (MGOD) should be added to the Reno Municipal Code. The purpose of the overlay should be to outline the development standards that specifically apply to this neighborhood and the Western Gateway Regional Center Plan that are not already included in the Reno Municipal Code and are based on the specific development standards identified in the Settlement Agreement (Case No. CV02-03469) and incorporated in the Mortensen-Garson Development Standards Handbook approved in 2004. These development standards include, but are not limited to, hillside development and hydrologic resources, dark sky lighting, edge-matching, storm and flood control management, and specific traffic design standards.



Map 1: Land Use Designations

 Special Planning Area - Mortenson-Garson Neighborhood Plan



0 6251.250 2,500 3,750 5,000 Feet

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