REIMAGINERENO

The City of Reno Master Plan



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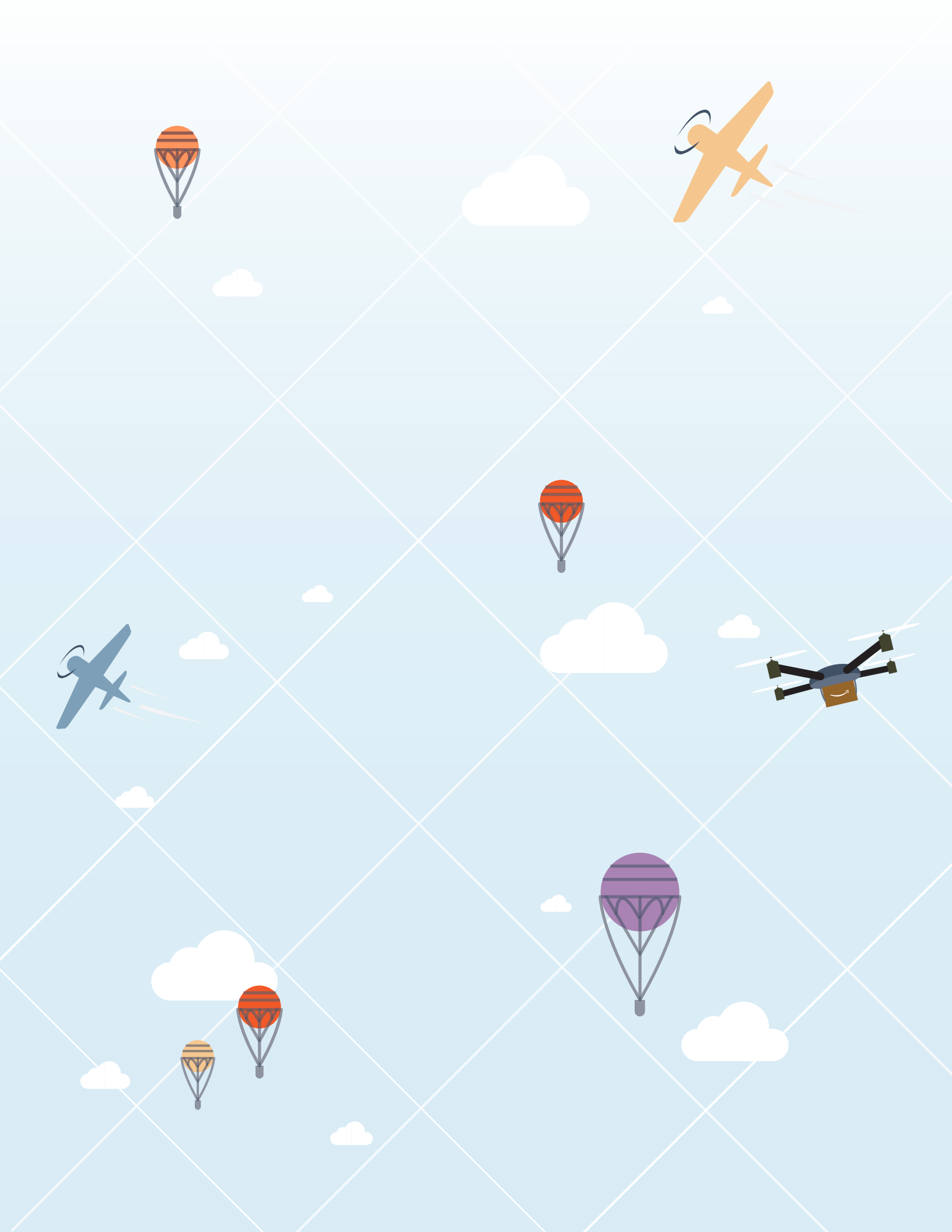
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1 CHAPTER 1
INTRODUCTION





CHAPTER 1

INTRODUCTION

The City of Reno used a multi-year, community-based effort to prepare a new Master Plan for the City, known as *ReImagine Reno*. In the twenty years since the City last undertook a comprehensive master plan update, Reno and the region changed and evolved. The city's population increased by more than 56,000 people since 2000 and is forecast to increase by an additional 62,000 people over the next twenty years. Reno's demographics became more diverse, both in terms of ethnicity and age, the regional economy experienced shocks not contemplated in the previous plan, and the city's geographic footprint continued to expand.

This Master Plan is the result of the widest public engagement effort in Reno's history: almost 6,000 people participated during Phase I of the project, with more than 3,100 additional participating during Phase II. The *ReImagine* Reno process was an opportunity to assess and explore trends and key issues that would influence the City's future, as well as an opportunity to articulate a shared, community-wide vision for the future and to explore potential trade-offs associated with that vision. The result is a Master Plan that provides a road map for the City as it continues to grow and evolve. The Master Plan reflects the ideas, values, and desires of the community, aligning these with a range of plans, policies, and initiatives in place or underway in both Reno and the wider region. Moving forward, the Master Plan will help guide both day-to-day decision-making, short-term actions, and longer-term initiatives and strategies to achieve the community's vision.

This Master Plan will serve as a tool to help guide the community toward its desired outcomes. However, it is intended to be a living document, meaning it will be updated and amended as needed to reflect progress made, changing conditions in Reno or the Truckee Meadows region, and the evolving needs of the community.

ABOUT THE MASTER PLAN

Boundary

This Master Plan covers all of the City of Reno and its sphere of influence (SOI).

Time Frame

This Master Plan horizon is to the year 2036.

Legislative Authority and State Requirements

This Master Plan was prepared in accordance with Nevada Revised Statutes (NRS) 278.150 through 278.170, inclusive, which enables cities in Nevada to prepare a master plan that covers all or part of the city and its SOI. NRS 278.160 states that for counties whose population is 100,000 or more, but less than 700,000, certain plan elements are required as part of a master plan: population plan, conservation plan, housing plan, and an aboveground utility plan of public facilities and services. The City of Reno has elected to include the following additional plan elements, as allowed by NRS: economic; public services, facilities and infrastructure; land use; historic resources; transportation; and safety.

Relationship to NRS Required Elements

Policy considerations to address required and optional master plan elements (NRS 278.160) in this Master Plan are addressed in Chapter 2: Citywide Policies as displayed in the table below. Chapter 4: Growth and Reinvestment Framework addresses the physical considerations associated with many of these elements, including population projections and a set of tools to manage future growth required of a population plan.

GUIDING PRINCIPLES	REQUIRED AND OPTIONAL MASTER PLAN ELEMENTS
GP 1: Resilient Local and Regional Economy	
GP 2: Responsible and Well-Managed Growth	Land Use, Public Facilities and Services, Safety
GP 3: Thriving Downtown and University District	
GP 4: Vibrant Neighborhoods and Centers	Housing
GP 5: Well-Connected City and Region	Transportation
GP 6: Safe, Healthy, and Inclusive Community	Safety, Recreation and Open Space
GP 7: Quality Places and Outdoor Recreation Opportunities	Recreation and Open Space, Historic Preservation, Conservation
GP 8: Effective Government	

Relationship Between the Master Plan and Zoning

NRS 278.0284 provides for consistency between the master plan and local ordinances as follows:

> *Conformity of local ordinances and regulations to master plan - Any action of a local government relating to development, zoning, the subdivision of land or capital improvements must conform to the master plan of the local government. In adopting any ordinance or regulation relating to development, zoning, subdivision of land or capital improvements, the local government shall make a specific finding that the ordinance conforms to the master plan. Within 1 year after its adoption of any portion of a master plan, the local government shall review and, if necessary, amend its existing ordinances to ensure their conformity with the provisions of the master plan. If any provision of the master plan is inconsistent with any regulation relating to land development, the provision of the master plan governs any action taken in regard to an application for development.*

The citywide and area-specific policies (design principles) included in this plan will be used for other planning efforts in the City of Reno. For example, all private and public development applications that are reviewed by the Planning Commission and City Council are evaluated using these policies and objectives. This ensures consistency between city policies and the physical development of the city.

Relationship to Other Plans

This Master Plan is comprehensive in nature and draws policy direction from a number of other plans, both those adopted by regional entities as well as more focused plans adopted by the City of Reno. Where relevant, supporting plans and studies are referenced in the Master Plan to reinforce the linkages between these plans and the Master Plan. The Truckee Meadows Regional Plan is applicable regionally, including in the City of Reno and its SOI.

ABOUT REIMAGINE RENO

Process Overview

The *ReImagine Reno* process was the largest community engagement initiative in the City of Reno's history. The project was divided into two phases. Phase I centered around a robust outreach process to determine consensus around a shared community vision, an evaluation of current and future trends affecting the City of Reno and its residents, and an assessment of the City's Master Plan to identify which aspects of that plan had worked well and which aspects needed to be revisited during Phase II of the process. Community engagement activities during Phase I included an online community survey, a series of focus groups, and a number of "road show" presentations intended to educate and build awareness of the project among the wide range of agencies and service organizations working in the region. All of the outputs from Phase I are included in this Master Plan as part of Appendix A.

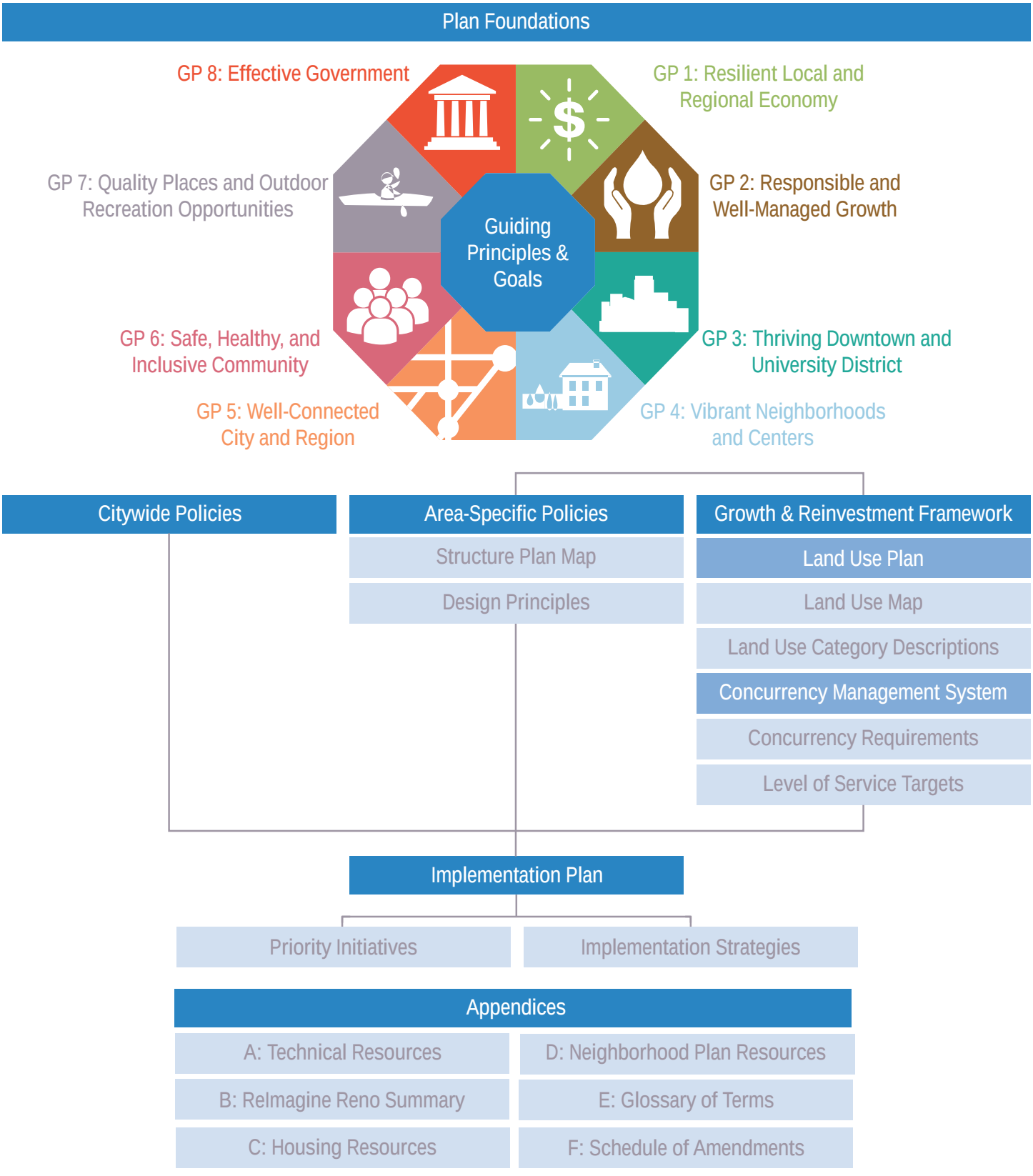
Phase II of *ReImagine Reno* saw the development of this Master Plan. Community engagement activities continued throughout Phase II and included a number of public open houses and stakeholder focus groups at various points in the process to ensure the Master Plan and the policies contained herein remained true to the visions and values expressed by the community during Phase I. Opportunities to provide input online were available following each in-person community engagement series. In addition, the Planning Commission vetted draft plan components during in-depth workshops and joint meetings of the Planning Commission and City Council were further utilized to gain additional feedback on work products. The draft of the plan was also presented to each of the City's five Neighborhood Advisory Boards (NABs). Coordination with other City departments and regional partners were also crucial given the comprehensive nature of the Master Plan. More information about ReImagine Reno can be found in Appendix B.



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PARTS OF THE PLAN

The City of Reno's Master Plan consists of six inter-related components: the plan foundations, citywide policies, area-specific policies, growth and reinvestment framework, implementation plan, and appendices. The relationships between these different components are shown in the diagram below.



> WHAT ARE THE PARTS OF THE PLAN?

Plan Foundations: The guiding principles and goals represent the long-term aspirations of the community.

Citywide Policies: Provides direction as to how the guiding principles and goals will be implemented in day-to-day decision-making.

Area-Specific Policies: Includes policies for new development in specific parts of the city. These are tied to the Structure Plan map, and provide design principles for future development and growth in differing place-types within the city.

Growth and Reinvestment Framework: A tool for anticipating, evaluating, and making decisions regarding the spatial development of the city, the distribution and characteristics of different land uses, and the provision of infrastructure and services necessary to support future growth.

Implementation Plan: Provides specific strategies or actions that the City and its partners will take to implement the Master Plan.

Appendices: Contain supporting materials and work products developed during Phase I and Phase II of ReImagine Reno.



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PLAN MONITORING

The Master Plan is intended to be a living document. Progress that is made toward achieving the community's vision will be monitored using a series of performance measures, which will be summarized by City staff in progress reports to be released to the public on an annual or biennial basis.

Progress Reports

The Community Development Department of the City of Reno will prepare a progress report on an annual or biennial basis and present the report to the Planning Commission and City Council. Each progress report will include a summary of completed and upcoming actions and will identify any barriers or other issues preventing implementation of the Master Plan. If applicable, the reports should also recommend any necessary minor amendments.

Performance Measures

Performance measures allow the City and the community to gauge and measure progress toward the guiding principles and goals of the Master Plan. While there are many types of metrics available for tracking progress, the Master Plan focuses on those that are:

- Most relevant to the goals of the Master Plan or their desired outcomes;
- Available from regularly updated and reliable data sources; and
- Based on measurable, quantitative information that is comparable year-to-year.

The performance measures included were identified as those that would be most critical for monitoring the City's progress toward the Master Plan's desired outcomes. Baseline numbers provided here will be updated and reported as part of regular Master Plan progress reports so that trends can be discerned, and policies can be adjusted to address any areas in which the community is not seeing desired progress.

A number of other efforts in the City of Reno and Truckee Meadows region, such as the *Downtown Action Plan* and the *Washoe County Community Health Improvement Plan*, contain metrics and indicators that may be useful to reference as data supporting the performance measures, where appropriate. However, this supporting data will not be tracked as part of Master Plan progress reports and are not included as performance measures to prevent duplication of efforts within the region.

While consistency in reporting is important to provide information on trends over time, performance measures should also be regularly evaluated, updated, added to, or replaced, if needed, as conditions change, as community priorities change, and/or as new sources of data become available.

MEASURE	METHOD	BASELINE	DESIRED TREND	GUIDING PRINCIPLE(S) SUPPORTED	SOURCE
1. Economic Health (City)	Business licenses fees per 1,000 residents (in real terms)	$107,273 (2016)	Increase	GP1; GP3	City of Reno
2. Economic Health (Residents)	Median household income (in real terms)	$51,313 (2016)	Increase/ maintain	GP1; GP3	US Census: 1-Year ACS
3. Economic Development	Percent of business licenses issued to industries targeted through the City's economic development strategy	To be established during the adoption of the City's economic development strategy	Increase	GP1; GP3	City of Reno
4. **Infill/Redevelopment** Activity	Percent of total building permit valuation within infill and redevelopment priority areas	To be established during the first year following Master Plan adoption	Increase	GP2; GP4; GP5	City of Reno

MEASURE	METHOD	BASELINE	DESIRED TREND	GUIDING PRINCIPLE(S) SUPPORTED	SOURCE
5. Downtown Safety	Annual number of police calls for service related to violent crimes citywide and within each district of Downtown Reno	To be established during the first year following Master Plan adoption	Decrease	GP3; GP6	Reno Police Department
6. Housing Diversity	Percent of new units in city per year by Assessor's land use types	Single-Family Residential: 18% Condo/ Townhome: 1% Multi-Family: 81% (2016, 4,687 total units)	Maintain	GP2; GP4; GP6	City of Reno: Washoe County
7. Housing Affordability	Percent of households paying more than 30% of income on housing costs each year	37% (2016)	Decrease	GP4; GP6	U.S. Census: 1-Year ACS
8. Multimodal Transportation Usage	Percent of workers commuting to work by modes other than single-occupancy vehicles (SOVs)	23% (2016)	Increase	GP2; GP4; GP5; GP6; GP7	U.S. Census: 1-Year ACS
9. Walkability	Walk Score for the City of Reno	38 - Car Dependent (2017)	Increase	GP4; GP5; GP6	walkscore.com
	Number of identified "gaps" in the City's pedestrian and bicycle network	To be established during the first year following Master Plan adoption	Decrease	GP4; GP5; GP6	City of Reno
10. Fire Service	Average fire response time (from fire station to scene)	6 minutes 0 seconds (2016)	Decrease/ Maintain	GP2; GP6	Reno Fire Department
11. Public Safety	Percent of residents who feel Reno is a safe place to live	83% (2016)	Increase/ Maintain	GP2; GP3; GP4; GP6	Reno Police Department
12. Access to Parks	Percent of dwelling units within 1/2 mile of a park	83% (2017)	Increase/ Maintain	GP2; GP4; GP6; GP7	City of Reno; Washoe County
13. Access to Transit	Percent of dwelling units within 1/2 mile of public transit	73% (2017)	Increase	GP2; GP3; GP4; GP5; GP6	City of Reno; Washoe County; RTC
14. Air Quality	Number of days per year with less than "Good" air quality	130 days (Washoe County, 2016)	Decrease	GP2; GP6; GP7	Washoe County Health District
15. Tree Canopy Cover	Percent of citywide tree cover	5.2% (2012)	Increase	GP7	Nevada Division of Forestry
16. Arts and Culture	City of Reno civic arts capital assets (arts and historic treasures; in real terms)	$1.77 million (2015)	Increase/ Maintain	GP7	City of Reno; Truckee Meadows Tomorrow
17. Historic Preservation	Number of resources listed on the City Register of Historic Places	15 (2017)	Increase	GP2; GP4; GP7	City of Reno

PLAN AMENDMENTS AND UPDATES

Plan amendments and periodic updates will be necessary to keep the Master Plan relevant as new issues and opportunities emerge, actions are completed, and priorities shift. Additional requirements for amendments to the Master Plan can be found in the Reno Municipal Code.

Minor Amendments

Minor amendments to the Master Plan may be proposed for targeted text or map revisions that do not significantly affect other plan goals or policies. Minor amendments may be initiated by the director of the Community Development Department or the City Council. There shall be no limits to the number of minor amendments to the Master Plan, and there is no time limits for public hearings or City Council decisions regarding minor amendments. In order to adopt a minor amendment, the City Council must find that the change is justified because:

- There is evidence that an error exists in the mapped location of a geographical feature, including without limitation, topography, slopes, hydrographic features, wetland delineations and floodplains;
- The name of a jurisdiction, agency, department, or district by the City, governing board or other governing authority, or other entities is altered; or
- Statistical information included in the plan is updated by a new or revised study.

Typographical Errors

Non-substantive typographical or grammatical errors in the Master Plan may be corrected administratively as long as such change does not alter the meaning of the sentence being corrected.

Major Amendments

Major amendments to the Master Plan can be initiated by the director of the Community Development Department, the Planning Commission, City Council, or by a person's application. The director shall make a recommendation on the proposed amendment to the Planning Commission, who, in turn, provides a recommendation to the City Council. When considering a major amendment to the Master Plan, the following criteria should be evaluated:

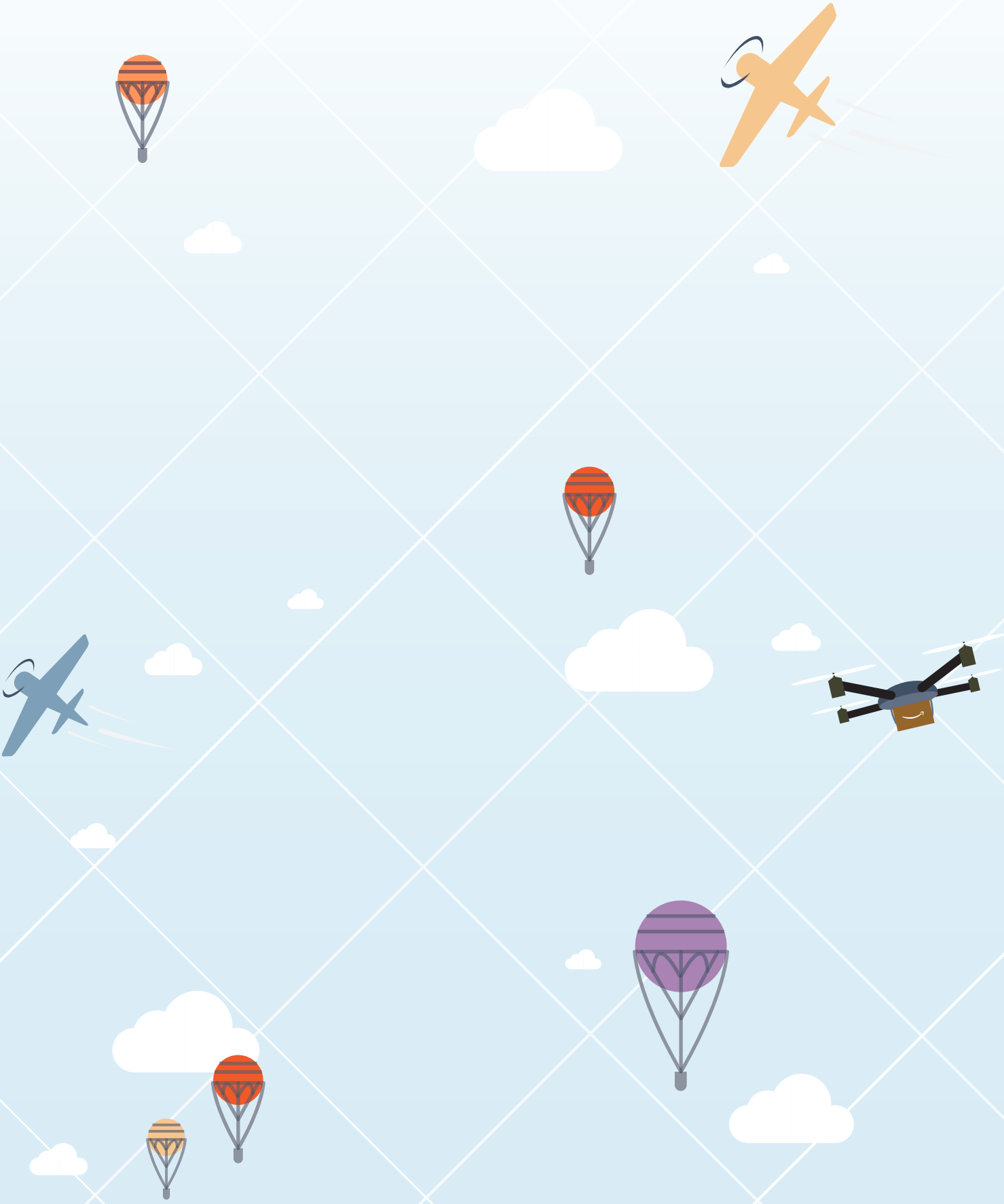
- The proposed amendment is consistent with the overall intent of the Master Plan;
- The proposed amendment is required based on changed conditions or further studies;
- The proposed amendment is compatible with the surrounding area;
- Strict adherence to the current goals and policies of the Master Plan would result in a situation neither intended by nor in keeping with other guiding principles, goals, and policies;
- The proposed amendment will not have a negative effect on adjacent properties or on transportation services and facilities;
- The proposed amendment will have a minimal effect on service provision and/or is compatible with existing and planned service provision and future development of the area; and
- The proposed amendment will not cause detriment to the public health, safety, and general welfare of the people of Reno.

Plan Updates

Planning staff shall evaluate and report on whether a major update to the Master Plan is needed every five years, at a minimum, to ensure the Master Plan remains current and continues to meet the community's needs. A major update should include opportunities for involvement by the public, City staff, elected and appointed officials, and other affected interests or stakeholders. It should also include an updated or new community profile, an updated list of implementation strategies, and a review of the guiding principles and goals.

2 CHAPTER 2
CITYWIDE POLICIES





CHAPTER 2

CITYWIDE POLICIES

The City of Reno's visions and values are embodied in eight guiding principles, which serve as the basic organizing structure of the citywide policies. Both the visions and values were developed during Phase I of the ReImagine Reno process and are the result of input from almost 6,000 community members. Through an online survey and a series of focus groups with a range of stakeholder groups, the community expressed their desire for Reno to become:

1. A base for outdoor activities
2. An arts and culture center
3. A technology center and university town

In addition to these visions for Reno, the community was also asked to provide input on the values that were important to them and that they desired to see supported through the updated Master Plan. In order of importance, these values included: safety, affordability, a well-maintained and attractive city, sense of community, local shopping and dining, ease of driving, access to the outdoors, education, and local food.

The guiding principles, goals and policies contained in this chapter of the Master Plan help to support these visions and values, reflecting the components of what makes the Reno of today great and highlighting areas for focus as we look to the future.

GUIDING PRINCIPLES

The guiding principles are the first level of policy guidance included in the Master Plan. Each reflects one aspect of the community's visions and values and articulates the type of place we want Reno to be in 10 to 20 years. Together, they address a range of topics, providing the framework for Master Plan goals and policies that will help to guide decision-making across the City. The guiding principles are:

- GP 1: Resilient Local and Regional Economy
- GP 2: Responsible and Well-Managed Growth
- GP 3: Thriving Downtown and University District
- GP 4: Vibrant Neighborhoods and Centers
- GP 5: Well-Connected City and Region
- GP 6: Safe, Healthy, and Inclusive Community
- GP 7: Quality Places and Outdoor Recreation Opportunities
- GP 8: Effective Government

Each guiding principle is further articulated by a set of goals, which in turn are supported by a number of policies that will help guide decision-making toward achieving these goals. The guiding principles are closely interrelated and are intended to be viewed as being equal in weight. As such, they are not presented in any particular order of importance. This approach encourages systems thinking, which recognizes relationships among all aspects of the community's vision and underscores the need to consider benefits and trade-offs across these topic areas.

> WHAT TOPICS DO THE GUIDING PRINCIPLES ADDRESS?

Guiding Principle	Topics Addressed	
GP 1: RESILIENT LOCAL & REGIONAL ECONOMY	• Economic diversity • Regional collaboration and partnerships • Business-friendly environment	• Workforce development • Business development and retention • Quality of life considerations
GP 2: RESPONSIBLE & WELL-MANAGED GROWTH	• Growth management • Pattern of growth • Annexation policy • Regional collaboration	• Infrastructure and services • Sustainable development practices
GP 3: THRIVING DOWNTOWN & UNIVERSITY DISTRICT	• Economic development and tourism • Public safety • Public and community spaces	• Revitalization and adaptive reuse • UNR linkages
GP 4: VIBRANT NEIGHBORHOODS & CENTERS	• Mix of housing types • Mixed use development • Neighborhood Amenities	• Infill and redevelopment • Pedestrian and cycling orientation

ORGANIZATION AND DEFINITIONS

This chapter of the Master Plan is organized by guiding principle. Each section includes:

- Introduction. A short introduction to the guiding principle with a discussion of the issues and opportunities facing the community in the topic areas addressed.
- Looking to the future. A brief overview of how the goals and policies will help the City to address the issues and opportunities described in the introduction.
- Goals. Specific targets or objectives we need to work toward to achieve the guiding principles.
- Policies. Direction as to how the guiding principles and goals will be carried out as part of daily decision-making.

The goals and policies presented in this chapter of the Master Plan provide the basic framework for decision-making and should be used as a reference when questions arise or guidance is needed on the City's position on a particular topic or issue. Specific actions the City of Reno and its partners in the community will take to advance the visions and values embodied in the guiding principles and goals are outlined in Chapter 5: Implementation Plan. In addition, Chapter 3: Area-Specific Policies of the Master Plan provide additional policies about specific areas of the City, expanding on the ideas and concepts presented in this chapter.

Guiding Principle	Topics Addressed	
GP 5: WELL-CONNECTED CITY & REGION	• Traffic and congestion • Multi-modal transportation • Safety	• Pedestrian and cycling orientation • Autonomous vehicles
GP 6: SAFE, HEALTHY, AND INCLUSIVE COMMUNITY	• Affordable housing • Public safety • Hazard mitigation/emergency preparedness • Inclusivity	• Local food access/food security • Health and wellness • Lifelong learning
GP 7: QUALITY PLACES AND OUTDOOR RECREATION OPPORTUNITIES	• Historic preservation • Conservation of natural resources • Greenway connections	• Access to the outdoors • Arts and culture • Parks and recreation
GP 8: EFFECTIVE GOVERNMENT	• Leadership • Civic engagement • Transparency and accountability • Collaboration	



GP 1: RESILIENT LOCAL & REGIONAL ECONOMY

Following job losses over the past ten years and a high unemployment rate, Reno is now experiencing a period of sustained job growth. Unemployment is down, but many jobs with the Reno today remain in the service sector industries—especially those related to tourism, gaming, and casinos. Other major employers include the Washoe County School District (WCSD), University of Nevada-Reno (UNR), and Renown Regional Medical Center. At the regional level, large firms, such as Tesla, Switch, Apple, and Amazon, invested in the Reno area, with more expected. Many of the new jobs offered by these firms will require skills and experience in specialized fields, attributes not all Reno workers currently have. While educational institutions such as UNR and Truckee Meadows Community College (TMCC) have started programs to train students in technology, advanced manufacturing, and other pertinent fields, there is still expected to be a shortage of qualified workers in Reno in the near-term.

The City of Reno works closely with the Economic Development Authority of Western Nevada (EDAWN) and the Governor's Office of Economic Development (GOED) on economic development activities in the region, but currently lacks a strategy to define how regional economic development policies and strategies should be applied at the local level. Key considerations include the need to develop and attract a skilled workforce to fill new jobs; anticipate and respond to the impacts of the Tahoe-Reno Industrial Center (TRI-Center) in neighboring Storey County; create modern work environments attractive to businesses and workers; and plan for housing to meet the needs of new residents, as well as the potential impacts of a constrained housing market on the affordability of housing for existing and future residents. Another consideration is whether Reno has a sufficient supply of industrial sites available that are aligned with the types of employers the City seeks to attract in terms of their size, access, service levels, and other considerations. Lastly, while UNR and the City's outdoor lifestyle are a natural draw for millennials (those between the ages of 19 and 35 in 2016), more emphasis on quality of life considerations is needed in order to retain and attract an educated workforce.



#RENOLENS | PHOTO CREDIT: TONY FUENTES

LOOKING TO THE FUTURE

The City will work with regional partners to diversify the local and regional economy—continuing to foster growth in high-tech and knowledge-based industries, while also recognizing the important role small and local businesses play in the city's economy and sense of place. Also, the City will build on current City initiatives and tools and collaborate with regional partners to ensure that Reno is an attractive place for existing and future employers and residents. Investments in infrastructure, public safety, and quality of life amenities will be a key focus, as will efforts to leverage the presence and continued growth of UNR, define local priorities in terms of serviceable employment land, provide workforce training and adult education programs for workers in Reno, and continue to attract residents from outside the region—especially for those with jobs skills that can support existing and new businesses. Both tourism and gaming will continue to play a role in the city's economy moving forward, but current trends suggest a shift toward outdoor/lifestyle and related industries.

1.1 Build strong partnerships and encourage local and regional collaboration on economic development initiatives.

1.1A: CITY-FOCUSED ECONOMIC DEVELOPMENT STRATEGY

Develop and regularly update a targeted, near-term economic development strategy for City-led efforts to promote a resilient local economy and advance above average wage levels that:

- Identifies target industries aligned with the community's vision for Reno;
- Provides greater clarity to EDAWN's regarding the target industries that advance City priorities;
- Specifies the relationship between target industries and Reno's priority growth areas;
- Outlines roles and responsibilities of the City and regional partners; and
- Addresses efforts not covered by regional partners.

1.1B: COMMUNITY DEVELOPMENT

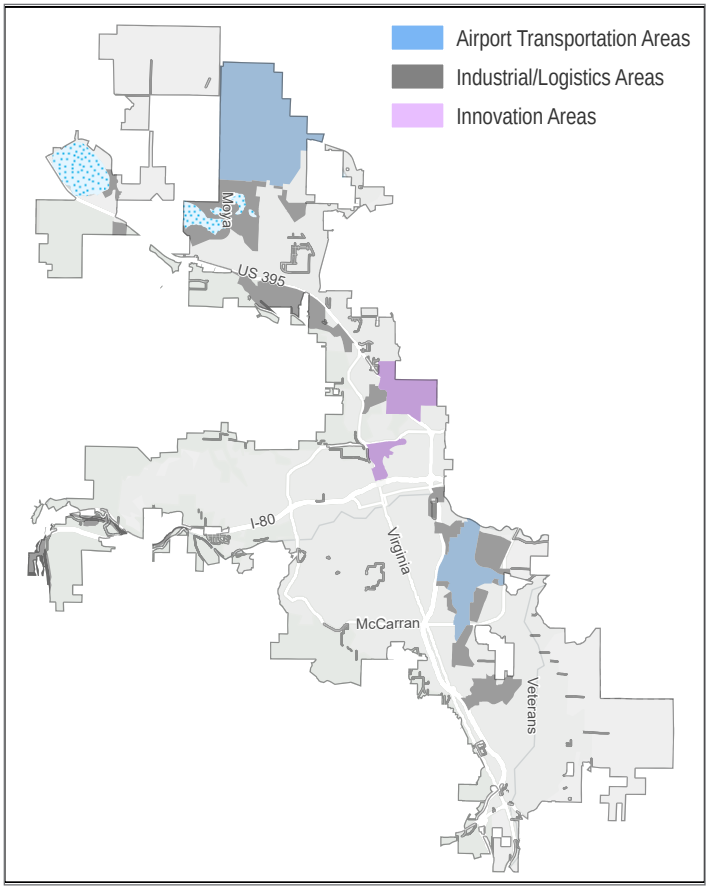
Focus economic development efforts on creating and maintaining employment areas desired by existing and future businesses and maintaining and building on quality of life for residents and businesses.

1.1C: REGIONAL INITIATIVES

Actively participate in EDAWN's economic development initiatives for the greater Reno-Sparks area. Support and provide direction to efforts regarding primary employment attraction/retention and promotion of the region in partnership with EDAWN to implement the City's economic development strategy. Actively support community business organizations in their efforts to support and retain existing businesses and other partners.

1.1D: PUBLIC/PRIVATE PARTNERSHIPS

Seek opportunities to leverage City resources and advance the City's economic development strategy and other Master Plan goals through creative public/private partnerships.



Employment Areas. Three types of employment areas are identified in the City's Structure Plan - industrial/logistics, innovation and airport transportation. Each employment area is unique in its context and focus, supporting the development of a wide range of employment opportunities.

> ECONOMIC DEVELOPMENT IN RENO

The City of Reno and its Economic Development/Redevelopment Agency works to undertake economic development initiatives within the Reno City limits and collaborates with state and regional economic development partners. Through the State of Nevada, EDAWN and GOED provide access to a range of incentives and programs for businesses that are relocating to or expanding in the city. The City itself also provides a loan resource to qualified businesses.

EDAWN maintains a three-year strategic plan that outlines the target industries EDAWN will try to attract in the future. Because EDAWN focuses on the greater Reno-Sparks area, Reno's local economic development strategy needs to provide guidance about the types of industries that advance the City's priorities and the Master Plan's vision and goals. This guidance will inform how regional economic development strategies are applied at the local level and the actions the City takes to attract and retain industries.

Promote a diverse and stable economic base. 1.2

1.2A: ARTS AND OUTDOOR RECREATION TOURISM

Build on Reno's easily accessible location, proximity to Lake Tahoe and other major destinations and events, natural beauty, and other existing tourism assets and activity to promote and market Reno as a national destination for outdoor recreation and arts and culture.

1.2B: MODERN INDUSTRIAL HUB

Support the continued growth of the city's logistics and manufacturing industries and leverage the region's infrastructure and assets to broaden the economic base through attraction of advanced manufacturing employers and modern logistics operations.

1.2C: EXISTING BUSINESSES

Support and encourage the expansion of existing businesses when not in conflict with the City's efforts to diversify its economy through its targeted efforts.

1.2D: EMPLOYMENT CENTERS

Plan, invest in, promote, and incentivize the creation and improvement of cohesive employment areas with diverse functions (as defined by the Structure Plan), and clearly identify where specific employment uses are desired and where infrastructure, housing, services, and amenities that support businesses exist or are planned.

1.2E: PROACTIVE INVESTMENT

Proactively invest in infrastructure and amenity projects, using the capital improvement plan, sewer capital fund, and other public funding and financing tools that will enhance the attractiveness of high priority employment areas in coordination with public and private partners, when possible.

1.2F: ENCROACHMENT

Protect industrial areas and employment centers from encroachment by potentially incompatible land uses or conversion to alternative uses.

1.2G: BUSINESS RETENTION AND ATTRACTION

Use economic, technical, and administrative incentives (as informed by Policy 1.1a) to encourage the expansion of existing businesses and industries and the establishment of new businesses in industries that support City initiatives.



PHOTO CREDIT: CITY OF RENO

1.3 Support continued growth of Reno's technology- and knowledge-based sectors.

1.3A: EDUCATION-BASED ECONOMY

Develop a multi-faceted partnership with UNR, TMCC, and other providers to expand technology and research education and economic development efforts through the creation of a university innovation district as part of the Downtown Regional Center, alignment of target industries with educational offerings citywide, and cross-promotion of Reno and UNR as a center for technology development.

1.3B: TEST BED FOR NEW IDEAS

Promote Reno as a destination for testing of new technologies by providing flexibility and a collaborative regulatory environment for autonomous vehicle testing.

1.3C: MODERN OFFICE ENVIRONMENTS

Continue efforts to revitalize Downtown Reno and other priority centers and corridors to create vibrant mixed-use areas attractive to office workers and young professionals.

1.3D: PARTNERSHIPS

Develop a coordinated strategy with regional partners to attract technology and other businesses within target industries (as informed by Policy 1.1a).

1.3E: ADVANCED TELECOMMUNICATIONS TECHNOLOGIES

Support the growth of technology-based sectors and the expansion of live/work and telecommuting opportunities by facilitating expanded access to advanced telecommunications technologies.

1.4 Support the growth, creation, and retention of local businesses and start-ups.

1.4A: BARRIERS

Continue to identify new ways to reduce barriers to entry and streamline licensing frameworks for new businesses.

1.4B: CULTURE OF INNOVATION

Ensure the City fosters an innovative business climate that is open to new technologies and ideas.

1.4C: ACCESS TO FUNDING

Work with regional economic partners and the private sector to identify ways to increase funds available to support the growth of local businesses and the creation and growth of new businesses.

1.4D: SOCIAL NETWORKS

Facilitate the interaction and collaboration between new businesses, entrepreneurs, and existing businesses by providing opportunities for regular interaction in both formal and informal events.

1.4E: ARTS AND CULTURE

Leverage the arts and cultural assets in Reno and the surrounding region to attract artists and other creative entrepreneurs.



PHOTO CREDIT: SGT PHOTOGRAPHY

Support the development of a diverse, educated, healthy, and adaptable workforce.

1.5

1.5A: QUALITY OF LIFE

Continue to invest in the attributes of Reno--attractive and affordable housing, access to open space, arts and culture, and others--that will enhance a high quality of life in order to provide an attractive location for potential new workers.

1.5B: URBAN REVITALIZATION

Continue efforts to revitalize Downtown Reno and other mixed-use areas to create vibrant urban areas attractive to young professionals and other workers.

1.5C: ALIGNMENT OF EFFORTS

Work with area educational institutions and regional economic development partners to provide educational programs that train students to work in the region's existing and target industries.

1.5D: EDUCATION

Identify ways to support education programs of Washoe County School District, UNR, TMCC, and other educational institutions and further advance their missions.

1.5E: WORKFORCE TRAINING

Support ongoing coordination among local colleges, training facilities, economic development organizations, and employers to match workforce training with local industries, employment opportunities, and the City's target industries (as informed by Policy 1.1a). Place a particular emphasis on training programs that support middle skill jobs paying higher wages.

1.5F: TALENT GAPS

Identify talent gaps for the region's targeted industries and develop strategies for increasing access to funding, education, and partnerships to address gaps.



PHOTO CREDIT: TRUCKEE MEADOWS COMMUNITY COLLEGE



GP 2: RESPONSIBLE & WELL-MANAGED GROWTH

Reno's population is growing and is expected to continue to grow in the future. After being particularly hard hit during the Great Recession, Reno has seen an increase in building permits in recent years, home values have stabilized, and employment in construction has increased faster than any other industry. However, we desire stability for the future and seek to minimize speculative markets like the one that made us particularly vulnerable to the Great Recession. The impacts of employment growth forecast in neighboring Storey County, such as increased demands for housing, services, and transportation without any of the direct economic benefits or tax revenues generated by these businesses, are a concern for Reno and its partners in the region.

The timing and location of development in Reno today is influenced by several interconnected factors—available land, available infrastructure and services (water, sewer and wastewater, transportation, police and fire), and market demand. While there is no lack of vacant land within the City of Reno and its sphere of influence (SOI), there is a lack of land with the infrastructure and services needed to support new development. Balancing the need for investments in new infrastructure to support greenfield development with the need for improvements to existing infrastructure in established areas of the city to support infill and redevelopment is an ongoing challenge. Market demand has been a strong driver of Reno's pattern of growth over the past 15 years. Residents have historically preferred to live in single-family, detached homes—a sentiment that played out in the approval of numerous, large, planned unit developments on the outskirts of the city prior to the Great Recession. Although many residents still express a preference for single-family homes, they also express a preference for homes in pedestrian-oriented neighborhoods that are located close to local shopping, dining, and other amenities. While the City has had policies, regulations, and incentives that seek to direct higher-density infill and redevelopment within designated centers and transit-oriented development (TOD) corridors for nearly 15 years, limited development meeting these criteria has occurred to date and targets set by the *Truckee Meadows Regional Plan* for the overall percentage of growth occurring in these locations have not been met.



LOOKING TO THE FUTURE

Future growth in Reno will occur through a combination of greenfield development and infill/redevelopment—a balance that will ensure existing and future residents have access to a variety of lifestyle and housing options based on preference, financial means, and physical needs. The City will encourage growth that supports the quality of life residents desire, but that is also fiscally and environmentally responsible. In doing so, the City will take a more proactive approach to infrastructure and services currently not in their purview, working closely with regional partners and service providers to prioritize limited resources and to balance the need to improve existing services and infrastructure with the need for new ones. In addition, the City will take a more proactive role in monitoring its SOI to ensure the City's land supply is reasonably aligned with projected demand over the planning horizon. The use of sustainable development practices—water conservation, renewable energy, energy efficiency, and others—will be encouraged to reduce the impacts of future growth and climate change on the city's air quality and the environment as a whole.

2.1 Support a fiscally-responsible growth pattern and annexation policy to maintain and improve existing levels of service for current residents and future generations.

2.1A: GROWTH TIERS

Support the efficient use of existing public facilities and services by prioritizing development, infrastructure improvements, and public investments in the following locations (listed in order of priority):

- Infill and redevelopment priority areas (see Policy 2.2a);
- Targeted employment areas that are located within the existing city limits as of the adoption of this Master Plan;
- Areas that are located within the existing city limits as of adoption of this Master Plan and have existing infrastructure and services in place;
- Areas that are located within the existing city limits that do not have infrastructure and services in places but can be served by the City if infrastructure is built and services can be provided in accordance with other City policies and targets; and
- All other locations within the SOI.

In addition to the City priority development areas, development, infrastructure improvements and public investment should be prioritized within the Truckee Meadows Regional Plan Regional Land Designations (listed in order or priority) per Regional Plan Policy RF2/PF2:

- Mixed Use Core;
- Tier 1 Land;
- Tier 2 Land
- Tier 3 Land
- Rural Area (RA).

2.1B: CONCURRENCY MANAGEMENT SYSTEM

Provide a timely, orderly, and efficient arrangement of adequate public facilities and infrastructure that support existing and planned land use patterns and densities by:

- Requiring adequate infrastructure and facilities be provided by the developer within the City's priority growth areas (see Policy 2.1a) where they do not exist or do not have adequate capacity;
- Requiring adequate infrastructure and facilities be provided by the developer in areas where they don't exist and the City is able to provide and maintain requisite levels of service to those areas; and
- Prohibiting development approval when such development does not meet the concurrency requirements and level of service targets established in this Master Plan and/or the City is unable to provide and maintain requisite levels of service (see Chapter 4: Growth and Reinvestment Framework for summary of concurrency options).

2.1C: LEVEL OF SERVICE TARGETS

The level of service targets for different services and facilities varies and should be maintained as described in Chapter 4: Growth and Reinvestment Framework. Apply level of service targets uniformly to new land development and established areas of the community dependent upon location and existing levels of service.

2.1D: ANNEXATION

Pursue and/or consider requests for annexation that:

- Support the coordinated expansion of the city's infrastructure network and efficient provision of services;
- Are located within the Truckee Meadows Water Authority (TMWA) service area;
- Have existing or funded adequate facilities needed to support growth;
- Submit a concurrent request to change to desired Master Plan land use designation(s);
- Enhance the mixture of uses and development types that match with the City's vision;
- Do not create a fiscal burden or mitigate fiscal burdens to the City based on a fiscal impact analysis and mitigation plan for expected/desired future land use designations;
- Include areas similar in character to the city and that have a demonstrated reliance on City services;
- Facilitate annexation of county islands;
- Are contiguous with City of Reno limits and located in the SOI; and
- Are consistent with other adopted City policies.

2.1E: SPHERE OF INFLUENCE

Monitor and amend the SOI (increase or decrease) as necessary to maintain sufficient land area to accommodate the city's 20-year growth horizon. Explore the feasibility of removing areas within the sphere of influence that are unlikely to be absorbed by the City within the 20-year growth horizon due to lack of services, access, market demand, contiguity, or other factors.

2.1F: WATER AND WASTEWATER SYSTEMS

Approve final maps and building permits only when adequate water capacity is procured by the developer and proposed land uses are found to be compatible with underlying source water protection areas, as defined by TMWA (see Policy 7.1d). Reserve sewage treatment capacity for final maps and building permits only upon payment of sewer connection fees. For projects where payment of sewer connection fees is delayed until the issuance of a certificate of occupancy, reserve sewage treatment capacity following building permit approval.

2.1G: FEDERAL AND STATE ROADWAYS

Ensure impacts to federal and state roadways associated with proposed development are analyzed, understand the cumulative impacts of land use decisions upon these roadways, and time development approvals to maintain desired levels of service.

2.1H: FINANCING MECHANISMS

Utilize a wide range of financing mechanisms and tools as appropriate to finance capital improvements and infrastructure in priority growth areas.

2.1I: SPECIAL ASSESSMENT DISTRICTS

Consider the use of special assessment districts as a means of funding/financing the construction of publicly-owned infrastructure improvements and proposed improvement districts:

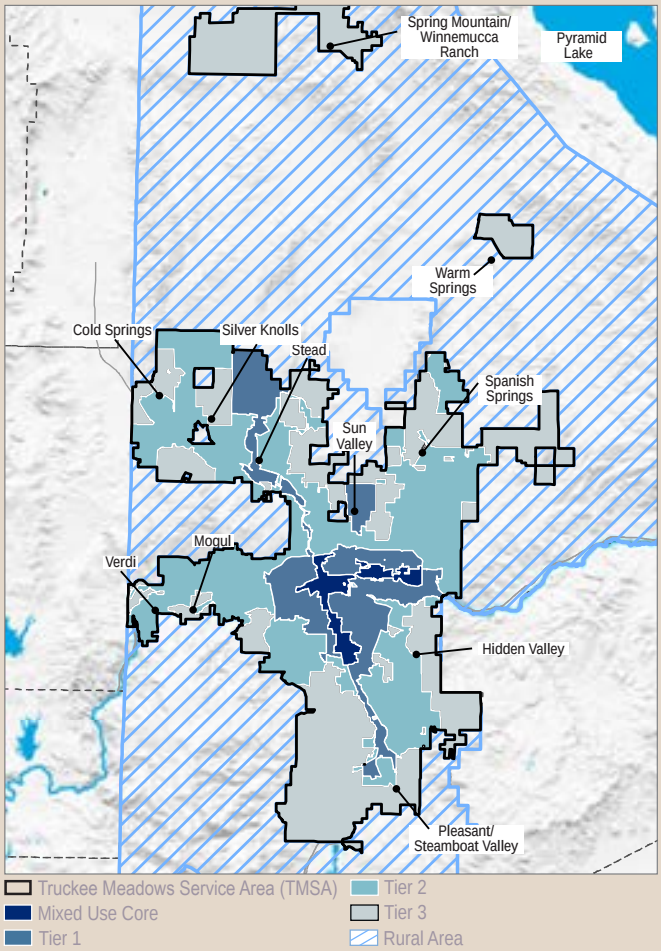
- Provide a tangible benefit to the community;
- Align with the goals and policies of the Master Plan;
- Advance priority initiatives of the Master Plan; and
- Meet the City's guidelines for use of special assessment districts.

2.1J: FISCAL CAPACITY

Monitor levels of service citywide and within the four quadrants of the city consistent with fiscal capacity policy to gauge the impact of new development.

> THE SPHERE OF INFLUENCE AND TRUCKEE MEADOWS REGIONAL PLAN

The *Truckee Meadows Regional Plan* provides guidance on future development patterns and priorities in Washoe County for the next 20 years. It defines a Truckee Meadows Service Area (TMSA) that identifies where municipal services and infrastructure will be provided, and regional land designations that create the region's priority hierarchy for development. These regional land designations identify the type and density of development planned. Public facilities and services should be prioritized following the tiered hierarchy of the regional land designations. Local governments must also comply with density and intensity standards for the regional land use designations or request the designations be amended in conjunction with associated requests. For changes to certain regional land designations, a feasibility study may be needed to evaluate the impacts of constructing and operating infrastructure and facility capacity improvements. Additionally, the Truckee Meadows Regional Plan includes the spheres of influence (SOIs) of the City of Reno and City of Sparks. In order to expand a local government's SOI, the entity must provide a rationale for the request that analyzes changed conditions and submit an associated master plan amendment. Further, a local government SOI may not be located outside the TMSA. Local master plan policies apply after a property is added to a SOI and master plan categories are assigned local government SOI and master plan land use categories. Such policies address the natural resources on that property in an integrated manner and in conformance with the natural resource policies of the *Regional Plan*. Early coordination on requests subject to Regional Plan review is supported through an initial review of such requests by Truckee Meadows Regional Planning agency staff prior to local government action.



2.2 Encourage infill and redevelopment.

2.2A: PRIORITY LOCATIONS FOR INFILL AND REDEVELOPMENT

Prioritize infill and redevelopment in the following locations to promote the efficient use of existing public facilities and services and the revitalization of established areas of the city:

- Downtown and convention center regional centers;
- Innovation areas;
- Redevelopment districts; and
- Urban corridors.

2.2B: UNDERUTILIZED PROPERTIES

Support the use of creative strategies to revitalize vacant, blighted, or otherwise underutilized structures and buildings—including, but not limited to:

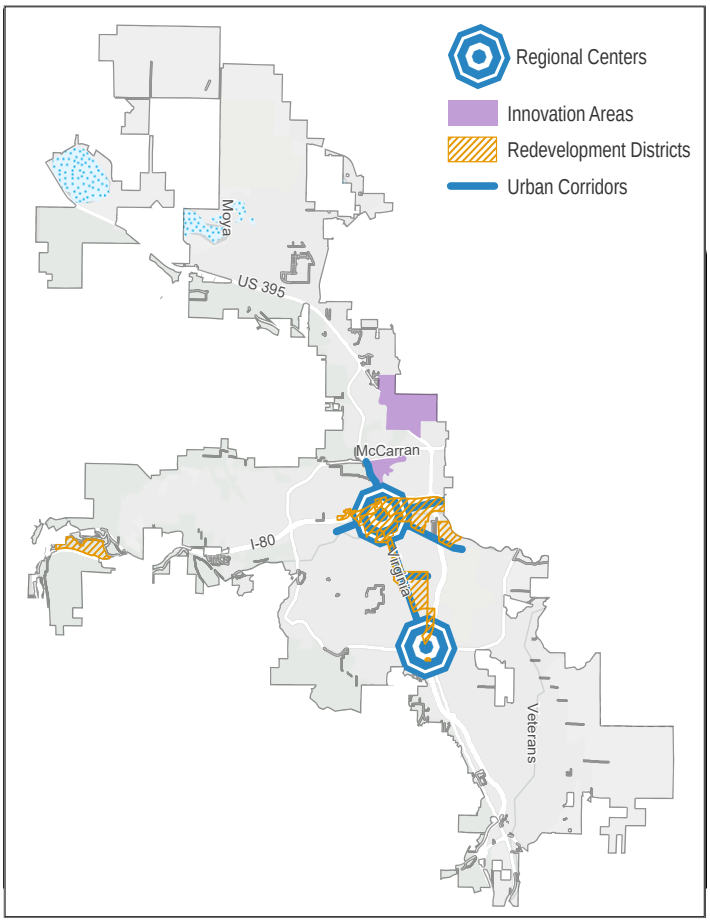
- Adaptive reuse of existing buildings (particularly those that have historic significance);
- Infill of existing surface parking lots;
- Integration of live-work space for artists or others;
- Voluntary consolidation and assemblage of properties to improve and coordinate the redevelopment of blocks or segments of corridors where a property-by-property approach would limit development potential; and/or
- Public/private partnerships.

2.2C: HISTORIC AND CULTURAL RESOURCES

Encourage the retention and incorporation of historic buildings, landscapes, artworks, signs, cultural resources, or other site features as part of infill/redevelopment projects, where feasible, to reinforce the distinctive characteristics and history of the city's neighborhoods and districts.

2.2D: INCENTIVES

Create a package of available development incentives to encourage reinvestment—through infill and redevelopment, as well as through historic preservation— in areas identified as priority locations for infill and redevelopment areas (see Policy 2.2a).



Priority Locations for Infill and Redevelopment. These priority locations were identified according to their current growth capacity and access to existing public facilities and services.

> RENO REDEVELOPMENT AGENCY

The Reno Redevelopment Agency was created in 1983 and serves as the economic development arm of the City of Reno. The Economic Development/Redevelopment Agency has the power to buy private property for resale, reallocate property and sales tax increment in order to finance the redevelopment program of the community, and use other incentives to foster redevelopment of blighted properties. Two redevelopment districts exist within the City of Reno, which cover portions of Downtown, South Virginia Street, East Fourth Street, and a number of noncontiguous areas.

Ensure effective, efficient, and equitable delivery of City services and infrastructure.

2.3

2.3A: CAPITAL IMPROVEMENT PROGRAM

Prepare and update annually a five-year capital improvement program which supports the implementation of the Master Plan. Prioritize capital projects that are designed to serve existing needs and to prevent the deterioration of existing levels of service. Prioritize projects that support citywide growth priorities (see Policy 2.1a).

2.3B: COST OF GROWTH

Require that new development pay the cost of required public improvements as follows:

- The full cost of all public improvements required by the development within the boundaries of that development.
- A proportional share of the cost of public improvements outside the development boundaries that is directly attributable to that development.

2.3C: OVERSIZING

Utilize a reimbursement mechanism to compensate developers, or the City, for oversizing public facilities such as sewer infrastructure in accordance with Reno Municipal Code.

2.3D: PUBLIC SAFETY SERVICES

Ensure the City's capacity to provide public safety and emergency services expands in line with the level of service targets set forth in the concurrency management section of Chapter 4: Growth and Reinvestment Framework. To the extent possible, development patterns and intensities that allow for efficient and cost-effective expansion of services should be given preference over others that are less efficient and/or more costly to serve.

2.3E: PARKS AND RECREATIONAL FACILITIES

Provide residents with access to park and recreational opportunities, recognizing that projected needs, types of opportunities, and facilities will vary based on location and that not all neighborhoods will have the same level of access. (See also Policy 6.3a.)

2.3F: COOPERATIVE USE

Encourage cooperative use of recreational and other public facilities among the City, other governmental units, and private organizations when capital costs, maintenance, and access to facilities are equitably shared.

2.3G: ACCESSIBILITY OF FACILITIES

Locate branch community, administrative, and maintenance facilities near the populations they serve and ensure they are proximate to transit, pedestrian, and bicycle facilities.



PHOTO CREDIT: SKIP REEVES

2.4 Collaborate with regional entities and service providers on growth and infrastructure issues.

2.4A: REGIONAL PLANNING

Actively participate in periodic updates to and implementation of the *Truckee Meadows Regional Plan*, and in joint planning efforts as applicable, in collaboration with the City of Sparks, Washoe County, the Truckee Meadows Regional Planning Agency, and other partners to promote alignment with the goals and policies of this Master Plan.

2.4B: GROWTH CAPACITY

Work with regional agencies and service providers to ensure that the water supply, water treatment and distribution capacity, sewage treatment, school capacity, and road network is capable of serving present and future demand within the city. Use the Land Use Plan and Regional Land Designation Map in the *Truckee Meadows Regional Plan* to inform infrastructure planning within the city and region.

2.4C: WATER SUPPLY

Support the efficient and reliable management of surface water and groundwater resources by:

- Promoting TMWA efforts and directives to develop and manage water resources and provide water supply in accordance with its cooperating agreement;
- Discouraging new or expanded private water purveyors; and
- Encouraging new development served by a private water purveyor to design water systems in accordance with TMWA rules, regulations, and standards.

2.4D: WATER AND WASTEWATER OPERATIONS AND PLANNING

Participate in operation and planning decisions affecting water and wastewater systems. Do not support a regionalization plan for water and wastewater treatment that results in subsidizing growth in the unincorporated area by city rate payers or a loss of city equity in the capital facilities. Actively participate in periodic updates to and implementation of the *Regional Water Management Plan.*

2.4E: URBAN SERVICES

Use the availability of City services and application of City infrastructure standards as a characteristic definer between city and county development. Work with the county on efforts to phase out existing septic systems and limit the addition of new septic systems in the city.

2.4F: TRUCKEE RIVER WATER RIGHTS

Support the use of Truckee River water rights outside of the Truckee River basin so long as return flows to the Truckee River are maintained. Water rights dedicated for the purpose of meeting return flow requirements should be water rights whose current point of use is downstream from the Truckee Meadows. However, development projects may continue to dedicate Truckee Meadows water rights for return flow requirements on a temporary basis and later substitute downstream water rights subject to approval from the appropriate authorities.

2.4G: REGIONAL UTILITY CORRIDORS

Preserve the viability of existing and future utility corridors and sites (as identified in the *Truckee Meadows Regional Plan*, as amended) and promote their efficient use by:

- Requiring a minimum setback of ten feet on each side of existing regional utility corridors and allowing only passive uses within these setbacks including, but not limited to parks, trails, parking, landscaping, and fencing;
- Ensuring that new electrical transmission infrastructure is placed in existing utility corridors, unless adequate justification is provided demonstrating why it cannot be placed in an existing corridor;
- Promoting the use of utility corridors and sites for the placement of infrastructure related to other utilities such as natural gas and telecommunications; and
- Supporting the placement of electrical transmission lines underground in circumstances where it can be determined that doing so will substantially mitigate the safety risk of above ground construction.

2.4H: ELECTRICAL TRANSMISSION INFRASTRUCTURE

Ensure that new above ground and underground electrical transmission infrastructure be placed according to the following hierarchy:

- Located in an existing corridor that already contains above ground transmission infrastructure, without expanding the corridor width;
- Located in either a federally designated corridor (i.e. BLM corridor) or an easement that has an approved preliminary or final environmental impact statement;
- Located in an existing corridor that already contains above ground transmission infrastructure, but with an expanded corridor width;

> SPECIALIZED DEPARTMENTS, AGENCIES, AND ORGANIZATIONS

Long-range planning and implementation of the City's Master Plan requires close coordination among dozens of City departments, partner agencies, and organizations. In addition to the primary departments, agencies, and organizations listed below, the City collaborates with many other stakeholders and organizations in the community on special projects.

Regional Planning
- Truckee Meadows Regional Planning Agency
- City of Reno Community Development
- City of Sparks
- Washoe County
- Storey County

Transportation
- Nevada Department of Transportation (NDOT)
- Regional Transportation Commission of Washoe County (RTC)
- City of Reno Public Works Department

Recreation
- City of Reno Parks Recreation and Community Services
- Washoe County
- City of Sparks

Education
- Washoe County School District (WCSD)
- University of Nevada-Reno (UNR)
- Truckee Meadows Community College
- Sierra Nevada College

Economy
- City of Reno Economic Development/ Redevelopment Agency
- Economic Development Authority of Western Nevada (EDAWN)
- Nevada Department of Employment Training, & Rehabilitation (DETR)

Health
- Washoe County Health District (WCHD)

Water, Sewer, and Wastewater
- City of Reno Public Works Department
- Truckee Meadows Water Authority (TMWA)
- Western Regional Water Commission (WRWC)
- Northern Nevada Water Planning Commission (NNWPC)

Public Safety/Hazard
- City of Reno Police Department (RPD)
- City of Reno Fire Department (RFD)
- Truckee Meadows Fire Protection District (TMFPD)
- Federal Emergency Management Agency (FEMA)
- Truckee River Flood Management Authority
- Reno-Sparks Indian Colony
- Pyramid Lake Paiute Tribe

- Request creation of a new corridor based on the route of an existing above ground distribution line;
- Located within an existing corridor that already contains underground transmission infrastructure, but with an expanded corridor width; and
- Request the creation of a new corridor for the placement of new transmission infrastructure where no utility infrastructure currently exists.

2.4I: MILITARY INSTALLATIONS

Ensure compatibility of land uses with each military installation located within the city's SOI based on the location, purpose, and stated mission of the installation and notify installation commanders of certain development applications.

2.4J: RENO-SPARKS INDIAN COLONY

Collaborate with the Reno-Sparks Indian Colony, on a government to government basis, in planning land uses, infrastructure, and service provision for the area within and surrounding the Colony.

2.4K: WASHOE COUNTY SCHOOL DISTRICT

Collaborate with the Washoe County School District in planning for the design and location of new public schools in areas that advance the City's growth priorities, and the disposition and reuse of any schools that might become redundant in the city and its SOI.

2.4L: INSTITUTIONAL USES

Collaborate with major institutional uses in the city on institutional master plan updates and/or plans for expansion to ensure alignment with the goals and policies of this Master Plan, neighborhood compatibility, circulation and access, and other city priorities are considered. As updates to institutional master plans and/or expansions occur, the City should evaluate if any changes are needed to applicable design principles (see Chapter 3) and/ or Master Plan land use designations and cooperatively work with the major institution and the broader community to develop updates to this Master Plan.

2.5 Promote the use of sustainable development practices.

2.5A: GREEN BUILDING AND SUSTAINABLE NEIGHBORHOOD DEVELOPMENT

Promote and incentivize green building and sustainable neighborhood development that reflects best practice and industry standards for new development, major renovation, adaptive reuse, and revitalization projects at all scales.

2.5B: TRANSIT-ORIENTED DEVELOPMENT

Continue to promote new development and redevelopment in centers and corridors where access to transit services reduce vehicle miles traveled and greenhouse gas emissions as well as encourages walkability and active lifestyles.

2.5C: DROUGHT TOLERANT LANDSCAPING

Require landscaping which utilizes drought tolerant plant materials, efficient irrigation, incorporates soil amendments to support plant health and resiliency, and other low water usage practices.

2.5D: TREATED EFFLUENT

Encourage the reuse of treated effluent in new residential, commercial, and municipal developments, where supporting infrastructure exists or is planned, and proposed usage (e.g., indoor vs. outdoor) is consistent with the *Regional Water Management Plan.*

2.5E: RENEWABLE ENERGY

Promote the continued development of renewable and distributed energy systems including solar, wind and geothermal energy resources within the SOI and ensure that, when feasible, existing corridors are utilized for the transmission of electric generating plants. Demonstrate a commitment to the development of community and regional renewable energy generation that includes the transmission infrastructure originating from renewable energy generation sources.

2.5F: STORMWATER BEST MANAGEMENT PRACTICES

Adopt low impact development (LID) standards for development and promote the use of green infrastructure for stormwater filtration and the reduction of impermeable surfaces on a site.

2.5G: ENERGY AND WATER CONSERVATION

Promote energy and water conservation programs and encourage behaviors and the use of products and materials that maximize energy and water efficiency in the construction of new buildings and the adaptive reuse of existing buildings.



PHOTO CREDIT: CLARION ASSOCIATES

2.5H: WASTE REDUCTION/RECYCLING

Continue to support efforts and programs that reduce the amount of solid waste entering the waste stream, such as through the reuse and/or recycling of waste and composting.

2.5I: INTEGRATED PEST MANAGEMENT

Minimize the use of herbicides and neonicotinoid pesticides in favor of physical weed removal and other best management practices. Where their use is necessary, ensure proper notification is provided.

2.5J: GREENHOUSE GASES

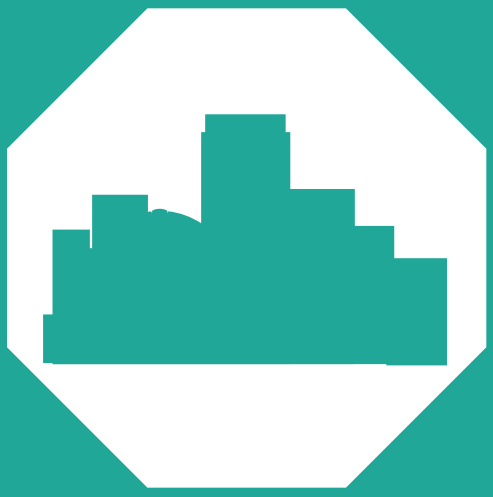
Support programs and practices that improve air quality and reduce the emission of greenhouse gases (GHG) in the community in support of the City's stated commitment to GHG reduction as part of the Global Covenant of Mayors Coalition. (See Goal 5.4 and supporting policies).

2.5K: DESIGN PRINCIPLES FOR SUSTAINABLE DEVELOPMENT

Apply the Design Principles for Sustainable Development (see Chapter 3: Area-Specific Policies) as an essential component of the site planning and development review process for both public and private development.



PHOTO CREDIT: CLARION ASSOCIATES



GP 3: THRIVING DOWNTOWN & UNIVERSITY DISTRICT

Reno's Downtown is an area of great importance to the community and many consider it the "heart of the city." Downtown is the historic center of the community with many great assets and amenities that draw residents and visitors throughout the year. The most prominent of these assets is the Truckee River, which flows through the center of Downtown and features an urban river walk, kayak course, and multiple pedestrian plazas and parks. As a result of ongoing revitalization efforts, Downtown is also home to many major community events, a significant collection of public art, and a number of major arts and cultural facilities—including the Nevada Museum of Art, a AAA baseball stadium, and many others. Downtown is also well-served by public transportation and features a new transit center providing direct connections to Sparks, South Virginia Street, and other destinations within the city and region. Other significant public and private investments and assets include the conversion of two former casino towers to residential condominiums and a third to a new boutique hotel, a movie theater and numerous restaurants over the past 15 years. Despite these significant investments, many parts of Downtown are in need of attention. Vacant and blighted buildings (including many former hotels or casinos with blank walls and "dead" storefronts), the conversion of former motels and casinos to short-term rentals, and the perception of high drug use and mental health issues in the homeless population have resulted in general dissatisfaction among residents about the current state of Downtown and concerns about public safety, cleanliness, and visitor perceptions.

In spite of its many challenges, there is strong support in the community to leverage the investments that have been made to "reinvent" Downtown as a place that both residents and visitors enjoy. One of the key opportunities associated with Downtown is its proximity to the UNR campus. This opportunity was explored through a recent campus master plan effort conducted by the University in partnership with the City, which recommends creating a new mixed-use university district on the north side of Downtown to activate the area and create a safe and inviting linkage between the core of Downtown and the campus. Other opportunities include diversifying the mix of uses in Downtown to include additional residential, retail, and other uses as the role of the gaming industry in Reno continues to evolve.



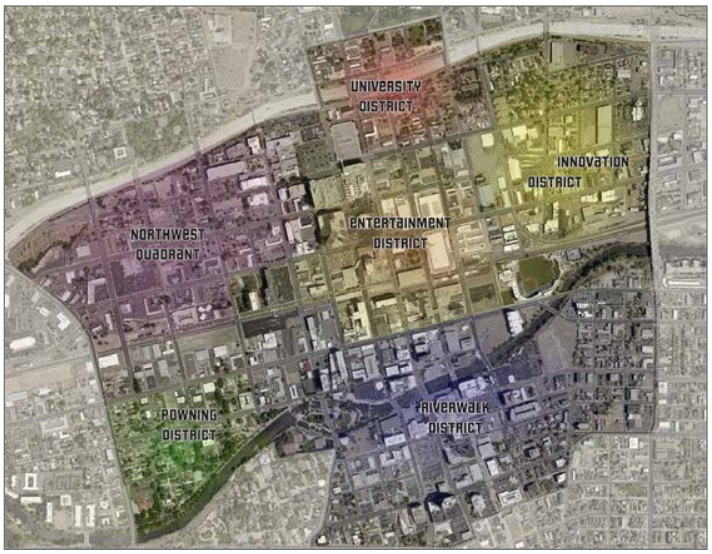
LOOKING TO THE FUTURE

Reno will work with the private sector, UNR, and other partners to leverage the significant public/private investments that have already been made in Downtown and to actively promote its revitalization. Central to this effort will be a focus on developing a collaborative strategy for creating an active university district that links the core campus with Downtown, establishing tools and incentives to help promote the adaptive reuse of downtown buildings, defining a sustainable mix of uses, enhancing multi-modal connections between Downtown and other destinations within the region, and working with the gaming and casino industry to define a new role for the future. As a result of these efforts, public spaces and streets in Downtown will be clean and well-maintained, creating an environment that is safe and inviting for residents and visitors.

3.1 Cultivate a vibrant and livable Downtown environment that balances the need of residents and visitors.

3.1A: DOWNTOWN DISTRICTS

Support a diverse mix of land uses that is tailored to support the vision and unique focus for each of the six districts that comprise the Downtown Regional Center, which include the: Entertainment District, University District, Innovation District, Riverwalk District, Northwest Quadrant, and Powning District. The generalized boundaries of each district and more detailed guidance regarding the desired mix of uses in and distinguishing characteristics for each district are provided as part of the Design Principles for the Downtown Regional Center.



Downtown District Framework. The *Downtown Action Plan* establishes six districts in Reno's Downtown area: University, Innovation, Entertainment, Northwest Quadrant, Powning, and Riverwalk districts.

3.1B: HOUSING OPTIONS

Encourage a variety of housing options at diverse price points to support a more diversified workforce and composition of residents in Downtown—including professionals, service workers, entrepreneurs, students, and retirees among others.

3.1C: TOURISM AND ENTERTAINMENT

Encourage reinvestment in established casinos and the introduction of new uses and activities that strengthen Downtown's appeal as a tourism and entertainment destination. Strive to make Downtown the location of choice within the region for annual events, cultural celebrations, and other community gatherings.

3.1D: NEIGHBORHOOD SERVICES

Encourage neighborhood-serving retail—grocery, pharmacy, dry cleaners, childcare facilities, and other basic services—as a key component of the overall mix of uses in Downtown.

3.1E: SOCIAL SERVICE NETWORK

Support the continued operation of the social service network in Downtown where agencies are well-served by transit and may be more readily accessed by the populations they serve.

3.1F: RECREATION

Support the continued enhancement and expansion of recreational amenities that celebrate Downtown's riverfront setting and centralized location within the region, are tailored to more urban neighborhood context, and contribute to the enjoyment and quality of life of residents and visitors.

3.1G: ARTS AND CULTURE

Strengthen Downtown's role as the region's center for culture and arts by enhancing and promoting arts, culture, heritage, history, and historic preservation.

Enhance public safety and create inviting streets and public places for people.

3.2

3.2A: PUBLIC SAFETY

Continue to collaborate with downtown stakeholders, residents, and social service and government agencies to contain nuisance behaviors, connect homeless populations and others in need to available services, increase lighting levels, ensure streets and public spaces are clean and well-maintained, and address public safety concerns—both real and perceived.

3.2B: PUBLIC SPACES

Continue to enhance existing pedestrian plazas, pocket parks, outdoor seating, and other public gathering and event spaces that increase year-round activity; expand recreational opportunities; increase opportunities for and the visibility of public art; improve access and public safety; and provide for the enjoyment of downtown residents, visitors, and workers. Limit the addition of new public spaces to those that will be programmed year-round.

3.2C: PEDESTRIAN REALM

Design streets and other public spaces with the comfort and enjoyment of pedestrians in mind. Enhance streetscapes through the incorporation of generous walkways, prominent building entries, transparent storefronts, outdoor dining, seating, street trees, awnings, decorative lighting, public art, bike racks, and other distinctive urban design elements— particularly on streets where concentrations of pedestrian activity are desired (i.e., Sierra Street, Virginia Street, and Center Street).

3.2D: TRUCKEE RIVER

Continue to improve views of and pedestrian, bicycle, and boating/paddling access to and along the Truckee River as it travels through Downtown. Ensure future public improvements and/or development along the river do not impact the natural functions or quality of the river and are designed to mitigate hazards associated with periodic flooding.



PHOTO CREDIT: CITY OF RENO

3.3 Promote the continued revitalization of the downtown economy and built environment.

3.3A: DIVERSIFICATION OF DOWNTOWN ECONOMIC BASE

Continue to support the diversification of the downtown economic base through:

- Creation of an "Innovation District" to strengthen the linkage between Downtown, UNR, and the 4th Street Corridor;
- Creation of a new partnership with UNR and regional business to support downtown investment;
- Support for local investment incentives, workforce training, and other strategies to support new business development Downtown; and
- Other strategies as defined by the *Downtown Action Plan*.

3.3B: TOURISM, ARTS, AND ENTERTAINMENT

Continue to support casinos as a core component of the city's tourism industry and the Downtown Entertainment District, while seeking to broaden the range of tourism, arts, and entertainment-oriented uses that appeal to a more diverse demographic.

3.3C: UNIVERSITY LINKAGES

Proactively seek opportunities to collaborate with UNR, RTC, and other partners on efforts to strengthen both physical and symbolic linkages between the UNR campus and Downtown. Prioritize efforts identified as part of the *Downtown Action Plan*, which include transit enhancements, joint development efforts, the creation of an active, mixed-use University District, and related activities.

3.3D: BLIGHTED AND UNDERUTILIZED PROPERTIES

Work with property owners to improve blighted and underutilized properties (including surface parking lots and signs) through increased enforcement/regulation, incentives, and use of available redevelopment tools.

3.3E: ADAPTIVE REUSE

Encourage the adaptive reuse and rehabilitation of historic structures as a key component of an overall reinvestment and revitalization strategy for Downtown.



PHOTO CREDIT: CITY OF RENO

Strengthen multi-modal connections to and within Downtown Reno.

3.4

3.4A: TRANSPORTATION OPTIONS

Support educational campaigns designed to increase awareness and usage of alternative transportation options— such as bus, bike, car sharing, or van pooling—when traveling to or from Downtown. Avoid vacating streets or rights of way without a thorough review of traffic impacts and accommodations to maintain pedestrian, bicycle, and vehicular connectivity.

3.4B: PARKING

Improve the function and utilization of existing public parking facilities in Downtown and the overall user experience associated with these facilities. Evaluate future public parking needs based on location, cost, current use, and demand.

3.4C: TRANSIT AND RAIL SERVICE

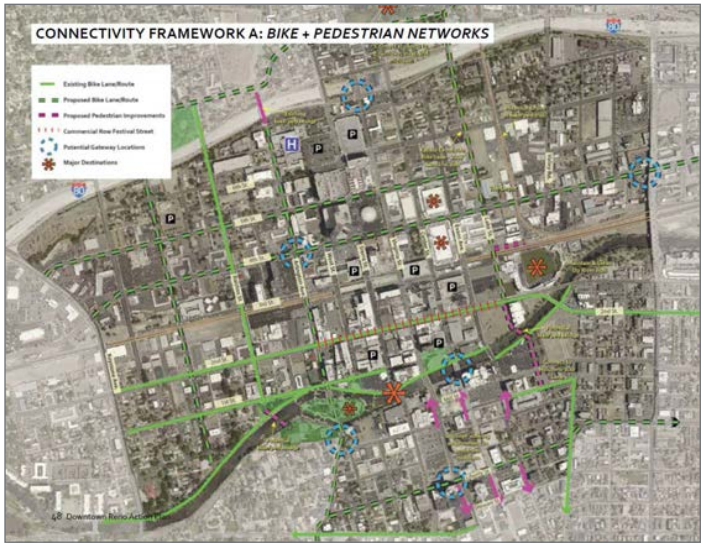
Continue to collaborate with RTC, UNR, and others on the expansion of transit service and ridership to and within Downtown, and with AMTRAK to support passenger rail service to and from Downtown Reno and other major cities.

3.4D: PEDESTRIAN AND BICYCLE NETWORK

Continue to enhance bicycle and pedestrian connections and infrastructure throughout Downtown with an emphasis on improving connections to UNR, the Truckee River trail, and adjacent neighborhoods.

3.4E: WAYFINDING

Incorporate wayfinding signage and other branded elements to facilitate ease of access to public parking, transit facilities, and major destinations throughout Downtown.





Downtown Bike and Pedestrian Connectivity Framework. The *Downtown Action Plan* includes recommendations on proposed bike and pedestrian connections/improvements and transit expansions in Reno's downtown area. See the Downtown Regional Center area-specific policies in chapter 3 for more information about these recommendations.



GP 4: VIBRANT NEIGHBORHOODS & CENTERS

Much of the vacant residential land that is available in Reno is designated for single-family housing development. While this housing type has long been the predominant option available in Reno—and residents have continued to express a preference for single-family homes—other options should be explored to meet the changing needs of the community and to diversify the city's housing portfolio. For example, an increasing senior population generally correlates with an increased demand for low-maintenance, single-level-living residential units with internal community space, typically found in condominiums, apartments, and senior living communities. Alternative housing types may also be desirable from a services perspective, as attached housing types tend to be more efficient to serve than low-density single-family developments. Sustainability is also a consideration, as dense housing options typically use less water and energy than single-family homes and are generally more cost effective to service with public transit.

Regardless of whether they favored infill or greenfield development, residents expressed a preference for homes in neighborhoods that are located close to local shopping and dining options, with access to outdoor activities and other amenities, and that have a variety of housing types to break up the visual feel and experience of a neighborhood.

Many residents have suggested a stronger focus on infill development is needed. In fact, the City has had policies, regulations, and incentives in place for nearly 15 years that seek to direct higher density infill and redevelopment within designated centers and TOD corridors where it can be served by transit. While many residents expressed support for infill and redevelopment and the centers and corridors concept, most also indicated it needed to be applied in a more focused and proactive way.


PHOTO CREDIT: CITY OF RENO

LOOKING TO THE FUTURE

In both infill and greenfield locations, the City will actively encourage the development of more diverse neighborhoods that are served by vibrant mixed-use centers. Neighborhoods will be encouraged to incorporate distinguishing features and pedestrian-oriented characteristics that create a sense of place and community for residents. Opportunities to increase average densities and accommodate a broader mix of uses will be supported as a means to expand housing options near existing and future transit, increase the diversity of lifestyle options that are available to residents, and reduce the fiscal impacts of new development.

4.1 Encourage a diverse mix of housing options to meet the needs of existing and future residents of all ages, abilities, and income levels.

4.1A: HOUSING OPTIONS

Monitor and periodically update the Land Use Plan to ensure the city has an adequate supply of land designated for wide variety of housing types based on demand.

4.1B: GEOGRAPHIC DIVERSITY

Ensure that the Land Use Plan accommodates a mixture of housing types and sizes in all quadrants of the city, including attached and detached home types and at varying densities and price points.

4.1C: AFFORDABLE AND WORKFORCE HOUSING STRATEGY

Develop a targeted housing strategy to facilitate and incentivize the creation of attainable housing, including affordable housing units for low income residents and housing for the city's workforce. Update the strategy periodically to address changing needs.

4.1D: HOUSING INCENTIVES

Encourage the development of attainable housing, including affordable and workforce housing, by providing incentives for projects that incorporate units affordable to income levels identified in the housing strategy (see Policy 4.1c).

4.1E: AFFORDABLE HOUSING RETENTION

Support the preservation and rehabilitation of existing subsidized affordable and workforce housing units through use of incentives and grant funding.

4.1F: UNIVERSAL DESIGN

Promote developments and rehabilitation programs that expand housing options that are accessible to seniors and persons with disabilities, through the use of universal design and visibility principles.

4.1G: REGIONAL HOUSING INITIATIVES

Work cooperatively with the City of Sparks, Washoe County, and other partners to pursue regional efficiency in all matters related to affordable housing:

- Pursuing funding regionally at all levels;
- Publicizing and marketing affordable housing opportunities throughout the region, including rehabilitation and funding; and
- Working to preserve viable affordable housing stock and ensure long-term affordability for new units built with financial assistance.
- Implementing the Regional Strategy for Housing Affordability with annual reporting through the Truckee Meadows Annual Report.



PHOTO CREDIT: CITY OF RENO

> PLANNING FOR AFFORDABLE AND WORKFORCE HOUSING

Nevada Revised Statutes (NRS) require cities located in counties with populations larger than 100,000 but less than 700,000 to include a housing plan as part of its adopted master plan. NRS specifies eight required housing plan components and requires that housing plans include at least six strategies to maintain and develop affordable and attainable housing in the community. During the 2025 Legislative Session, the State of Nevada expanded the affordable housing requirements of the master plan to consider a more broadly defined "attainable housing" profile, which includes five tiers of affordable housing, up to 150% of the area median household income. Appendix C outlines where each of these components is addressed in the Master Plan. Generally, housing costs are considered affordable when they do not exceed 30 percent of a household's monthly income. By other measures, housing can also be defined as affordable if it is attainable to households earning less than 80 percent of Area Median Income (AMI). In the Master Plan, "workforce housing" is defined as housing that is affordable to households earning between 80 percent and 120 percent of AMI.

The Housing Demand Forecast and Needs Assessment completed to support the drafting of this Master Plan found that these definitions for affordable and workforce housing are appropriate for Reno and that the community's most pressing needs are in increasing the affordability of rental housing for households earning less than 60 percent of AMI and supporting home ownership for households earning less than 100 percent of AMI, particularly for senior households. The Regional Strategy for Housing Affordability confirms these needs and identifies various strategies the City should utilize as it applies and updates Master Plan policies and implementation strategies.

The City of Reno's focus and role for addressing affordable and workforce housing is primarily through the use and allocation of federal Community Development Block Grant (CDBG) dollars and HOME funds. These funds go toward a variety of programs and services to address affordable and workforce housing, as well as other special needs populations. The City of Reno works in partnership with the City of Sparks, Washoe County, the Reno Housing Authority, and several area housing and service providers to address the affordable housing needs of its residents. The City also works as a partner to regional providers, non-profits, and other partners to support and address issues of homelessness, mental health, substance abuse, and others that impact attainability and accessibility of housing for all in the community.

Promote the development of new neighborhoods that offer a range of lifestyle options and amenities that meet the short- and long-term needs of the community.

4.2

4.2A: HOUSING OPTIONS WITHIN PROJECTS

Promote a mixture of housing types (i.e. product types, unit sizes, and price points) in large development applications seeking master plan amendments and/or planned unit development approval.

4.2B: MULTI-GENERATIONAL HOUSING

Encourage housing options designed to accommodate multi-generational needs in central neighborhoods, Downtown Reno, along urban corridors, and in other locations where high frequency transit service exists or is planned to increase the ability of residents to age in place.

4.2C: INNOVATIVE DESIGN

Encourage creativity, flexibility, and innovation in the design and construction of new developments and neighborhoods to adapt to unique site conditions, changing demographics, and market demand. Support the implementation of new housing or neighborhood concepts that help advance the goals and policies of this Master Plan (e.g., co-housing, integration of shared gardens or agriculture land).

4.2D: COMMUNITY AMENITIES

Encourage the integration of recreational amenities, community gardens, meeting rooms, public art, and other amenities that promote an engaged community and facilitate active and healthy lifestyles.

4.2E: NEIGHBORHOOD CONNECTIONS

Connect new and existing neighborhoods together with features such as sidewalks, trails, parks, schools, community gardens, and other gathering spaces to provide opportunities for interaction and strengthen sense of community.

4.3 Support continued investment in and ongoing maintenance of infrastructure and amenities in established neighborhoods.

4.3A: RETENTION OF EXISTING HOUSING STOCK

Encourage ongoing maintenance and promote reinvestment and improvements in established neighborhoods for both owner- and renter-occupied units. Work with property owners, residents, Neighborhood Advisory Boards, and non-profit organizations as appropriate to bring substandard housing and vacant lots into compliance with City codes, improve the energy efficiency of older homes, and improve overall conditions.

4.3B: INFILL AND REDEVELOPMENT

Encourage targeted infill and redevelopment, consistent with the Land Use Plan and the Design Principles for Neighborhoods to expand housing options within established neighborhoods.

4.3C: PARK AND FACILITY MAINTENANCE

Regularly maintain existing parks and other public facilities in established neighborhoods and periodically monitor usage and issues over time to address changing demands and needs.

4.3D: CODE ENFORCEMENT

Proactively monitor established neighborhoods for public health, code enforcement, and safety violations in accordance with the International Property Maintenance Code and other codes and ordinances as adopted by the City.

4.3E: INFRASTRUCTURE IMPROVEMENTS

Prioritize infrastructure improvements, such as traffic calming enhancements, sidewalk repairs, bikeways, street tree plantings, stormwater improvements, undergrounding of overhead utilities, or others that will improve safety and quality of life for neighborhood residents based on documented deficiencies.

4.3F: NEIGHBORHOOD GATHERING PLACES

Support the adaptive reuse of schools and other large institutional facilities within neighborhoods to compatible uses (or to include compatible), such as community centers or places of worship, to retain their roles as neighborhood gathering spaces.

4.3G: NEIGHBORHOOD PARTNERSHIPS

Foster partnerships with the Neighborhood Advisory Boards and residents to identify specific needs, develop and implement pilot projects (i.e., creating temporary park spaces through tactical urbanism) and volunteer initiatives, make neighborhood improvements, and otherwise build capacity in individual neighborhoods.

4.3H: REHOUSING

Explore opportunities, within the affordable and workforce housing strategy, to partner across agencies on rehousing strategies that help mitigate displacement of households in neighborhoods experiencing increased housing costs and development.

4.3I: HOME OWNERSHIP RETENTION

Support and fund programs that aid in the upkeep and maintenance of homes for lower income households and seniors.



PHOTO CREDIT: CITY OF RENO

Encourage the creation of walkable community/neighborhood centers that provide a variety of services and amenities

4.4

4.4A: WALKABLE CENTERS

Support the development of walkable community/neighborhood centers that provide a variety of services and amenities to the immediate area, expand housing options, and/or provide live-work opportunities. Centers will vary in size, type, and location, as defined by the Design Principles for Community/Neighborhood Centers.

4.4B: NEW COMMUNITY/NEIGHBORHOOD CENTERS

Support the integration of mixed-use community/neighborhood centers as part of new neighborhoods to allow residents to meet the daily needs of residents, in accordance with the Design Principles for Community/Neighborhood Centers and the Criteria for Siting Community/Neighborhood Centers.

4.4C: REVITALIZATION OF EXISTING CENTERS

Support the continued revitalization of and reinvestment in established community/neighborhood centers. Reinforce the character-defining features of each center and address potential impacts on surrounding neighborhoods through the application of the Design Principles for Community/Neighborhood Centers as plans and proposals for infrastructure improvements, parking, infill/redevelopment, and other investments are developed and considered.

4.4D: MIX OF USES

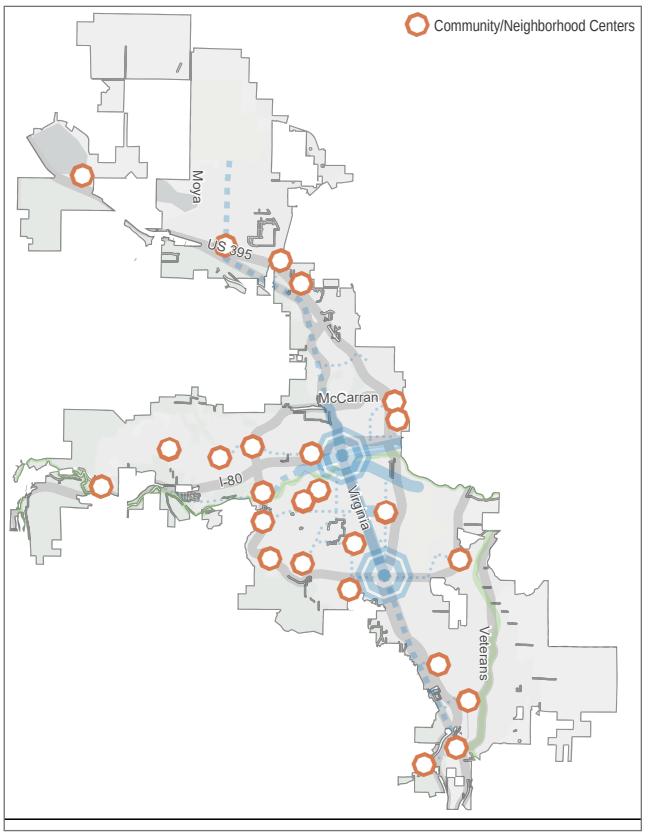
Support a mix of uses as part of community/neighborhood centers that reflect needs of adjoining residents and the characteristics of individual neighborhoods, including, but not limited to: retail, office, entertainment, schools, libraries, community gardens or urban farms, public art, plazas, parks, recreation amenities, transit facilities, and other community gathering spaces and amenities.

4.4E: DENSITY/INTENSITY

Encourage the transition of low-intensity or otherwise obsolete, single-use centers to higher intensity, mixed- use centers over time. Place a particular emphasis on revitalization strategies that will expand housing options and available services within the immediate neighborhood.

4.4F: MULTI-MODAL HUBS

Design new community/neighborhood centers and rehabilitate existing centers to facilitate safe and convenient pedestrian and bicycle access to and from surrounding areas. Incorporate transit stops and other multi-modal facilities in community/neighborhood centers where regular transit service exists or is planned.



Community/Neighborhood Centers. The City's Structure Plan identifies existing community/neighborhood centers in Reno. These centers are smaller in scale and size than the regional centers, and are intended to directly serve surrounding neighborhoods.

4.5 Encourage pedestrian and bicycle connections as part of new development and integrate into established neighborhoods.

4.5A: CONNECTIVITY AND ACCESS

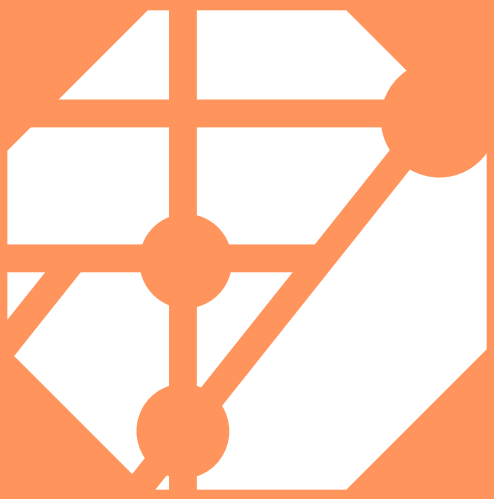
Promote safe, clear, and direct pedestrian and bicycle connections within neighborhoods, as well as to adjacent trails, greenways or other publicly accessible drainageways, open space areas, schools, parks, neighborhood centers, employment centers, and to the broader regional system.

4.5B: MISSING LINKS

Prioritize sidewalk and trail improvements that complete gaps or “missing links” between existing neighborhoods and other community destinations such as schools, transit stops, neighborhood centers, parks, public open space, and trail heads.



PHOTO CREDIT: CITY OF RENO



GP 5: WELL-CONNECTED CITY & REGION

Reno's residents value the ease with which they can travel around the city and the fact that most destinations in the city and region can be reached in 20 minutes or less. However, as the region's roadways reach and exceed their designed-for capacities, traffic, and congestion, and safety are becoming larger issues. In addition, population growth and changing commuting patterns could exacerbate these trends—already workers in the City have seen their average commute times increase over the past 15 years. In response, the Regional Transportation Commission of Washoe County (RTC) has shifted its focus to providing more public transit service in the region, and both RTC and the City of Reno have invested in new bike lanes and sidewalks in order to increase safety and connectivity between destinations within the city and promote greater use of alternative modes of transportation. While most residents still choose to drive for most daily trips, demand for infrastructure that supports alternative modes of travel—such as walking, bicycling, and taking transit—is growing. Mobility is also an issue for older residents—a growing percentage of the population—who are no longer able to drive cars, but still need to access services and move around the city.

Balancing the need to maintain and enhance the safety of existing transportation facilities with the need to invest in new facilities is an ongoing challenge at the local, state, and federal level due to limited funding for transportation projects. Available funding will not be enough to address all of the region's needs and will require careful consideration of priorities and potential trade-offs associated with future investment in transportation facilities. In addition, recent innovations in technology have made the prospect of driverless cars and other autonomous vehicles a possibility within the 20-year planning horizon of the Master Plan, and the Reno region is home to a number of companies focused on technological innovations in transportation. The timing and magnitude of the impacts of such technological advancements on transportation systems remain uncertain, but present a tremendous opportunity for Reno to be a leader and innovator in this area.



PHOTO CREDIT: CITY OF RENO

LOOKING TO THE FUTURE

Reno will continue to collaborate with the RTC, the Nevada Department of Transportation (NDOT), and other regional partners on targeted investments in new and existing infrastructure to address priorities for transportation and help the city maintain its status as a "20-minute town." This will require an emphasis on the efficient use of existing transportation facilities, increasing transit usage and coverage, improved access for all modes of travel (auto, bike, pedestrians, and transit), and an integrated approach to land use and transportation. Improving pedestrian and bicycle connectivity and filling "gaps" in the system will be a key consideration in the design of new neighborhoods and the retrofitting of established neighborhoods and commercial areas. Higher intensity, walkable development will continue to be encouraged in areas where it can be readily served by existing or future transit. The City will also seek to leverage Reno's rail and airport access and become a leader in preparing for—or even supporting—emerging technologies from both a transportation and economic development perspective.

5.1 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes.

5.1A: BALANCED MODES

Consider and strive to balance the safety and needs of all transportation modes—driving, bicycling, walking, and taking transit—in day-to-day planning, development review, and decision-making within the City.

5.1B: REGIONAL TRANSPORTATION PLAN

Actively participate in periodic updates to the *Regional Transportation Plan* and Transportation Improvement Program to ensure the plans are responsive to city needs and the guiding principles, goals, and policies of the Master Plan. Collaborate with RTC, the City of Sparks, and Washoe County on the implementation of these plans, as amended.

5.1C: BICYCLE AND PEDESTRIAN PLAN

Collaborate with RTC and the City of Sparks on the implementation of and periodic updates to the *Reno Sparks Bicycle & Pedestrian Plan.* Continue to prioritize projects designed to address "missing links" in the system and improve the accessibility of under-served neighborhoods.

5.1D: COMPLETE STREETS MASTER PLAN

Collaborate with RTC and other regional stakeholders on the implementation of and periodic updates to the *Complete Streets Master Plan.*

5.1E: PUBLIC TRANSPORTATION

Support a robust public transportation system that includes rapid transit, local transit, paratransit, park and rides, and other elements that collectively provide timely, efficient service throughout the city and region.

5.1F: RIGHT-OF-WAY PRESERVATION

Require dedication of all right of way necessary to implement multi-modal transportation system improvements as a condition of approval for new development as allowed under the Regional Road Impact Fee Program.

> TRANSPORTATION PARTNERS & RELEVANT REGIONAL PLANS

Key transportation partners for the City of Reno include NDOT and RTC. NDOT is primarily responsible for the planning, construction, operation and maintenance of the state's transportation system as well as administrating federal grants to local municipalities. RTC is also the regional transit authority for Western Nevada, providing mass transit services and programs to local municipalities. RTC has also created various regional transportation plans in collaboration with Reno and other local municipalities in order to improve the existing transportation system.

Regional Transportation Plan: The RTP defines long-range policies and proposed transportation investments in the region over a period of 20 years. The plan is guided by four principles: safe and healthy communities, economic diversification, sustainability, and increased travel choices. The RTP is typically updated by RTC every four years.

Reno Sparks Bicycle and Pedestrian Plan: RTC (in collaboration with the cities of Sparks and Reno) developed this plan as a supplement to the *Regional Transportation Plan*. It serves as the official policy document for pedestrian and bicycle facilities in the Truckee Meadows, identifying a range of projects, implementation strategies, and funding sources for improvements to the region's pedestrian and bicycle system.

Complete Streets Master Plan: RTC developed this plan to identify RTC's long-range strategy for complete street treatments in the Reno-Sparks metropolitan area. This plan addresses safety, traffic flow, and connections for all travel modes on regional roads.

> ROADWAY FUNCTIONAL CLASSIFICATION DEFINITIONS

Roadways within Reno are given different functional classifications based on their capacity, design, and intended function. General definitions of these functional classifications are provided below. Additional standards and roadway design specifications may be found in the Public Works Design Manual. It should be noted that the City of Reno does not control all of the roadways within its jurisdiction, and shares jurisdiction with RTC and NDOT.

Freeways: Provide high speed intra-city and inter-region movement of large volumes of traffic. It is not intended for direct access to adjoining properties. Limited access ramps provide connection to other freeways or arterial roads. These are generally managed by NDOT.

Major Arterials: Accommodate large volumes of through traffic between city districts. Direct access to individual properties is strongly discouraged, although limited access to major projects is allowable, provided such access does not compromise the roadway's ability to handle large volumes of through traffic. Access, parking, and loading may be restricted to improve capacity. New major arterials should be intersected by other major arterials, minor arterials, and some collector streets.

Minor Arterials: Provide access between neighborhoods and city centers. Minor arterials are subject to access controls, channelized intersections, and parking restrictions. Direct access to residential areas should be discouraged whenever an alternative access is available. Minor arterials are signalized at intersections with major and other minor arterials as well as at intersections with some collectors.

Collectors: Function as connections between local streets in neighborhood areas and arterial streets. When average daily traffic for a commercial collector exceeds 4,000 trips, direct access to new residential properties is prohibited. Stop signs are often found at intersections with local streets, and intersections with arterial streets may have traffic signals. For those collectors with less than 4,000 projected trips, no truck traffic, and no frontage provided to adjacent parcels, the constructed width of the collector may be reduced.

Local Streets: Provide direct access to abutting properties. Local streets are designed for the lowest traffic volumes of any street. Narrower widths are encouraged to reduce travel speed in residential areas for maximum safety.

Actively manage transportation systems and infrastructure to improve reliability, efficiency, and safety. 5.2

5.2A: TRAFFIC OPERATIONS

Continue to work with the City of Sparks, Washoe County, RTC, and NDOT on the implementation of the multi-jurisdictional traffic management system, participating in efforts to conduct annual traffic counting programs; annual signal re-timing; and regional cooperation on traffic operations to include incidents, construction, freeways, signals, message signs, and video observation.

5.2B: TRANSPORTATION DEMAND MANAGEMENT

Support the adoption of transportation demand management programs and traffic control measures among businesses and employers which are substantial generators or attractors of traffic in order to reduce trip generation, traffic congestion, and air quality impacts.

5.2C: SYSTEM MAINTENANCE

Prioritize maintenance and repair needs as well as correction of existing deficiencies over expansion of the transportation system (i.e. roadways, sidewalks, bikeways) to maintain the quality and enhance safety of the city's transportation system.

5.2D: SYSTEM CAPACITY

Design and manage the City's transportation system to ensure the needs and safety of all transportation modes - walking, biking, driving, and taking transit - are considered as part of roadway capacity and congestion management. All streets travel lanes should be as narrow as possible to improve safety and accessibility for all modes and reduce City maintenance costs.

5.2E: ROADWAY DESIGN AND CLASSIFICATION

Consider the following when designing and classifying new roadways and/or making improvements to existing roadways:

- Established pedestrian patterns;
- Access to schools and parks;
- Needs and desires of residents;
- Preservation of future rights-of-way;
- Opportunities to integrate multi-modal facilities;
- Opportunities to enhance safety and efficiency of roadways and intersections; and
- Opportunities to incorporate public art.

5.2F: COORDINATED IMPROVEMENTS

Continue to seek opportunities to complete sewer upgrades and street improvements concurrently to minimize construction impacts on adjacent residents and businesses and promote the efficient use of available resources.

5.2G: ACCESS MANAGEMENT

Plan and implement incremental access improvements (e.g., phasing out obsolete driveways) as opportunities arise as a means to improve safety and circulation for all modes while minimizing impacts on adjoining roads, existing residential neighborhoods, and businesses.

5.2H: RAIL CROSSINGS

Promote development in a manner that reduces the need for designated quiet areas in proximity to rail crossings and discourage the intensification of land near rail crossings.

5.2I: TRAFFIC CALMING AND PEDESTRIAN SAFETY

Encourage the use of physical traffic calming measures such as roundabouts, chokers, and speed undulations in residential areas to reduce speeds, maintain the integrity and character of neighborhoods, and discourage through traffic. In addition, integrate pedestrian safety features where needed to support neighborhood character and safety.

5.2J: SAFE ROUTES TO SCHOOL

Reduce vehicular congestion in school zones and enhance transit, bicycle, and pedestrian connections to and from schools by:

- Requiring tentative map applications to document, where applicable, a “Safe Route to School” plan, clearly showing the recommended pedestrian and bicycle routes to school.
- Ensuring that elementary and middle school sites are located in such a manner that will prevent the need for new speed controlled school zones on arterial roadways identified in the adopted *Regional Transportation Plan*, as amended.
- Encouraging programs that seek to enhance transit, bicycle, and pedestrian connections to and from existing schools.
- Locating new schools not served by school buses in proximity to public transit service and in areas where bicycle routes and student pick-up and drop-off can be accommodated.



PHOTO CREDIT: CITY OF RENO

Facilitate the movement of goods and services throughout the region via truck, air, and rail.

5.3

5.3A: AIRPORTS

Support policies that protect the safe and efficient operation of the Reno-Tahoe International Airport and Reno-Stead Airport.

5.3B: AIRPORT ENCROACHMENT

Avoid development in airport critical flight path areas that poses immediate or long-term risks to flight safety or building occupants, such as tall buildings, excessive reflectivity or lighting, landscaping that attracts wildlife, wind turbines, landfills, and residential or high-occupancy uses.

5.3C: AIRPORT NOISE

Ensure that development impacted by noise from airport activities is mitigated.

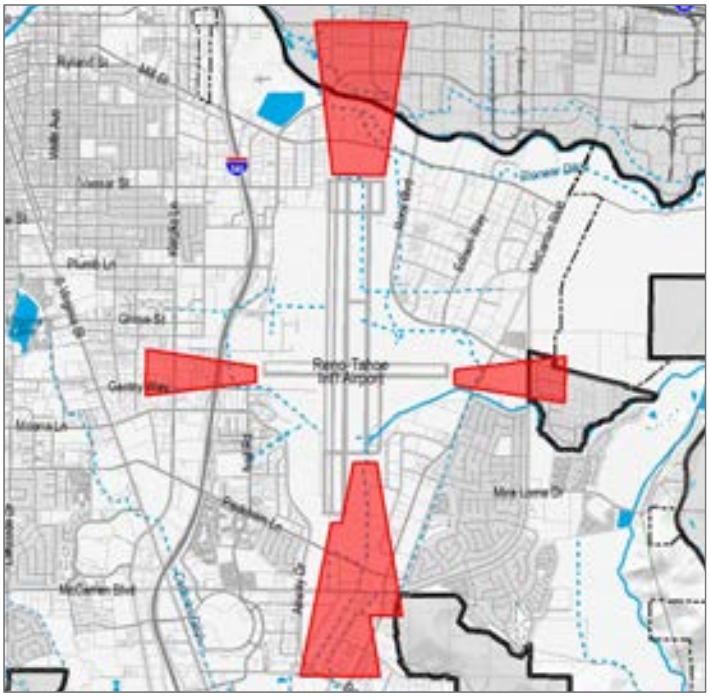
- Guide noise sensitive development away from critical approach zones, utilize construction methods to attenuate noise based on current noise contours, and support the continuation of the Airport Authority's program of noise abatement measures.
- Maintain an airport overlay zone which addresses land use compatibility for properties subject to noise exposure from airport activities based on current noise contours.

5.3D: RAIL LINES

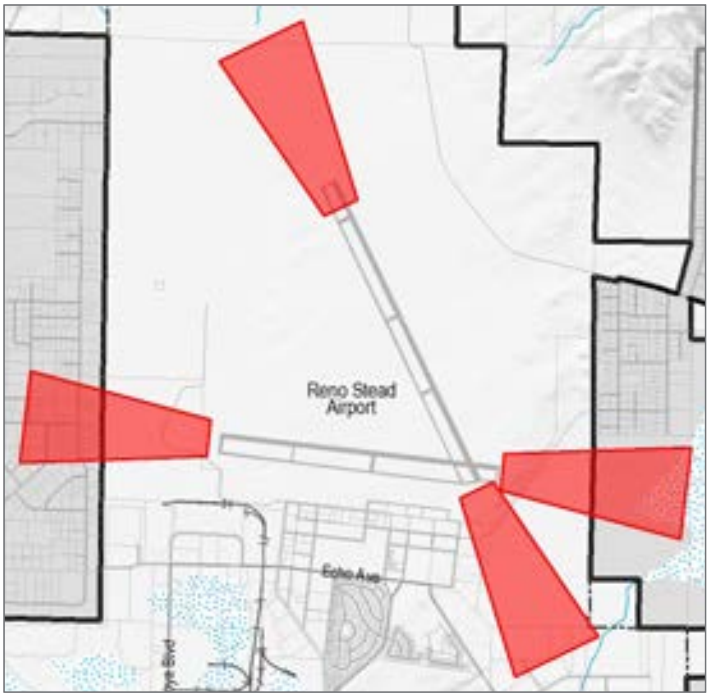
Continue to pursue opportunities to enhance the city's role in the national freight system and leverage its position as a goods distribution center for the nation.

5.3E: TRUCK TRAFFIC

Continue to enforce truck route designations and regulations as described in the Reno Municipal Code. Assist in the relief of peak hour traffic congestion by limiting the hours of operation for heavy trucks on certain city streets and allow truck traffic in residential areas and the Downtown core only where necessary to serve local residents or businesses.



RTIA Critical Zones. Critical zones for Reno-Tahoe International Airport are shown in red.



Stead Critical Zones. Critical zones for the Reno-Stead Airport are shown in red.

5.4 Encourage the use of transit, car or van pools, bicycling, walking, and other forms of alternative transportation.

5.4A: TRIP-REDUCTION PROGRAMS

Support and increase awareness of programs that encourage use of alternative forms of transportation and would result in decreased vehicle trips and miles traveled within the city and contribute to improved regional air quality, such as, but not limited to:

- Carpooling and alternative work schedules for City of Reno employees;
- RTC's Smart Trips program, which includes a rideshare program and online database for persons looking for rideshare partners, as well as a vanpool program;
- Tailored trip-reduction strategies developed in partnership with major employers or other uses that are substantial generators or attractors of traffic.

5.4B: TRANSIT COVERAGE

Support efforts by RTC to periodically enhance, redistribute, and/or expand service hours, coverage, and frequency to better serve and connect centers and other destinations in Reno with the surrounding region.

5.4C: TRANSIT-ORIENTED/TRANSIT-SUPPORTIVE DEVELOPMENT

Prioritize transit-oriented development in regional and employment centers, along urban corridors and in other locations that are currently served by or are planned to be served by high-frequency transit service (i.e., peak hour headways of 15 minutes or less) and/or fixed-route transit (i.e., bus rapid transit). Continue to encourage transit-supportive development in more remote employment centers, suburban corridors, and other locations that are currently served by high-frequency transit during peak hours.

5.4D: FIRST AND LAST MILE CONNECTIONS

Prioritize pedestrian and bicycle improvements in areas where high frequency transit service exists to provide safe and continuous routes between transit stops and adjacent uses and increase the accessibility of the service.

5.4E: BIKEWAYS AND SUPPORTING FACILITIES

Encourage bikeways as part of a coordinated trip reduction program. Encourage the integration of bicycle parking, lockers and shower facilities, and other facilities as part of new development/redevelopment to encourage the use of bicycles for commuting.



PHOTO CREDIT: RSVCA

Anticipate and plan for the implications and opportunities associated with connected vehicles, autonomous vehicles (AVs), and the expected transition from personal car ownership to mobility-as-a-service.

5.5

5.5A: PREPARE FOR AN AUTOMATED FUTURE

Continue to monitor research and best practices related to the short and long-term impacts of self-driving cars and other technological advances, such as autonomous logistics, on the city's road network and parking facilities as new information becomes available. Explore strategies for collecting, storing, analyzing, sharing, and monitoring transportation technology data could help inform and support the implementation of technological advances.

5.5B: TRANSPORTATION INFRASTRUCTURE

Explore opportunities to implement best practices in parking and infrastructure regulation and design that consider physical impacts and transportation network impacts of connected vehicles, AVs, and transportation network companies (TNCs).

5.5C: PARTNERSHIPS

Explore partnerships with RTC, UNR, TMCC, and other public entities and private companies to research, develop, and support emerging innovative technologies.





GP 6: SAFE, HEALTHY, AND INCLUSIVE COMMUNITY

In recent years, the City of Reno has seen a decrease in crimes and an increase in public perceptions of safety. However, concerns remain about drugs, gangs, and theft, as well as panhandling and graffiti in certain areas of the city. Public safety considerations also include emergency preparedness, the ability of the City to plan for and mitigate risks associated with natural and man-made hazards, and recover quickly from unexpected events. The City, in collaboration with partners in the region, recently updated its hazard mitigation plan and is involved in a number of mitigation projects such as the recent Virginia Street Bridge flood control project.

While the population of Washoe County is generally in good health, over half the region is considered overweight or obese, and the majority of residents do not engage in the recommended amount of physical activity. Access to health providers and services is also a growing concern. In addition, Reno suffers periods of impaired air quality, creating health risks for residents. Other health considerations include chronic disease, hunger, and community food security, issues for which the Washoe County Health District (WCHD) has been working with the community to promote awareness and address. Increasing access to local and healthy foods in general is of interest to some residents.

The population of the city is changing. While Reno's median age is becoming younger, the percentage of Reno residents over the age of 65 is expected to grow at more than twice the rate of the population as a whole, and the city is also becoming more ethnically diverse. Many residents noted they appreciated Reno's diversity in terms of age, ethnicity, income, outlook, and sexual orientation, but expressed a desire for more inclusivity, cultural awareness, and appreciation of different backgrounds.



PHOTO CREDIT: CITY OF RENO

LOOKING TO THE FUTURE

Reno will continue to place a high priority on the safety of residents and work with regional partners to ensure residents are well-informed about the potential risks the community faces from natural hazards. Additionally, the City work to mitigate and reduce the impacts of future events—such as drought and flooding and actively seek ways to become more resilient in the face of climate change. The City will also collaborate with local and regional partners to meet the needs of an increasingly diverse population—holding more cultural events, supporting community health initiatives, promoting affordable and accessible housing options, increasing youth engagement, providing more targeted services for marginalized populations, and ensuring all residents have access to quality schools and lifelong learning opportunities.

6.1 Provide high-quality community safety and emergency response services.

6.1A: FIRE AND MEDICAL EMERGENCY RESPONSE

Utilize station distribution, interlocal agreements, private fire protection measures, and the concurrency management requirements of this Master Plan to ensure all residents and properties are provided with suitable fire protection (see Chapter 4: Growth and Reinvestment Framework for a discussion of performance improvement objectives, concurrency requirements, and mitigation options).

6.1B: POLICE PROTECTION

Provide police facilities and evaluate facility needs associated with proposed development in accordance with the concurrency management requirements of this Master Plan. Tailor patrol methods, station locations, and response approaches to different needs and areas of the community, recognizing that it may be necessary to add, expand, or relocate facilities as land use patterns change over time (see Chapter 4: Growth and Reinvestment Framework for a summary of concurrency options).

6.1C: EMERGENCY MEDICAL SERVICES

Continue to work cooperatively with the Regional Emergency Medical Services Authority (REMSA) to conjunctively provide paramedic ambulance and emergency medical helicopter services in the city.

6.1D: EMERGENCY RESPONSE AND MANAGEMENT

Continue partnerships with Washoe County, City of Sparks, and other regional partners in responding to emergencies and disasters. This includes planning efforts such as the Local Emergency Planning Committee (LEPC).

6.1E: ADOPTION OF NEW TECHNOLOGIES

Evaluate and adopt, as appropriate, new techniques and technologies that allow safety and emergency providers to improve the efficiency of delivery or quality of safety or emergency services, communicate with residents and businesses, and/or further other goals or objectives of providers.

6.1F: COMMUNITY ENGAGEMENT

Encourage proactive involvement of the community in safety and emergency preparedness matters, including cooperation with law enforcement personnel, neighborhood watches, and other grassroots efforts. Foster partnerships with the school district, community groups, and other safety providers to establish coordinated approaches to enhancing community safety.



Promote a safe and more resilient community. 6.2

6.2A: INTEGRATED PLANNING AND DECISION-MAKING

Integrate hazard mitigation and resilience considerations into the plan and development review process and as part of available mapping to increase awareness of the associated risks and costs, and to promote informed decision-making when development is proposed for consideration in high risk areas. Discourage or mitigate development in areas recognized to be at risk from natural or man-made hazards as described in this section.

6.2B: REGIONAL MITIGATION PLANNING

Participate in the implementation of and periodic updates to the *Washoe County Regional Hazard Mitigation Plan* and collaborate with regional partners to assess climate risk and vulnerabilities and identify areas of increased burden for vulnerable populations.

6.2C: WILDLAND-URBAN INTERFACE (WUI)

Ensure compliance with state fire marshal wildland urban interface standards and increase awareness of the risks associated with living in the wildland urban interface by educating residents and property owners about steps they can take to protect their property and create a safer environment for firefighters in the event of a wildfire.

6.2D: WILDFIRE RISK REDUCTION

Work collaboratively with Washoe County, the Bureau of Land Management, the U.S. Forest Service, and other partners to develop and implement management plans for lands surrounding the city to minimize fire hazards and risks that could be worsened due to more intense drought cycles, a decline in forest health, and other impacts of climate change.

6.2E: FLOOD MANAGEMENT

Encourage the use of non-structural solutions for flood control and highly discourage the use of fill for development in floodplains and drainageways.

If fill for development in floodplains and drainageways occurs in hydrographic basins (i.e. those that drain to the Truckee River and closed drainage basins), it should only be allowed when unless it is demonstrated that:

- Flood elevations will not be increased;
- Hazards to other properties in the basin will not result or will be mitigated; and
- Fill or associated modifications to drainage patterns will not negatively impact wetlands.

Periodically adopt updated flood mapping in coordination with FEMA to reflect potential changes to the city's flood hazard boundaries over time and ensure hydrology studies address closed drainage basin systems.



PHOTO CREDIT: CITY OF RENO

6.2F: GEOLOGIC HAZARDS

Properly address and mitigate development located on geologically hazardous properties. When such development does occur, ensure that proper studies, mitigation actions, and site design are used to reduce risks to life and property.

6.2G: HAZARDOUS MATERIALS

Work with state and federal regulators to minimize potential risks to people or the natural environment associated with the transport of hazardous materials through the city via rail or truck. Work with railroad operators in planning new lies and spurs and discourage new railroad lines and spurs through residential areas.

6.2H: DRINKING WATER CONTAMINATION

Work with TMWA and other partners to ensure water utilities have sufficient capacity to continue providing drinking water to customers during a water quality emergency affecting the Truckee River or another source of public drinking water.

6.2I: EMERGENCY PREPAREDNESS

Improve public awareness of natural and man-made hazards in general and at specific high-risk locations; and provide information about measures the public can use to protect themselves, their property, and the community.

6.2J: RESILIENCY OF INFRASTRUCTURE AND FACILITIES

Develop mitigation strategies, redundancies, and back-up systems, or consider relocation of city infrastructure and facilities located in high-hazard areas. Where relocation and redundancies are not feasible, seek to upgrade existing and build new infrastructure and facilities designed to withstand a greater degree of stress or damage. Work with regional service and utility providers to ensure their infrastructure and facilities are protected as well.

6.2K: SEISMIC RISK

Improve public awareness of seismic risk in the Truckee Meadows as part of the City's hazard mapping. Encourage upgrades to existing structures or the incorporation of materials or construction techniques designed to improve the resiliency of future development in the event of future seismic activity where feasible.

6.2L: HEAT MANAGEMENT

Collaborate with local and regional partners to develop heat management resources aimed at:

- Reviewing where public cooling spaces exist or can be enhanced,
- Reviewing where access to public drinking water exists or can be enhanced,
- Developing an online map resource to inform the public about access to cooling spaces and where access to public drinking water is available

> IMPACTS OF CLIMATE CHANGE

Scientists predict that climate change will result in future conditions that are different and less predictable than in the past. This is particularly true for natural hazards, such as drought and flooding, that are heavily influenced by weather and other climatic conditions. Changes due to climate change may include:

- Increased temperatures due to increase of greenhouse gases in the atmosphere
- Increased frequency and severity of extreme weather events
- More uncertain outcomes:
  - Increasingly intense cycles of droughts and floods
  - Increased severity of droughts and exacerbated drought impacts
  - Relationships between forests, surface and ground water, wildfire, and insect pests may be affected. Water-stressed trees, for example, may be more vulnerable to pests.

Policies throughout Reno's Master Plan are intended to make Reno a more sustainable and resilient community. Plan policies underscore the need to focus not just on today's conditions, or the conditions of the past, but to recognize the dynamic nature of our natural environment and the need to anticipate and plan for a less predictable future.

Extreme heat, one of the most deadly natural hazards, is a concern Reno faces as one of the fastest warming cities. Heat mitigation is further discussed in the *Design Principles for Sustainable Development* section of this plan.

Risks and Hazards Map

6.3 Support active lifestyles among residents of all ages.

6.3A: RECREATIONAL OPPORTUNITIES

Strive to provide access to active and passive recreation opportunities within walking distance of most homes or neighborhoods, based on the definitions and service level targets defined in Chapter 4: Growth and Reinvestment Framework. Recognize that needs vary based on location and not all neighborhoods will have the same level of access. Recreational opportunities should be tailored to suit the unique needs of different neighborhoods, as defined by the Design Principles for Neighborhoods.

6.3B: PROGRAMS AND OFFERINGS

Provide a variety of year-round community and recreational programs, offerings, and other amenities that support healthy and active lifestyles among residents of all ages, abilities, and backgrounds. Periodically review current programs and offerings to ensure they continue to meet needs of residents as the population changes over time. Collaborate with others, such as the school district, health and wellness organizations, and the medical community, to expand and increase awareness of programs and offerings.

6.3C: EDUCATION AND AWARENESS

Collaborate with partners in the region to increase awareness of the benefits of active lifestyles and healthy living among residents of all ages and to provide information on ways in which they can lead more active and healthy lives.

6.3D: ACTIVE LIVING

Integrate active living considerations into the plan and development review process to encourage the creation of built environments that support active transportation (such as walking or bicycle travel). Such considerations should also be incorporated into the design of streets and other public spaces.

6.3E: PLANNED UNIT DEVELOPMENTS

Continue to ensure park and recreational amenities are planned for and constructed within planned unit developments (PUDs) or other master planned communities and that shared maintenance agreements are in place.

6.3F: PARKLAND RETENTION

Retain developed, City-owned parks throughout the community for the primary purpose of active and passive recreation to the maximum extent feasible. Where alternative uses or possible disposal of an existing park are considered, seek broad input on impacts to park users and ensure reuse of the park to meets other community objectives.



PHOTO CREDIT: CITY OF RENO

6.4 Encourage health and wellness through access, education, and prevention.

6.4A: COORDINATED APPROACH

Collaborate with local human services providers and other funding bodies to:

- Provide a forum for sharing information and enhancing working relationships;
- Discourage duplication of services and programs within the region;
- Identify and fill gaps in health and human services;
- Help implement the strategies of the *Washoe County Community Health Improvement Plan,* as amended; and
- Understand how the City can best support the efforts of other organizations working in the region.

6.4B: CONTINUUM OF SERVICES AND PROGRAMS

Continue cooperative efforts to address issues related to homelessness, services to the elderly, youth, people with disabilities, and other vulnerable populations. Focus resources on a continuum of services and programs to assist residents with varying levels of need that address human conditions or issues before they develop into significant individual, family, and/or community issues—ranging from basic needs (food, shelter, clothing, transportation, and protection from abuse and neglect) to early intervention and prevention.

6.4C: HOMELESS RESOURCES

Develop a collaborative approach and strategy with regional partners to provide assistance and funding for homeless prevention programs and addressing chronic homeless populations.

6.4D: EDUCATION AND OUTREACH

Work with local non-profits, funding entities, schools, and community members to:

- Ensure that information regarding available services reaches those in need of human services; and
- Coordinate efforts to raise awareness of preventative health services available in the region and to encourage healthy and active lifestyles.



PHOTO CREDIT: CITY OF RENO

6.4E: ACCESSIBILITY

Facilitate access to health and human services by:

- Encouraging the co-location of higher-density housing, senior housing, and assisted living facilities in close proximity to existing health and human service facilities, transit service, and other services;
- Working with RTC and health and human services providers to ensure affordable and accessible transportation options are available to seniors, people with disabilities, and other residents with specialized transportation needs with a particular focus on those that live within a reasonable distance to services and facilities;
- Encouraging the establishment of neighborhood-based service programs; and
- Collaborating with partners in the community and region to evaluate and address barriers to healthcare access.

6.4F: FUNDING PRIORITIES

Participate in needs assessments with funding entities, human services providers and the community to aid in determining human service priorities. Emphasize needs identification, accountability, and effectiveness as priorities in making funding allocations.

6.4G: MONITORING

Monitor human service needs annually by use of population trend analysis, needs assessment analysis, citizen participation, and other means. Establish systems for measuring, monitoring, reporting changes in needs, outcomes, or efficacy of programs and services over time.



PHOTO CREDIT: CITY OF RENO

6.5 Increase the availability of and access to fresh, healthy, and local food.

6.5A: LOCAL FOOD PRODUCTION

Allow community gardens, demonstration gardens, small-scale agriculture, community supported agriculture (CSA), the raising of some animals for food purposes, and other efforts by residents, property and business owners, and community groups to expand food production within Reno and throughout the region. Explore the feasibility of integrating community gardens and/or fruit and nut trees into parks, neighborhoods, or other locations where irrigation can be provided using existing facilities and a formal maintenance agreement can be established (i.e., with an HOA).

6.5B: FOOD SALES AND PROCESSING

Remove barriers to the sale, processing, and distribution of fresh, locally-grown foods at all scales.

6.5C: FOOD ACCESS

Coordinate with schools, food banks, local farmers, health and human service providers, and others in the region to expand access to healthy foods.

6.5D: FOOD SECURITY

Work with regional partners on initiatives to increase awareness of available local, state, and federal food aid programs; improve the food security of local families/individuals; and build the resiliency of the region's food system.

6.5E: EDUCATION

Support educational opportunities that teach residents about healthy eating habits, nutrition, food production, food waste reduction, gardening, gleaning, and other related topics.

6.5F: PUBLIC/PRIVATE PARTNERSHIPS

Identify and support public/private partnerships to finance innovation, development, and adaptation of healthy food production methods that are sustainable and suited to the Northern Nevada climate and ecosystem.

6.5G: WORKING LANDS

Support efforts by property and business owners to retain and continue to operate existing urban farms, as well as to use lands planned for other uses for food production where viable.

> ACCESS TO HEALTHY FOOD IN WASHOE COUNTY

Since 2010, Washoe County has been working to ensure access to healthy food for all residents of the county. A primary goal of this effort has been to promote policy, system, and environment initiatives designed to improve access to healthy food, and, as a result, inspire healthier nutrition, healthy weight, and, ultimately, improve the health of the community overall. The goals and policies of the City of Reno's Master Plan support this objective and promote ongoing collaboration with the Washoe County Food Policy Council—the body charged with implementing the *Washoe County Food Plan*. Key definitions as defined by the County's plan include:

- Food System. A food system includes all processes and infrastructure involved in feeding the community: growing, harvesting, processing, packaging, transporting, marketing, and consumption of food and food-related items. A food system operates within and is influenced by social, political, economic, and environmental contexts.
- Healthy Food. Food that can provide an individual with a balanced diet and includes mainly whole and minimally processed fruits, vegetables, whole grains, legumes, nuts, seeds, eggs, dairy, meats, fish, and poultry.
- Local Food. The locality or region in which the final product is marketed, so that the total distance that the product is transported is less than 400 miles from the origin of the product.

Source: Access to Healthy Food in Washoe County-A Framework for Food System Design.

6.6 Foster a culture of inclusivity—embracing and respecting the diversity of Reno's residents.

6.6A: COMMUNITY EVENTS AND ACTIVITIES

Partner with community organizations, local businesses, and other groups to support events, programs, and other activities that recognize and celebrate the cultural diversity of residents.

6.6B: EQUITABLE PLANNING AND SERVICE PROVISION

Encourage dialogue with under-served or under-represented groups or geographies when considering plans and decisions that affect them. Consider areas where there are disparities in access to services, public facilities, or other community benefits when prioritizing public investments.

6.6C: CULTURAL DIVERSITY

Engage with the community to identify, preserve, and celebrate places, artworks, and landscapes of cultural significance to the city's diverse population.

6.6D: UNIVERSAL DESIGN

Maintain focus on improving access to public facilities, businesses, and residences for use by individuals with physical or other disabilities through universal design. Strive to increase public awareness of the physical accessibility, educational and employment needs of disabled individuals in City policies and actions.



PHOTO CREDIT: BILL ARIAS

Advocate for a strong and successful education system, and lifelong learning opportunities.

6.7

6.7A: IMPACTS OF NEW DEVELOPMENT

Coordinate with the school district to evaluate the impact on school enrollments and capacity when reviewing projects, development proposals, zoning changes, land use amendments, or in other decisions that could significantly increase school enrollments. Ensure that developers set aside school sites when planned unit developments are approved, as needed.

6.7B: SCHOOL FUNDING

Support current and future efforts by the Washoe County School District to diversify and/or expand sources of revenue for the construction, operations, and/or maintenance of school facilities or for other purposes central to the school district's mission.

6.7C: JOINT-USE FACILITIES

Pursue construction and joint-use development in new school facilities and work with the school district, UNR, and other educational institutions to open existing buildings for community and recreational use (gymnasiums, community meeting rooms, sports fields, etc.) to the benefit of both the institution and the city.

6.7D: LIFELONG LEARNING

Encourage the growth of educational institutions that provide opportunities for learning throughout all stages of life, including but not limited to early childhood education, primary and secondary institutions, vocational programs, enrichment classes, and online opportunities.

6.7E: LIBRARY SYSTEM

Partner with the Washoe County Library System to plan for facility expansions, improvements, and new facility locations. Where possible, coordinate new facilities with other City or school district investments where the co-location of facilities could allow for operational or maintenance efficiencies.



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GP 7: QUALITY PLACES AND OUTDOOR RECREATION OPPORTUNITIES

Reno's residents value the city's sense of community. While the concept of community can mean different things to different people, Reno's sense of community is often described as "a small town feeling" or a "right-sized" community that is big enough to accommodate diversity and choices, yet small enough to feel comfortable. "Warm," "welcoming," "friendly," and "open" are all words used by residents to describe what they love about Reno.

Residents also value the City's location—particularly its proximity to the natural amenities of the Sierras, Lake Tahoe, the Truckee River, Pyramid Lake, and vast open spaces. The city's sense of place is influenced by these many assets and serves as a base for countless outdoor activities that suit a variety of interests, such as snow sports, water sports, fishing, hiking, cycling, hunting, horseback riding, outdoor motor sports, bird watching, kayaking, and ballooning. Efforts to enhance pedestrian and bicycle access to public lands and other amenities that abut the city limits have been underway for nearly ten years as part of the City's *Open Space and Greenways Plan*.

Arts and culture also help define the city's sense of place. For years, Reno has been committed to public art and has recognized the important role of performing and visual arts in city life. In recent years, the visibility of the city's arts and culture scene has been elevated by the growing popularity of local events, as well as by the efforts of artists and art organizations in rejuvenating the city's established neighborhoods and Downtown. Reno's residents value the city's heritage and many have worked to promote historic preservation efforts. In recent years, historic structures have been adapted for new uses while preserving their distinct character, such as the former downtown post office. A continued, thoughtful, and balanced approach to Reno's historic resources will be needed as the City seeks to increase infill and redevelopment.



LOOKING TO THE FUTURE

In the face of forecast growth, it will be crucial that Reno sustain the high quality of life that residents currently enjoy. Indeed, this is one of the main reasons people are attracted to Reno and why they choose to call it home. The City will actively pursue opportunities to expand the existing parks and open space network and enhance pedestrian and bicycle connectivity within the city and to open spaces and public lands outside it. The City will continue to support arts and cultural activities, working in partnership with artists and art organizations to elevate the visibility and viability of ongoing efforts and to retain the presence of these individuals and groups as the community grows. Likewise, the City will continue to support historic preservation efforts throughout the community and to work with neighborhoods, property owners, and others to add more structures to the historic register and to develop the tools needed to protect these important assets that make Reno unique.

7.1 Conserve and protect Reno's natural resources and environment.

7.1A: AIR QUALITY

Support efforts to reduce air pollution from point sources as well as non-point sources, such as vehicle emissions and street sanding. Also prohibit use of diesel oil-fueled, internal combustion power generation units synchronized with the electric grid except for emergency conditions.

7.1B: DEVELOPMENT CONSTRAINTS AREA

Limit development on slopes of 30 percent or greater, significant water bodies, 404 wetlands, designated AE floodways, playas, and public lands and require 2:1 mitigation for encroachment.

7.1C: HILLSIDE DEVELOPMENT

Carefully evaluate development on hillsides with slopes greater than 15 percent, but less than or equal to 30 percent to ensure it does not degrade the scenic, public safety, and environmental values to the area. Hillside development management strategies are included in the Foothill Neighborhoods Area-Specific Policies.

7.1D: ENVIRONMENTALLY-SENSITIVE AREAS

Promote the protection and conservation of significant wildlife habitats, slopes, stream and drainageway environments, prominent ridgelines, mature stands of trees, and other natural and scenic resources for purposes of wildlife survival, community education, research, recreation, and aesthetics. The Natural Resource Consideration Areas (NRCA) contemplated in the Truckee Meadows Regional Plan provides a map of several natural resource layers that should be considered during the development review process.

7.1E: HYDROLOGIC RESOURCES

Protect the quality and functions of significant hydrologic resources and major drainageways by:

- Maintaining, preserving, or enhancing the quality of the water in both the Truckee River and North Valleys basins;
- Strongly discouraging the channelization or degradation of natural drainage courses and irrigation canals;
- Minimizing impact when channelization or other disturbance is deemed necessary by the City;
- Working to mitigate the adverse effects of development and of non-point source pollution, particularly the impacts of septic systems;
- Continuing to work with TMWA and other partners to implement the Source Water Protection Program (SWPP) and Wellhead Protection Plan (WHPP); and
- Ensuring other source water protection considerations are included as part of the review of major developments. The Integrated Source Water and 319(h) Watershed Protection Plan for Public Water Systems and the Truckee River in the Truckee Meadows should be used as a supportive resource where possible.

Hydrologic resources that are in immediate danger as a result of surrounding land use, development proposals or other human interference, should receive the highest level of protection through public acquisition, application of land use, and/or zoning controls.



PHOTO CREDIT: RSCVA

7.1F: MAJOR DRAINAGEWAYS

All major drainageways should be retained, protected, restored, and managed to:

- Provide for drainage of stormwater and natural attenuation of peak flows;
- Function as infiltration basins to allow for groundwater recharge;
- Protect and improve surface and source water quality;
- Protect significant fish and wildlife habitats;
- Maintain or improve habitat for flora and fauna;
- Facilitate wildlife movement;
- Maintain or enhance connectivity within and between neighborhoods;
- Protect mature trees as suitable based on location and species;
- Provide public access and recreational facilities where appropriate; and
- Reduce the need for the expenditure of public funds to address flood hazards, erosion, and channel degradation resulting from structural modifications or other alterations.

Specific requirements for major drainageways vary by type (natural versus artificial).

7.1G: NO NET LOSS

Strive to achieve no net loss of wetlands, stream environments, playas, stream fed riparian, and non-404 wetlands in terms of both acreage and value through:

- Designation of lands for resource or open space use;
- Avoidance of these areas; and/or
- Through on- or off-site mitigation of impacts.

> CITY OBJECTIVES FOR MAJOR DRAINAGEWAYS

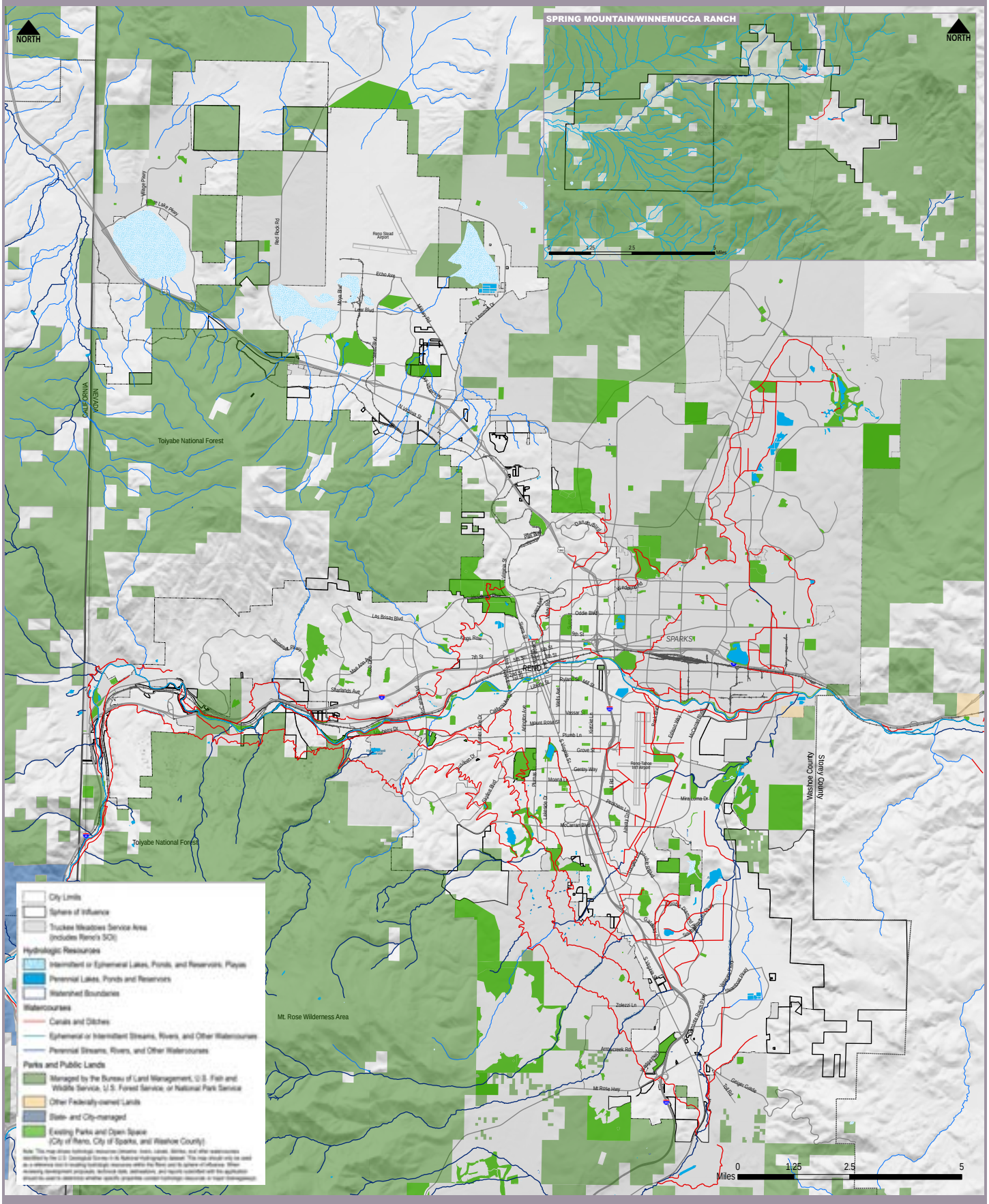
It is the City's policy to preserve and improve major drainageways as open and recreational space for current and future generations and to ensure that, when practicable, facilities and improvements are designed to address stormwater discharge and floodplain management are designed to serve other regional objectives such as recreation, open space preservation, and enhancement of water quality. Development projects in major drainageways should require additional review and protection in order to implement the following objectives:

- To ensure the safety of people and property by providing for drainage of stormwater and maintaining natural attenuation of peak flows;
- To maintain, preserve, or enhance the quality of the water in both the Truckee River and Stead basins, and to promote continued natural infiltration of stormwater runoff;
- To maintain or improve wildlife habitats, native vegetation, and natural terrain;
- To reduce the need for the expenditure of public funds to remedy or avoid flood hazards, erosion, or other situations caused by inappropriate alteration of natural watercourses;
- To provide open space and land easements for conservation or access, especially in environmentally sensitive areas where development requires new approaches and attention to open space needs;
- To improve or enhance wildlife corridors in urban areas to maintain the quality of life and the ecological balance of the community;
- To ensure that major drainageways are used for public access and recreational facilities, where appropriate;
- To reduce major drainageway erosion;
- To prevent sediments (man-caused or occurring naturally) from reaching the Truckee River;
- To provide for open fencing adjacent to major drainageways to maintain aesthetic continuity, encourage community pride, and encourage self-policing; and
- To identify critical drainage areas in the City of Reno and its sphere of influence (SOI) and present strategies for their care, enhancement, protection, and treatment, both for function and appearance.

The design approach to any channel improvements should be appropriate to the site and based on maintaining a natural channel, overall aesthetics, and the quality of the natural environment. Therefore, stripping the channel of vegetation or creating steep, barren side slopes should be prohibited.

HYDROLOGIC RESOURCES AND WATERCOURSES

CITY OF RENO
AND SPHERE OF influence



Development Services Department
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Sources: City of Reno; Washoe County; Truckee Meadows Regional Planning Agency; U.S. Geological Survey; U.S. Fish and Wildlife Service

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Map produced: January 2026

7.2 Establish an interconnected network of open space, greenways, and trails.

7.2A: OPEN SPACE,GREENWAYS, AND TRAILS NETWORK

Actively pursue opportunities to acquire and retain as open space, trails, or greenways areas that support the implementation of an interconnected network within the urbanized area and that provides connections to other parts of the region. The Truckee Meadows Regional Trails Plan should be consulted during the development review process to promote the construction of trails and trailheads and enhance connectivity of identified existing, planned, and proposed trails.

7.2B: TRUCKEE RIVER GREENWAY

Actively acquire and retain a minimum of a 50-foot strip of property or easements on the banks of the Truckee River on either side. Maintain access through properties to the River for public use.

7.2C: OPEN SPACE CRITERIA

Identify, prioritize, and protect as open space land within and surrounding the City's limits or SOI using the following criteria:

- Areas that provide watershed functions including perennial streams, natural and man-made canals or drainageways, critical flood pools, areas in floodways and floodplains, stormwater storage, and groundwater recharge areas.
- Areas that provide wildlife habitat, including primary plant communities found in the area and corridors connecting large open space areas, especially those used for migration.
- Areas that support rare and sensitive plant communities, as defined by the Nevada Natural Heritage Program.
- Areas with existing development constraints, such as those with slopes greater than 30 percent.
- Acquisitions that would provide lesser-served neighborhoods with increased access to open space and recreational amenities.
- Areas that are cost-effective to acquire, have a willing seller/landowner, and provide other intangible benefits such as strong public support.

7.2D: REGIONAL CONNECTIONS CONCEPTS

Continue to support the incremental implementation of an interconnected network of shared-use trails, bike lanes, local neighborhood paths, and other facilities.

7.2E: GREENWAY CRITERIA

Identify and prioritize potential trail, bikeway, and access improvements according to the following criteria:

- The presence of access points or trailheads, mapping, and signage that allow potential users to find a site, as well as adequate parking if the site is intended to serve users from outside the immediate neighborhood;
- Linkage of unconnected greenways;
- Consideration to the needs of a variety of user groups;
- Proximity of or ability to connect to regional centers, employment centers, neighborhood centers, or other community destinations;
- Ease of implementation based on cost, availability of land, and public support; and



- Equity projects that provide lesser-served neighborhoods with increased access and amenities should be given priority.

7.2F: ACQUISITION AND MAINTENANCE

Ensure standards and resources are in place to support continued maintenance of open space and greenways in advance of acquisition, accepting donations, or entering into agreements with private land owners.

7.2G: REGIONAL COORDINATION

Coordinate with local, regional, state, and federal agencies and government entities to ensure the development of corridors that extend across jurisdictional boundaries, as further identified in the Truckee Meadows Regional Trails Plan.

> PRIORITY GREENWAYS AND OPEN SPACE AREAS

Open Space: Areas that preserve the special natural and environmental character and health of a particular location. Open space can involve a variety of areas including floodplains, aquifer recharge areas, steep slopes, ridgelines, wetlands and other water bodies, playas, and habitat areas. These are typically important habitat conservation areas, environmentally sensitive areas, or historical areas.

Four areas are identified as priorities for open space protection, based on the criteria listed in Policy 7.2c. These areas include: the North Valleys Playas; Significant Drainageways on Peavine Peak and Mount Rose base; Mogul open space corridors; and Southwest open space corridors.

Greenways: Linear open spaces with an improved recreational trail or bikeway. In addition to protecting sensitive natural features, greenways typically serve to connect parks, major drainageways, nature preserves, cultural facilities, and historic sites with each other, as well as with centers, corridors, and neighborhoods throughout the City and its sphere of influence. In this way, they serve as connectors between urban areas and open spaces at the city's periphery. Portions of some greenways feature improved landscaping, which may include small turf areas, benches, and signage. Priority greenways identified using the criteria outlined in Policy 7.2e include the Truckee River Corridor and Steamboat Creek Corridor.



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Maintain access to public lands at the urban/rural interface. 7.3

7.3A: URBAN/PERIPHERY CONNECTIVITY

Establish linkages between open spaces and state/federal land at the perimeter of the city and urbanized areas through an interconnected system of greenways, trails, and bikeways.

7.3B: ACCESS POINTS

Require new development adjacent to open space or public lands along the city's perimeter to maintain a buffer between the open space and development, as well as provide public access points to existing/planned trails. Acquire, relocate and/or protect from encroachment significant trails now enjoyed by residents.

7.3C: FEDERAL LANDS

Explore opportunities to acquire certain federal lands that are desired for open space through land exchanges or other means of acquisition to ensure their continued preservation as open space.

7.3D: FLEXIBLE DESIGN

Encourage cluster development, flexible lot sizes, and other design innovations where such approaches would provide open space, protect sensitive environmental resources, scenic vistas, and/or protect cultural resources. To the extent possible, resulting open space should provide continuous and usable corridors that create links to existing and/or proposed open spaces, parks and trails.

> RENO: A BASE FOR OUTDOOR ACTIVITIES

Reno is recognized as a base for countless outdoor activities—snow sports, water sports, fishing, hiking, cycling, hunting, horseback riding, outdoor motor sports, bird watching, kayaking, and ballooning, among others. Within close proximity of their homes, Reno residents are able to access the Mt. Rose Wilderness Area, Peavine Peak, the Toiyabe National Forest, Lake Tahoe, the Truckee River, Pyramid Lake, Washoe County regional parks and open space, and seemingly unlimited BLM lands. As the city continues to grow, maintaining access to these and other outdoor amenities will be a priority.



PHOTO CREDIT: RSCVA

7.4 Increase Reno's profile as a center of arts and culture.

7.4A: ROLE OF ART

Recognize that art creates a more vibrant environment of distinction, enjoyment, and pride for all citizens. Acknowledge art and creativity play a key role in enhancing Reno's "creative economy."

7.4B: ART IN PUBLIC PLACES

Encourage the inclusion of public art within the community to stimulate the vitality and economy of the city and to enhance all public buildings and public spaces with works of art, as well as within private development where appropriate.

7.4C: ART IN PRIVATE DEVELOPMENT

Encourage the inclusion of art within private development where appropriate and consistent with the design principles for place types established in the Structure Plan to enhance character and identity in various areas of the city.

7.4D: INFILL AND REDEVELOPMENT SUPPORT

Encourage development that supports creative activities such as live-work opportunities or creative mixed-use development in the City's priority locations for infill and redevelopment (see Policy 2.2a) to support revitalization in established areas of the city.



PHOTO CREDIT: CITY OF RENO

7.4E: RENO ARTS AND CULTURE COMMISSION

Support the Reno Arts and Culture Commission to:

- Continue to support the growth of artists and small arts organizations as businesses, and support iconic cultural institutions to sustain and grow Reno's economic and cultural vitality. Increase and enhance coordination, resource sharing, and partnership among artists and creative individuals, organizations, institutions and businesses.
- Increase philanthropic, public, and citizen support and participation in artistic and creative activities in Reno.
- Continue to sustain and grow Reno's live music scene, festivals, theater, and other creative offerings.
- Encourage new and existing art forms, new approaches to the creation and presentation of art, and new ways of engaging the public including children and seniors through the arts.
- Expand access to affordable and functional studio, exhibition, performance, and office space for arts organizations, artists, and creative industry businesses.
- Strengthen the awareness and involvement of all citizens in the community's cultural life, both in heritage and in contemporary expressions.
- Establish the priorities necessary to achieve these goals in concert with representatives from the public and private sectors.

7.4F: CULTURAL PLANNING EFFORTS

Support the implementation of and periodic updates to the City's *Cultural Master Plan*, *Public Art Master Plan*, and other Reno Arts & Culture Commission planning efforts.

7.4G: CULTURAL AWARENESS

Collaborate with local and regional partners to communicate the extent and variety of arts in Reno and throughout the region to local residents, thereby increasing cultural awareness and pride. Create avenues for cultural variety and provide the opportunity for all groups to benefit from the cultural diversity present in Reno.

7.4H: ART INTEGRATION

Explore opportunities to utilize art to enhance City services and community priorities such as affordable housing, historic preservation, education, streets and infrastructure, revitalization of blighted areas, and public safety.

7.4I: ECONOMIC IMPACT

Monitor and promote awareness of the economic impact of the arts within the city and region.

7.4J: LIFELONG LEARNING

Support the integration of activities and programming that increase access to arts education for residents of all ages as part of City-sponsored events and activities.



PHOTO CREDIT: RSCVA

7.5 Protect and preserve Reno's heritage and historic assets.

7.5A: COMPOSITION, POWERS, AND DUTIES OF THE HISTORIC RESOURCES COMMISSION

Clarify the Historic Resources Commission's role as advisor to the City Council on matters relating to history, historic preservation, and planning.

7.5B: IDENTIFICATION OF HISTORIC PROPERTIES

Identify, recognize, and increase historic resources by encouraging and incentivizing the addition of properties to the City, state, and national registers.

7.5C: PROTECTION OF HISTORIC RESOURCES

Reinforce the Historic Resource Commission's regulatory processes and its role as historic preservation advisor to the City Council.

7.5D: EDUCATION

Provide educational resources on historic preservation, the City Register of Historic Places, and methods for preserving historic structures.

7.5E: ECONOMIC DEVELOPMENT AND HERITAGE PRESERVATION

Emphasize the economic benefits of historic preservation and its role in economic development, sustainability, and heritage tourism.

7.5F: ORDER OF PREFERENCE

Minimize impacts as part of future development to maintain integrity of historical context. As a first priority, encourage the preservation or adaptive reuse of historic resources on the City Register of Historic Places. If alterations to historic resources on the City Register are proposed, they should be analyzed with the intention of minimizing impacts to significant features and maintaining the integrity of the historic resource. Support mitigation measures (e.g. relocation) in lieu of demolition when reuse is not deemed feasible.



PHOTO CREDIT: RSCVA

> CONSERVATION AND HISTORIC DISTRICTS

The Powning Conservation District was established by C.C. Powning in the 1880s and is the first designated conservation district in Reno. The earliest buildings were comprised of modest size homes that housed working-class families. The district also contains significant buildings that have been designed by well-known architects. Some of these buildings include the McKinley Park School, Lora J. Knight House, Ginocchio Craftsman style home, Lear Theater (First Church of Christ, Scientist), Ambassador Apartments, and the 20th Century Club.

The Wells Avenue Neighborhood Conservation District was established in 1905, establishing the eastern boundary of Reno. Since the Virginia and Truckee Railroad bordered the Wells Addition to the west, the area fostered an eclectic mixture of vernacular architectural styles that span several decades including Queen Anne revival, craftsman type bungalows made of brick and cut rock, minimal traditional, and ranch styles. With the emergence of Lincoln Highway, the area has rapidly changed from primary residential use to a commercial corridor.

The Newlands Heights Historic District, a national historic district and a conservation district, sits on a bluff rising from the south bank of the Truckee River just southwest of Downtown Reno. The district is characterized by a park-like setting with a combination of curvilinear and rectilinear streets lined with mature trees. The district is primarily residential composed of both single-family and multi-family housing. The neighborhood retains many contributing landscape elements, including several masonry pillars, a circular park, and a stone memorial tablet. The majority of the district's resources are constructed with brick, stone, or wood. Although the district is dominated by craftsman and ranch style homes, many other styles are represented in the district such as contemporary, minimal traditional, prairie, and Queen Anne.



PHOTO CREDIT: RSCVA

Improve the quality of the public realm (e.g., parks, public spaces, streets) through context-sensitive design, targeted investment, and regular maintenance.

7.6

7.6A: CONTEXT-SENSITIVE DESIGN

Incorporate context-sensitive solutions into the design of parks, public spaces, and street improvements to reflect the needs of adjacent uses, incorporate or protect natural features, protect established block patterns (particularly in central neighborhoods), improve the efficiency of the transportation network, and/or establish a distinctive character.

7.6B: MAINTENANCE

Maintain all parks and publicly-owned spaces at a level that ensures the safe use of the space for its intended use and contributes to the quality of the surrounding development context.

7.6C: REHABILITATION

Rehabilitate existing parks and other public spaces that are deteriorated and obsolete in order to meet safety and accessibility standards, reduce energy and water usage, and enhance maintenance efficiency.

7.6D: CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Integrate crime prevention through environmental design (CPTED) principles into the design and development of public spaces in order to promote built environments that provide fewer opportunities for crime or criminal activities.



PHOTO CREDIT: RSCVA

7.7 Increase tree canopy and green infrastructure within the city.

7.7A: URBAN FORESTRY MANAGEMENT PLAN

Support implementation of goals, objectives, and action items defined by the City's *Urban Forestry Management Plan,* as adopted.

7.7B: TREE INSTALLATION, RETENTION, AND REPLACEMENT

Support the retention of healthy, mature trees and the incorporation of new trees in both public and private spaces as part of public improvement projects, new development, and infill/redevelopment, and major renovations. Establish criteria for the replacement of mature trees in instances where retention is not feasible due to location, site constraints, or other factors.

7.7C: WATER CONSERVATION/RESILIENCY

Continue to promote the use of species that have reduced watering needs once established and that have an increased likelihood of surviving and thriving amidst the periods of extreme drought and harsh temperature changes typical in Reno's climate.

7.7D: COMMUNITY PARTNERSHIPS

Promote community partnerships and expand educational opportunities to emphasize the benefits of the urban forest.

> BENEFITS OF THE URBAN FOREST

The City of Reno's Urban Forestry program is the oldest in the state of Nevada. As part of the program, appointed members of the Urban Forestry Commission work with City staff to carry out efforts to maintain publicly-owned trees in city parks and along city street rights-of-way and to expand the urban forest over time.

Reno's urban forest provides numerous benefits. Trees support a healthy environment by absorbing carbon dioxide—a greenhouse gas that contributes to climate change—and releasing oxygen into the air. In addition, trees reduce stormwater run-off, create habitat for wildlife, cool the air, reduce heating and cooling costs, increase property values, and contribute to the character of the community.

The City invests more than $2 per capita on planting and caring for trees in parks and along streets every year. A study found that the city yields two to five times that investment in benefits to the community.



PHOTO CREDIT: CITY OF RENO



GP 8: EFFECTIVE GOVERNMENT

Historically, Reno's Master Plan has primarily been used in the review of individual development proposals. While ensuring future development is consistent with the City's goals and policies is an essential role that the Master Plan should continue to play, the updated Master Plan has the potential to be used much more strategically by Reno's elected and appointed officials and City staff in day-to-day decision-making. The City has made a concerted effort in recent years to more broadly engage all segments of Reno's community in discussions about Reno's future. As a result, community engagement numbers have been unprecedented and residents have expressed a clear desire to translate the momentum that's been established into an actionable plan for the future.



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LOOKING TO THE FUTURE

As an organization, Reno will strive to be fiscally responsible, accessible, and responsive to residents and the business community. City leaders will foster a culture of collaboration and accountability, using the community-based Master Plan as a tool for guiding budget priorities, capital improvements, and evaluating City services and fiscal capacity, as well as for day-to-day policy guidance. Annual reporting on the Master Plan will be conducted to support the plan's implementation and to ensure it continues to reflect the values of the community. A variety of opportunities for all residents to be engaged in the civic process will be provided through formal City boards and commissions and a variety of other forums. The City will be a leader in regional discussions.

8.1 Align day-to-day decision-making and budgeting with the implementation of the Master Plan.

8.1A: INSTITUTIONALIZE THE MASTER PLAN

Incorporate the guiding principles, goals, policies, and implementation strategies adopted as part of the Master Plan into City budgeting (including CIP) and decision-making at all levels to promote consistency and continuity as elected officials and staff change over time.

8.1B: PLAN MONITORING

Provide ongoing monitoring and periodic reporting—ideally annually—of progress made toward the implementation of the Master Plan.

8.2 Enhance teamwork, cooperation, problem-solving, and transparency within the City organization.

8.2A: ROLES AND RESPONSIBILITIES

Establish clear roles and responsibilities for City staff, elected officials, boards and commissions, and participants.

8.2B: TRANSPARENCY

Ensure City planning and investment decision-making processes are clear, open, and well-documented.

8.2C: CITY STAFF RECOMMENDATIONS

Utilize City staff's assessment of conformity and alignment with the Master Plan as a key consideration in decision-making to enhance transparency.



PHOTO CREDIT: CITY OF RENO

Develop and support leadership that reflects the diversity of the community.

8.3

8.3A: COMMITTEE, BOARD, AND COMMISSION RECRUITMENT

Seek diverse and qualified candidates reflective of community demographics in the recruitment and appointment of members to serve on City boards, commissions, and committees.

8.3B: COMMUNITY PARTNERSHIPS

Pursue partnerships and opportunities to collaborate with community groups and organizations to support diversity, reduce discrimination, and engage special populations.

8.3C: MULTI-LINGUAL AND MULTI-CULTURAL COMPETENCY

Seek opportunities to expand the multi-lingual and multi-cultural competency of City staff through training and hiring practices.

8.3D: CULTURE OF ACCEPTANCE

Promote respect and appreciation for diversity of ability, age, culture, economic status, gender identity, national origin, race, religion, and sexual orientation, including economic, racial, cultural and individual differences within the City organization and community.



PHOTO CREDIT: RSCVA

8.4 Encourage broad and meaningful citizen engagement.

8.4A: REPRESENTATION

Provide a welcoming environment and encourage participation on City advisory boards by residents of all abilities, ages, gender, ethnicities, income levels, and family types.

8.4B: MEANINGFUL PARTICIPATION

Consider and balance a diverse range of community interests, seeking and facilitating the involvement of those potentially affected by planning and decision-making.

8.4C: INPUT METHODS

Provide a range of opportunities for the public to provide feedback to decision-makers, including focus groups, community workshops, stakeholder interviews, surveys, and web- or social media-based forums to meet the needs of different populations and comfort levels.

8.4D: NEIGHBORHOOD ADVISORY BOARDS

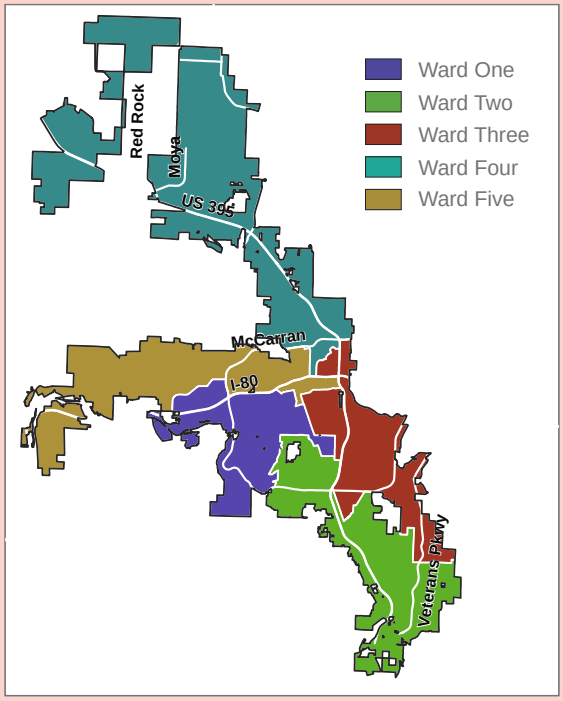
Maintain the partnership between Reno's citizens and their government by providing residents thorough, accurate, and comprehensive information about City policies and operations through the Neighborhood Advisory Boards and other public information programs.

8.4E: MENTORSHIP PROGRAM

Mentor and support emerging community leaders through support for volunteer committees and commissions and by providing volunteer opportunities and internships within the City organization.

> Neighborhood Advisory Boards (NAB)

The City of Reno is divided into five Wards, each represented by a member of the City Council (in addition to an At-Large member). Furthermore, each ward is represented by a Neighborhood Advisory Board (NAB). Residents can apply to be on their NAB or attend monthly meetings to learn about neighborhood happenings and discuss community issues with their neighbors, City staff, and their City Council Member. These neighborhood wards and meetings provide a platform for transparent and effective communication between Reno residents and their City government.



Continually seek opportunities to increase the efficiency of City facilities and the effectiveness of government programs and City services.

8.5

8.5A: COMMUNITY SURVEYS

Periodically conduct statistically valid community surveys with regard to City services and facilities as a means to evaluate current levels of service and identify potential gaps in services or facility needs.

8.5B: EMERGING TECHNOLOGY

Proactively explore and implement emerging technologies and best practices to monitor City service delivery and facilities needs. Also explore and implement opportunities to incorporate emerging technologies as a means of informing, educating, and interacting with citizens.

8.5C: BUDGETING

Emphasize needs identification, accountability, and effectiveness as priorities in making funding allocations.

8.5D: PERMITTING PROCESS

Continue to foster a business-friendly environment by automating and streamlining permitting and review processes, monitoring customer satisfaction, and periodically evaluating and adjusting fees and rates.

8.5E: SUSTAINABLE GOVERNMENT OPERATIONS

Continue to implement policies and programs to reduce greenhouse gas emissions, conserve energy and water, and procure environmentally responsible products and materials in government operations.

8.5F: TECHNOLOGY PARTNERSHIPS

Engage in collaborative efforts with regional partners and/or public/private partnerships to leverage information technology and implement pilot projects that enhance the provision of City services and identify facility needs.



PHOTO CREDIT: CITY OF RENO

8.6 Collaborate with local, regional, and state partners on issues of mutual significance.

8.6A: STATE LEGISLATION

Engage with state representatives and advocate for legislation that provides more opportunities for municipalities to employ new or different financial tools to support growth and development, fund education, and address other issues as may be identified.

8.6B: CITY AS CONVENER

Champion efforts to bring together diverse groups of stakeholders on issues of mutual significance.

8.6C: PARTNERSHIPS

Explore opportunities to partner with public, private, and non-profit organizations to leverage available resources and promote innovation.

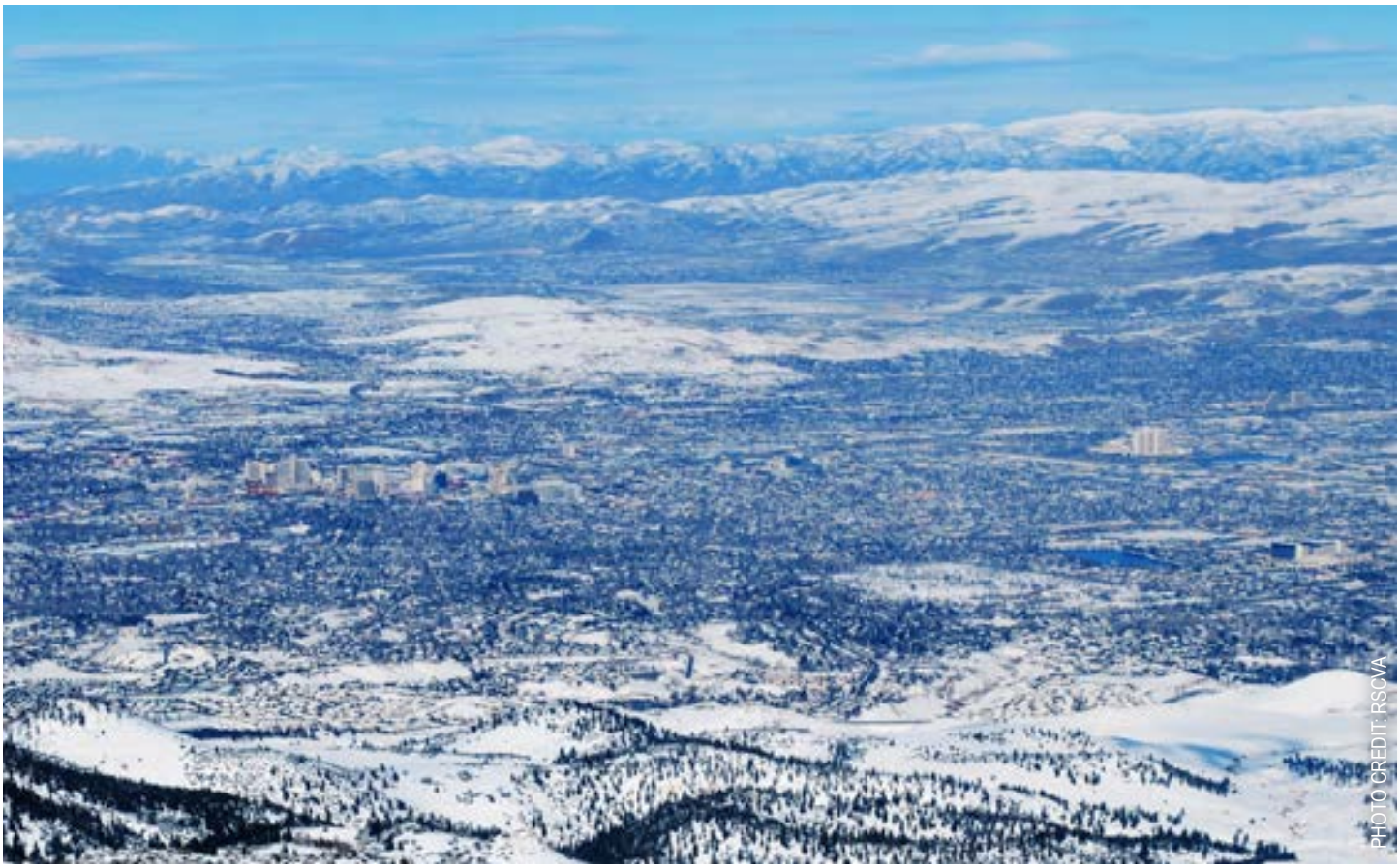
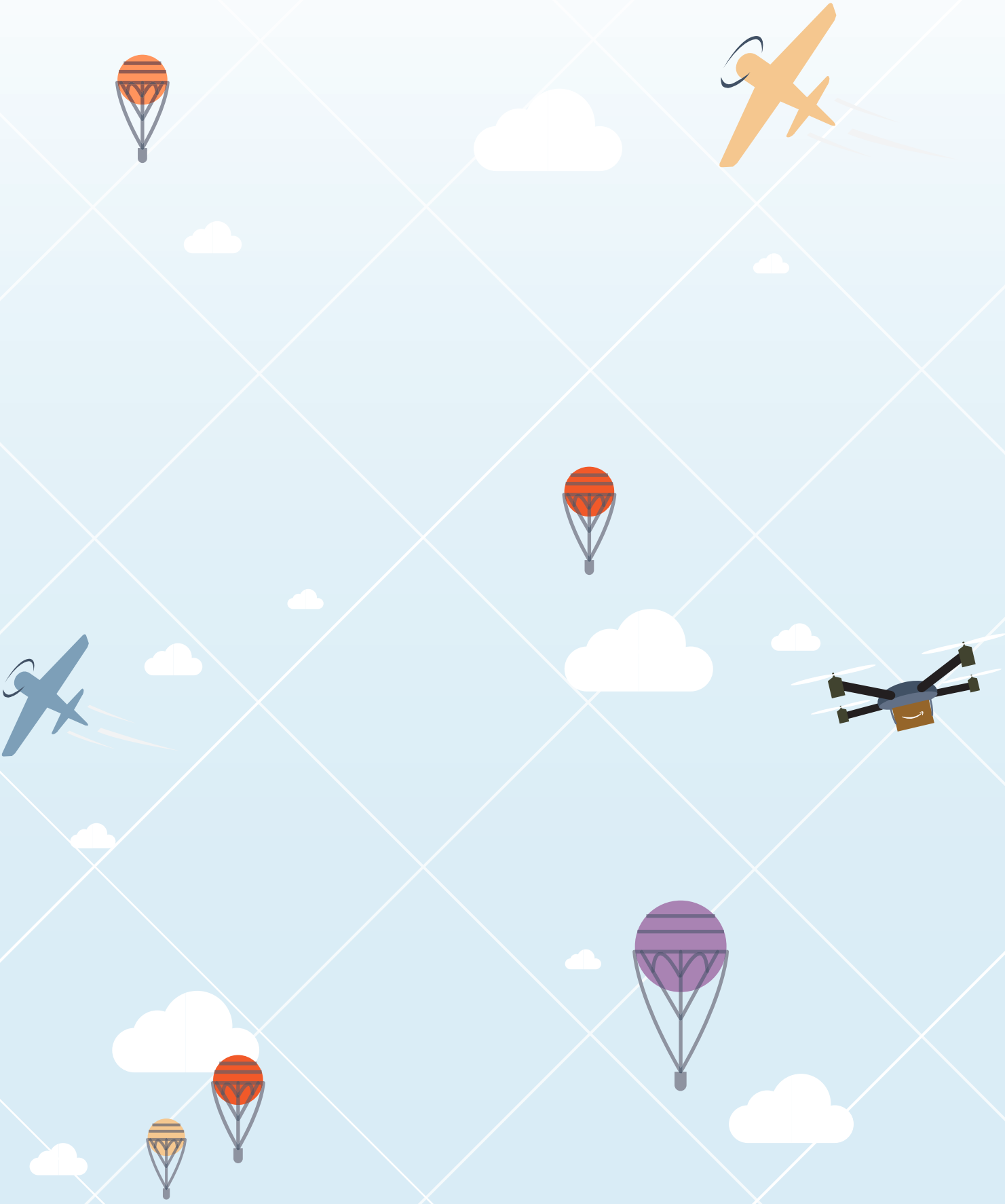


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3 CHAPTER 3
AREA-SPECIFIC POLICIES





CHAPTER 3

AREA-SPECIFIC POLICIES

The area-specific policies play multiple roles in the context of the Master Plan. While the citywide policies provide guidance for decision-making affecting the city as a whole, the area-specific policies guide the character and form of development in different locations of Reno and its sphere of influence (SOI). In addition, the area-specific policies support citywide policies and initiatives intended to promote a more sustainable and resilient community, and support requirements established through the *Truckee Meadows Regional Plan* and state law.

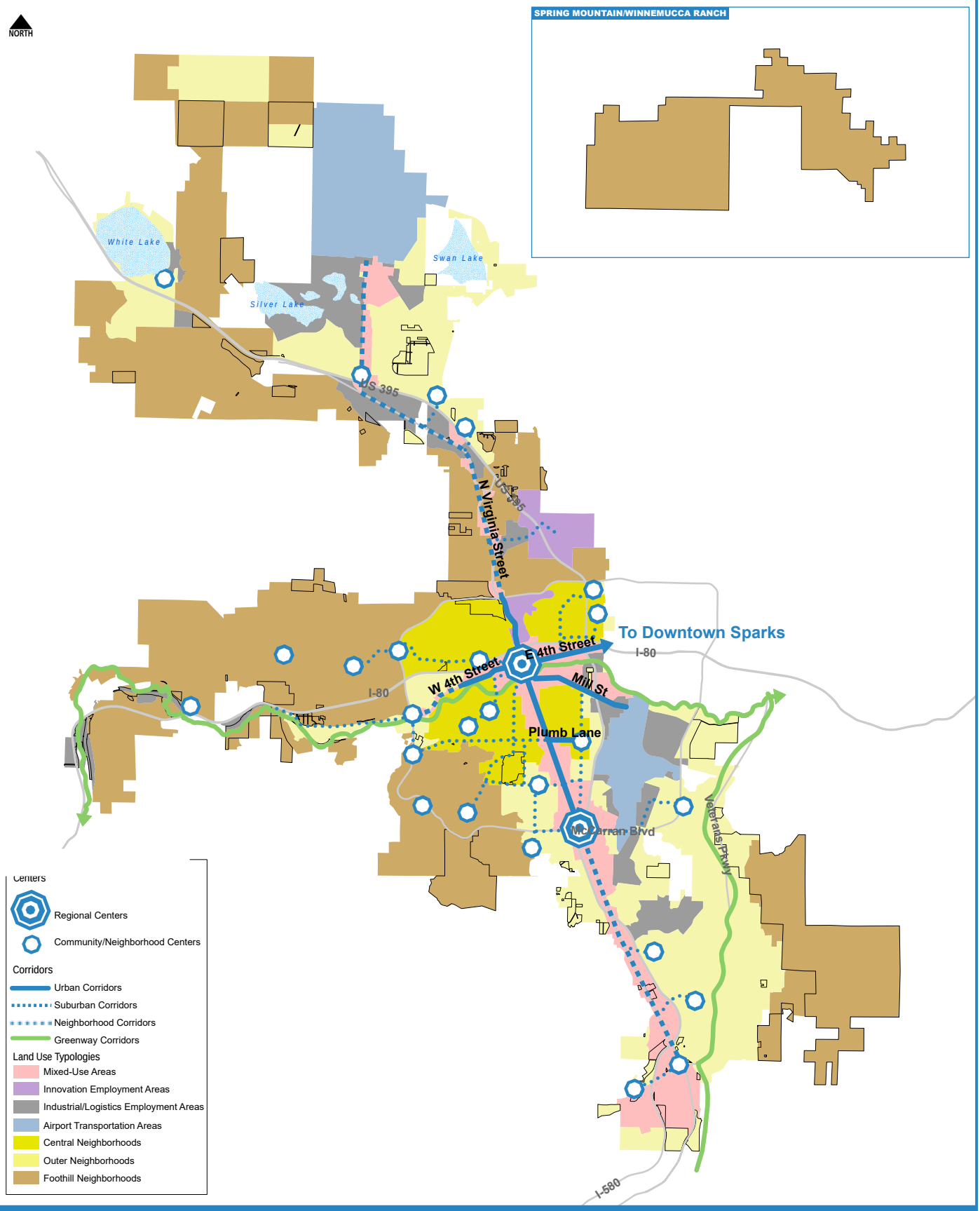
Area-specific policies are embodied in design principles for the different types of places that exist within the City of Reno and its sphere of influence, as reflected on the Structure Plan map:

- Regional Centers
- Community/Neighborhood Centers
- Corridors
- Employment Areas
- Neighborhoods

This chapter also includes design principles for sustainable development, which apply to all areas of the city, regardless of location or the type of development and a section regarding planning for heat mitigation.

STRUCTURE PLAN

CITY OF RENO
AND SPHERE OF INFLUENCE



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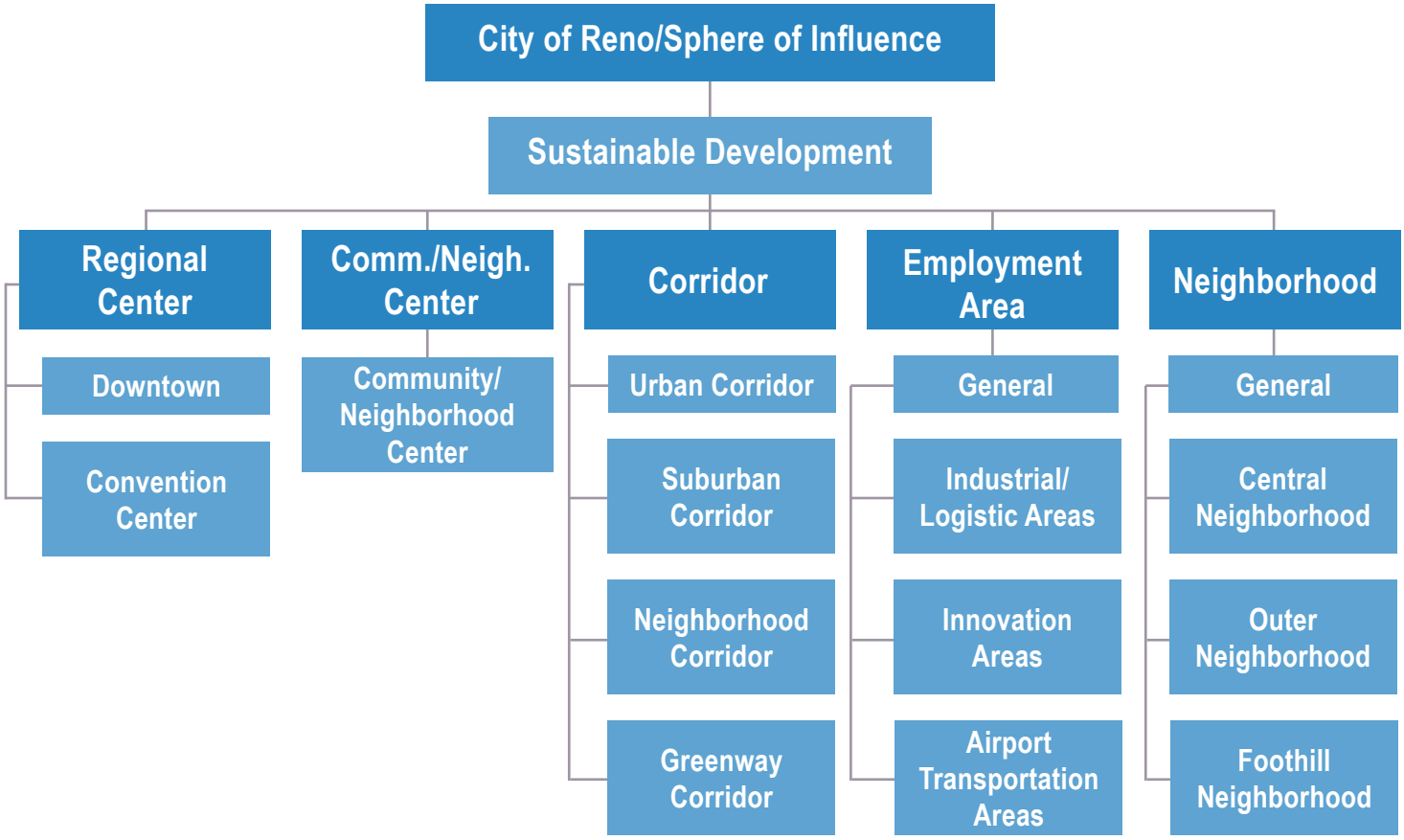
Sources: City of Reno; Washoe County; U.S. Geological Survey

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Map produced: January 2026

APPLICABILITY OF THE DESIGN PRINCIPLES

Applicability of the design principles is determined based on location of a new project or development within the City of Reno and its sphere of influence (SOI), as defined by the Structure Plan map. The chart and table below display the organizing elements of the design principles and their applicability within Reno and its SOI.



PROPERTY/PROJECT LOCATION	APPLICABLE BOUNDARY
Regional Centers	Specific boundary for Downtown applies and is defined on the Land Use Plan map through the downtown mixed-use designation. The boundary for the Convention Center is generally defined by the underlying land use typology on the Structure Plan.
Community/Neighborhood Centers	Varies by location; refer to Land Use Plan map for generalized boundary (typically defined by a suburban mixed-use designation.
Corridors • Urban and Suburban Corridors • Neighborhood and Greenway Corridors	Urban and suburban corridors are generally defined by the boundary of the underlying land use typology on the Structure Plan. Neighborhood and greenway corridors apply only to the first two row of properties that abut the corridors.
Employment Areas	Generally defined by boundary of underlying land use typology on the Structure Plan (industrial/ logistics, innovation, or airport transportation)
Neighborhoods	Generally defined by the underlying neighborhood land use typology (central, outer, or foothill neighborhood). Some neighborhood plan specific requirements also apply, as included in Appendix D, and further defined by applicable overlay districts in the City's Annexation and Land Development Code.

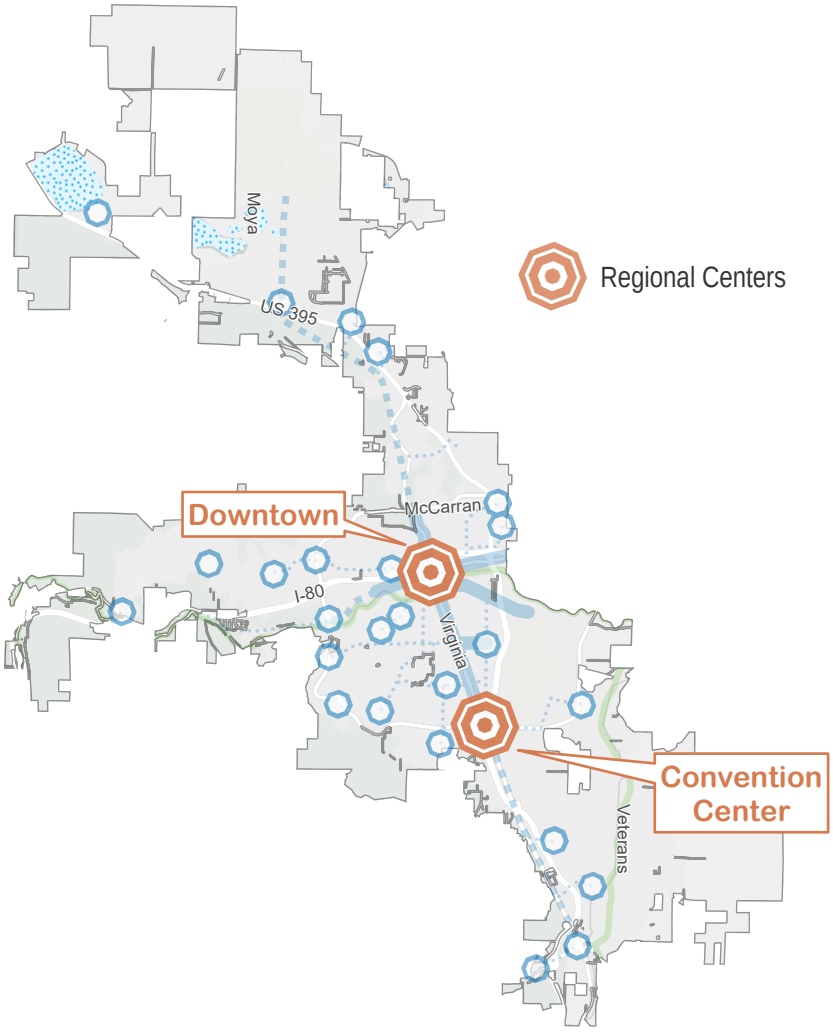


REGIONAL CENTERS

Regional centers serve residents of the City of Reno and the broader region, as well as visitors from across the state and country. Regional centers include a diverse mix of uses, including, but not limited to high-density office, residential, hotel, entertainment (including gaming), retail, and supporting uses. Downtown Reno also includes civic and cultural uses which distinguish it from other centers within the region. Regional centers are well-served by the region's multi-modal transportation network and serve as a hub for service to other destinations within the region.



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DOWNTOWN

Design principles for the Downtown Regional Center reinforce recommendations developed as part of the *Downtown Action Plan*. The *Downtown Action Plan* defines six districts or areas within the Downtown Regional Center that each have unique considerations. These include the: University District, Innovation District, Riverwalk District, Entertainment District, Northwest Quadrant, and Powning District. The design principles that follow are organized by district and address unique parameters for future growth and reinvestment in each. Design principles support a balanced mix of uses and activities in Downtown that reinforce its continued role as a destination for visitors and residents.

Entertainment District (ED)

The Entertainment District comprises the central core of the Downtown Regional Center. This district functions as the 24-hour gaming area and includes major hotel-casinos, the Events Center, and National Bowling Stadium.



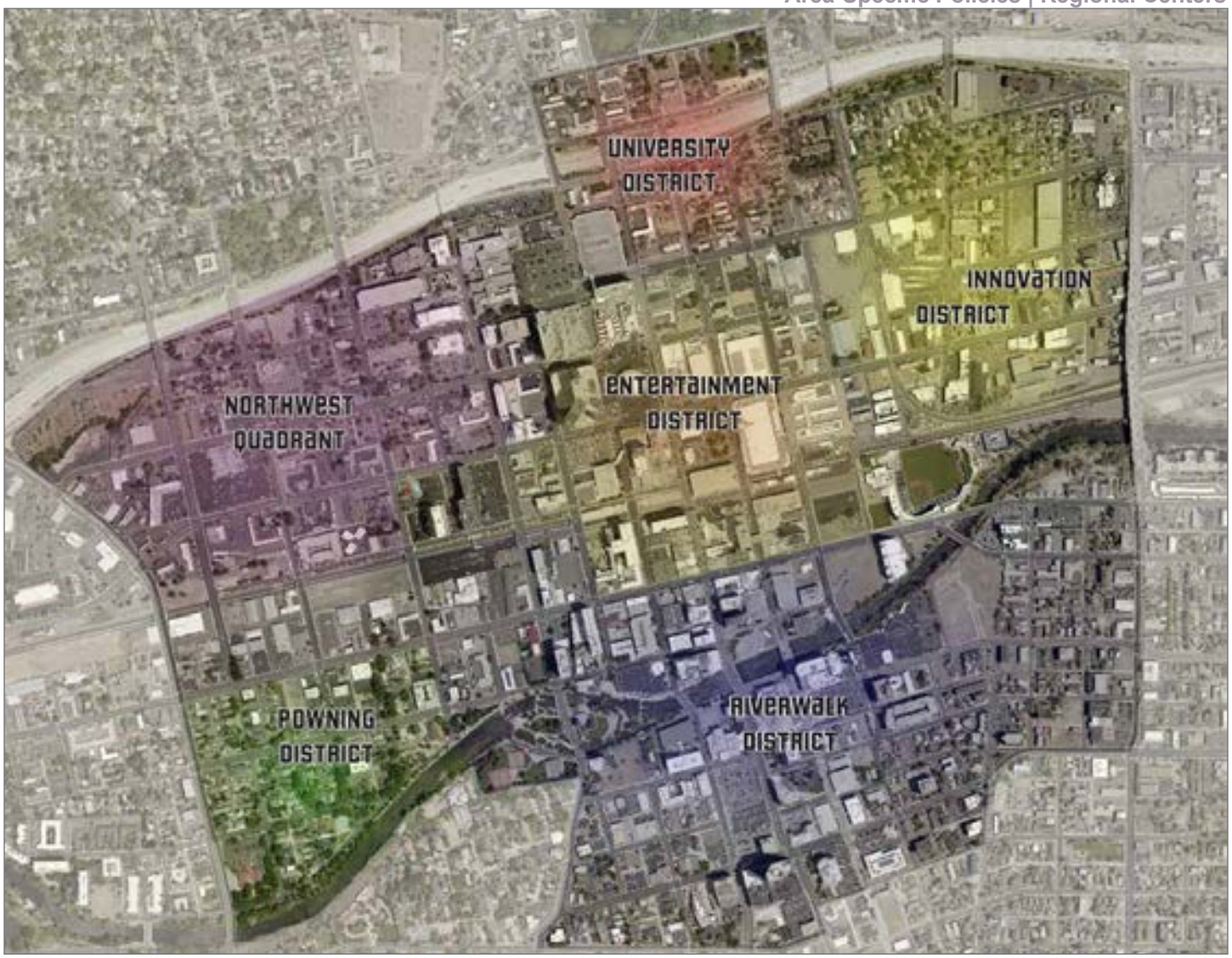
Entertainment District. The general boundaries of the Entertainment District are shaded in gold.

DTRC-ED.1: DENSITY AND INTENSITY

The Entertainment District supports the most intensive, transit supportive development within the Downtown Regional Center and the region as a whole:

- Nonresidential and mixed-use development within the Entertainment District should provide a minimum floor area ratio (FAR) of 3.0.
- Multi-family development within the Entertainment District should provide a minimum density of 45 units per acre.

Minimum densities apply to vacant sites or to sites where existing structures would be razed and a new structure or structures built. Lower densities may be considered to accommodate the preservation of historic structures, support the adaptive reuse of vacant or underutilized buildings, and/or accommodate transitions in intensity adjacent to the Powning District, or other less intensive districts.



Downtown District Framework. The *Downtown Action Plan* establishes six districts in Reno's Downtown area: University, Innovation, Entertainment, Northwest Quadrant, Powning, and Riverwalk districts.

DTRC-ED.2: MIX OF USES

A broad mix of activity-generating uses will be supported in the Entertainment District, including, but not limited to: hotel/casinos, major recreational facilities, cultural facilities, live music venues, retail shops and restaurants, residential, transit facilities, and other services and activities.

DTRC-ED.3: RESIDENTIAL

Residential uses should generally be concentrated along the western, southern, and north eastern (abutting the University District) edges of the Entertainment District to allow for ease of access while minimizing potential conflicts between the 24-hour casino and hotel environment desirable along Virginia Street and residents. However, residential uses contribute to the overall vibrancy of Downtown and will not be precluded anywhere in the Entertainment District.

DTRC-ED.4: ADAPTIVE REUSE

Repurpose and reinvent vacant or functionally obsolete buildings through adaptive reuse—where practical and consistent with development —to promote reinvestment and support citywide sustainability initiatives. Place a particular emphasis on buildings and storefronts with historic character and/or significance that has been disguised through subsequent remodeling.

DTRC-ED.5: GAMING

New and existing non-restricted gaming uses and non-restricted gaming allowed by land use, zoning, and/or use permits are allowed in the Entertainment District unless eliminated through a master plan amendment, zoning map amendment, and/or the expiration or revocation of a use permit.

DTRC-ED.6: VARIED BUILDING HEIGHTS AND FORMS

Incorporate a variety of building heights and forms into larger redevelopment projects to create visual interest and establish a distinct identity for the Entertainment District. Along the edges of the Entertainment District, provide transitions in massing that is appropriate to surrounding districts and sensitive to nearby uses in terms of scale, height, shading impacts, and historic context.



Example: Varied building heights and forms

DTRC-ED.7: STREET-LEVEL INTEREST

The street-level of all buildings (and uses) in the Entertainment District should be designed and programmed with an emphasis on creating an inviting, active, and safe pedestrian environment:

- Buildings should provide at least one prominent pedestrian entrance oriented toward the primary street frontage. The public-realm—streets, plazas, and public parking areas—should be designed to include wide sidewalks, street trees, street furniture, public art, and other pedestrian amenities;
- Street level facades should include transparent storefronts or other design treatments to promote visibility into street-level uses and encourage "eyes on the street"; and
- Street-level restaurants, retail, and other active uses should be concentrated along Virginia Street and Sierra Street, as well as 2nd Street, Commercial Row, and 4th and 5th streets running east-west.



Example: Street-level interest

DTRC-ED.8: COMMUNITY AMENITIES

Provide a variety of easily accessible community amenities targeted to a more "urban" context, such as pocket parks, public art, small dog parks, plazas, community gardens, and secured bicycle parking.

DTRC-ED.9: PARKING

Parking in the Entertainment District should generally be located inside, underground, or behind buildings. Utilize shared parking where feasible to decrease the amount of on-site parking needed and encourage the use of alternative modes.

DTRC-ED.10: CONNECTIVITY

Design public spaces to interconnect within the high intensity areas of the regional center. Emphasize north/south pedestrian connections along Virginia Street and Lake Street and east/west pedestrian connections along 2nd Street and 4th Street as recommended by the *Downtown Action Plan*. Avoid vacating streets or rights of way without a thorough review of traffic impacts and accommodations to maintain pedestrian and bicycle connectivity through the site, utilities, and services.

University District (UD)

The University District consists of the University Gateway Precinct (north of I-80 abutting the UNR campus) and areas south of I-80. The University District reflects ongoing efforts on behalf of UNR and the City of Reno to encourage campus growth and the expansion of university-supportive uses south of the UNR campus, as defined by the University of Nevada Reno Campus Master Plan 2015-2024. These efforts are intended to support opportunities for student housing and university facilities as part of the Downtown Regional Center.



University District. The general boundaries of the University District are shaded in red.

DTRC-UD.1: DENSITY AND INTENSITY

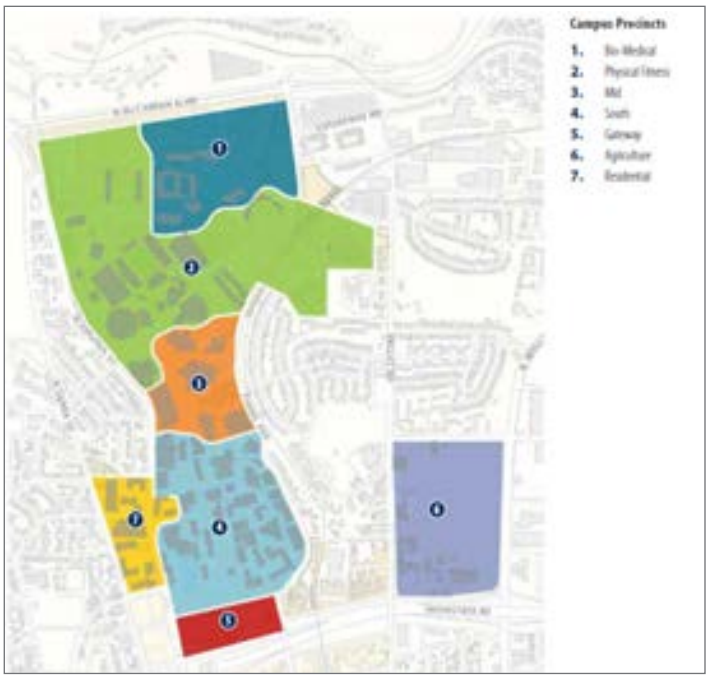
Development should have a minimum FAR of 3 and a maximum FAR of 4 to support a critical mass activity and support the use of transit and other alternative modes of transportation.

DTRC-UD.2: MIX OF USES

Support a mix of student housing, educational facilities, and related uses that support a vibrant university-oriented neighborhood. Concentrate active, ground floor retail and commercial uses along the North Virginia Corridor and active innovation and research uses along Evans where they abut the Innovation District. Prohibit medical marijuana and non-restricted gaming establishments in the University District. Evaluate the appropriateness of bar uses and restricted/accessory gaming for properties as part of future rezoning efforts. The overall mix of uses in the University District should be guided by the University of Nevada Reno Campus Master Plan 2015-2024.

DTRC-UD.3: BUILDING DESIGN AND CHARACTER

Encourage the use of high quality, durable building materials—such as brick—to promote the continuation of the university campus aesthetic within the University District.



Campus Precincts. Precincts within the University of Nevada Reno, as designated in the UNR Campus Master Plan 2015-2024.

DTRC-UD.4: RELATIONSHIP OF BUILDINGS TO STREET

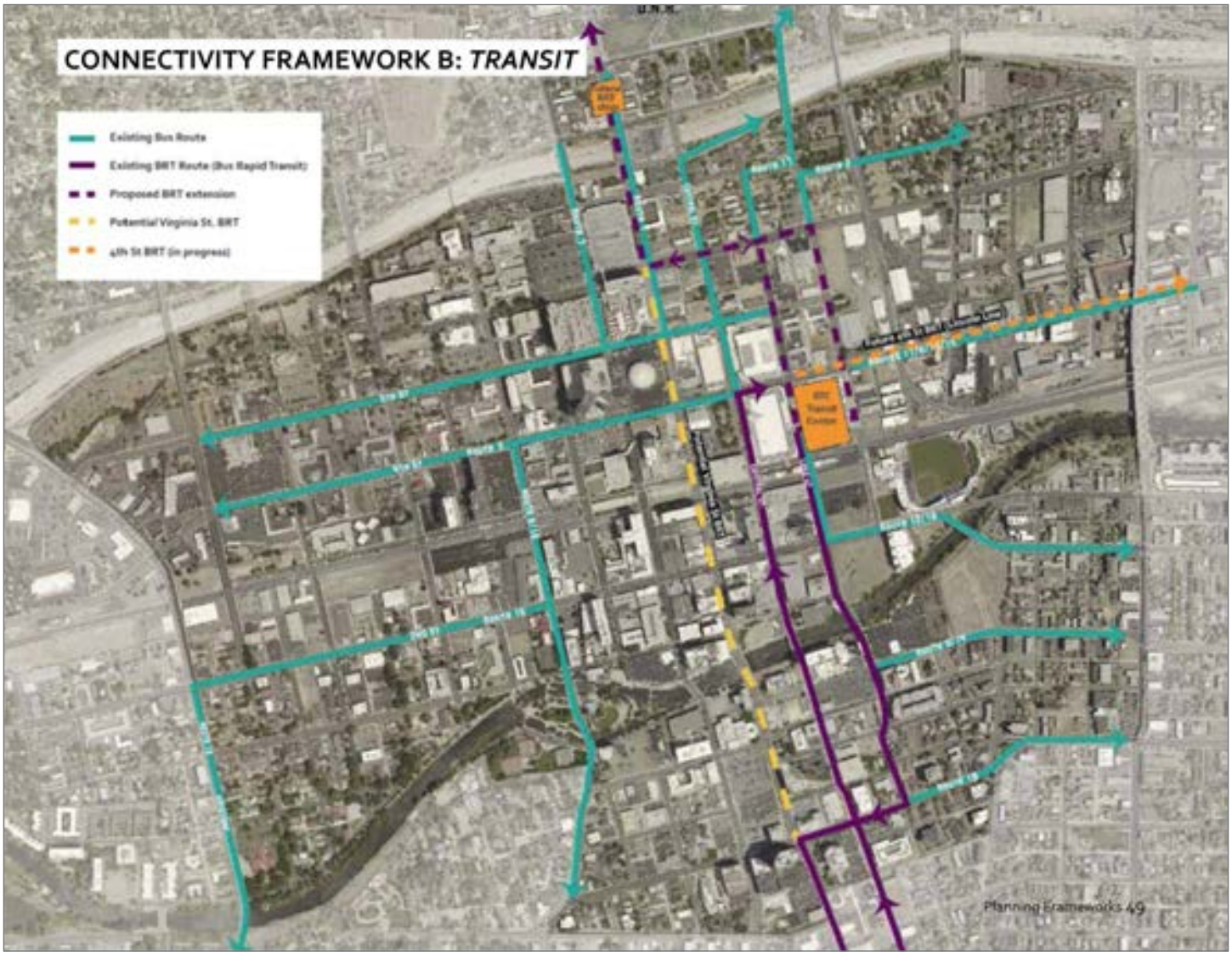
Establish a defined build to line or build to "zone" that reinforces the urban, pedestrian-oriented character of the University District.

DTRC-UD.5: PARKING

Parking in the University District should generally be located inside, underground, or behind buildings; however, existing surface parking is anticipated to remain where the adaptive reuse of existing buildings occurs. Utilize shared parking where feasible to decrease the amount of on-site parking needed and encourage the use of alternative modes of transportation.



Example: Building design and character



Downtown Transit Connectivity Framework. The *Downtown Action Plan* includes recommendations on proposed transit expansions in Reno's Downtown area, drawing on plans established by the Regional Transportation Commission (RTC).

DTRC-UD.6: HISTORIC RESOURCES

Prioritize the preservation or adaptive reuse of historic resources as part of future development, particularly in areas located in the University Campus Gateway Precinct on parcels that do not abut North Virginia Street. Support relocation of historic resources only in lieu of demolition.

DTRC-UD.7: STREETSCAPE

As redevelopment occurs, expand sidewalks along both sides of North Virginia Street, Sierra Street, Center Street, and East Evans Avenue to at least 10 feet. Underground overhead utilities and incorporate street trees, lighting, public art, street furniture, and other amenities to create a unified streetscape character and comfortable environment for pedestrians.

DTRC-UD.8: CIRCULATION AND PUBLIC RIGHTS-OF-WAY

Consider supporting the permanent/managed closing or abandonment of public streets, alleys, and easements within the Gateway Precinct to facilitate the objectives of the UNR Campus Master Plan and gateway concept, subject to thorough review of traffic impacts, including without limitation impacts on historic resources. Avoid vacating streets or rights of way elsewhere in the University District to maintain pedestrian and bicycle connections.

DTRC-UD.9: TREE PRESERVATION

Encourage the preservation of mature trees as part of future infill and redevelopment projects.

Innovation District (ID)

The Innovation District encompasses the area east of Evans, north of the railroad, west of Wells, and south of Interstate 80. The area is eclectic in character and is intended to retain this character as it continues to transition to a mixed-use and light manufacturing environment.



Innovation District. The general boundaries of the Innovation District are shaded in yellow.

DTRC-ID.1: DENSITY/INTENSITY

Densities will vary within the Innovation District due to its eclectic character and the extent to which new uses may be introduced through the adaptive reuse of existing buildings versus infill and redevelopment. However:

- Non-residential and mixed-use development should generally provide a minimum FAR of 2.0.
- Multi-family development should generally provide a minimum density of 30 units per acre.

DTRC-ID.2: MIX OF USES

Support a range of employment uses, including small-scale manufacturing, processing, wholesaling, office, and flex-space, as well as retail, restaurants, hotel, cultural facilities, civic and government facilities, high-density residential, and live/work uses.

DTRC-ID.3: RELATIONSHIP OF USES

Provide flexibility for the adaptive reuse of existing industrial buildings and for the incorporation of high-density residential and live/work opportunities in the Innovation-District in configurations.

DTRC-ID.4: COMPATIBILITY

Recognize that uses in the Innovation District may occur in configurations that would typically be viewed as incompatible in other parts of the City (such as live-work or multi-family uses adjacent to industrial uses) and a more flexible approach to typical compatibility considerations is needed.

DTRC-ID.5: PARKING

A flexible approach to the configuration of parking should be taken in the Innovation District to reflect the wide range of uses and activities desired. While structured parking is preferred as part of higher intensity infill/redevelopment projects, podium or "tuck under" parking and surface parking will also exist depending on the amount of on-site parking needed.

DTRC-ID.6: CONNECTIVITY AND PUBLIC RIGHTS-OF-WAY

Avoid vacating streets or rights of way without a thorough review of traffic impacts and accommodations to maintain pedestrian and bicycle connectivity through the site, utilities, and services.

DTRC-ID.7: STREETSCAPE CHARACTER

Place a high priority on undergrounding of utilities and incorporating streetscape enhancements, wayfinding signage, sidewalk repairs, public art, and other improvements that enhance streetscape character, functionality, and safety.

Riverwalk District (RD)

The Riverwalk District encompasses properties with Truckee River frontage between Arlington on the west and Wells Avenue on the east, as well as an area south to California Avenue. The Riverwalk District serves as a focal point within the Downtown Regional Center and highlights the importance of the Truckee River as a major resource and amenity for the community.



Riverwalk District. The general boundaries of the Riverwalk District are shaded in blue.

DTRC-RD.1: DENSITY AND INTENSITY

Within the Riverwalk District:

- Nonresidential and mixed-use development should provide a minimum FAR of 1.0.
- Multi-family development should provide a minimum density of 21 units per acre.

Minimum densities apply to vacant sites or to sites where existing structures would be razed and a new structure or structures built. Lower densities may be considered to accommodate the preservation of historic structures, support the adaptive reuse of vacant or underutilized buildings, and/or accommodate transitions in intensity adjacent to central neighborhoods.

DTRC-RD.2: MIX OF USES

A mix of office, employment, residential, retail, restaurant, and cultural facilities will be supported in the Riverwalk District to enhance the vibrancy of the Downtown Regional Center. Pedestrian-oriented uses should be concentrated along the Truckee River esplanade. A range of housing options are supported in the Riverwalk District, either as part of a vertically mixed-use development along the Truckee River frontage or as part of a free-standing multi-family building (e.g., apartments, condominiums, or townhomes) in other parts of the district.



Example: Mix of uses

DTRC-RD.3: TRUCKEE RIVER FRONTAGE

Buildings and public spaces adjacent to the Truckee River should be designed in accordance with the Downtown Riverfront Design Guidelines. A particular focus should be placed on:

- Activating and enhancing Truckee River frontage with places for people to gather and recreate;
- Maintaining safe and adequate passage for police and fire protection;
- Maintaining the capacity of the floodway; and
- Reinforcing the character, form, and function of the Riverfront esplanade.

DTRC-RD.4: TRANSITIONS

South of the Truckee River, a transition in the height and intensity of development should be provided where the Riverfront District abuts adjacent central neighborhoods.

DTRC-RD.5: PEDESTRIAN/BICYCLE CONNECTIVITY

Provide direct pedestrian and bicycle connections between uses and major destinations within the Riverwalk District, with an emphasis on improving north/south connections to and from Midtown and the Truckee River, as well as east/west connections to and from adjacent central neighborhoods. In addition, seek opportunities to enhance pedestrian and bicycle connections across the Truckee River in accordance with *Downtown Action Plan* recommendations. Avoid vacating streets or rights of way without a thorough review of traffic impacts and accommodations to maintain pedestrian and bicycle connectivity through the site, utilities, and services.

DTRC-RD.6: PARKING

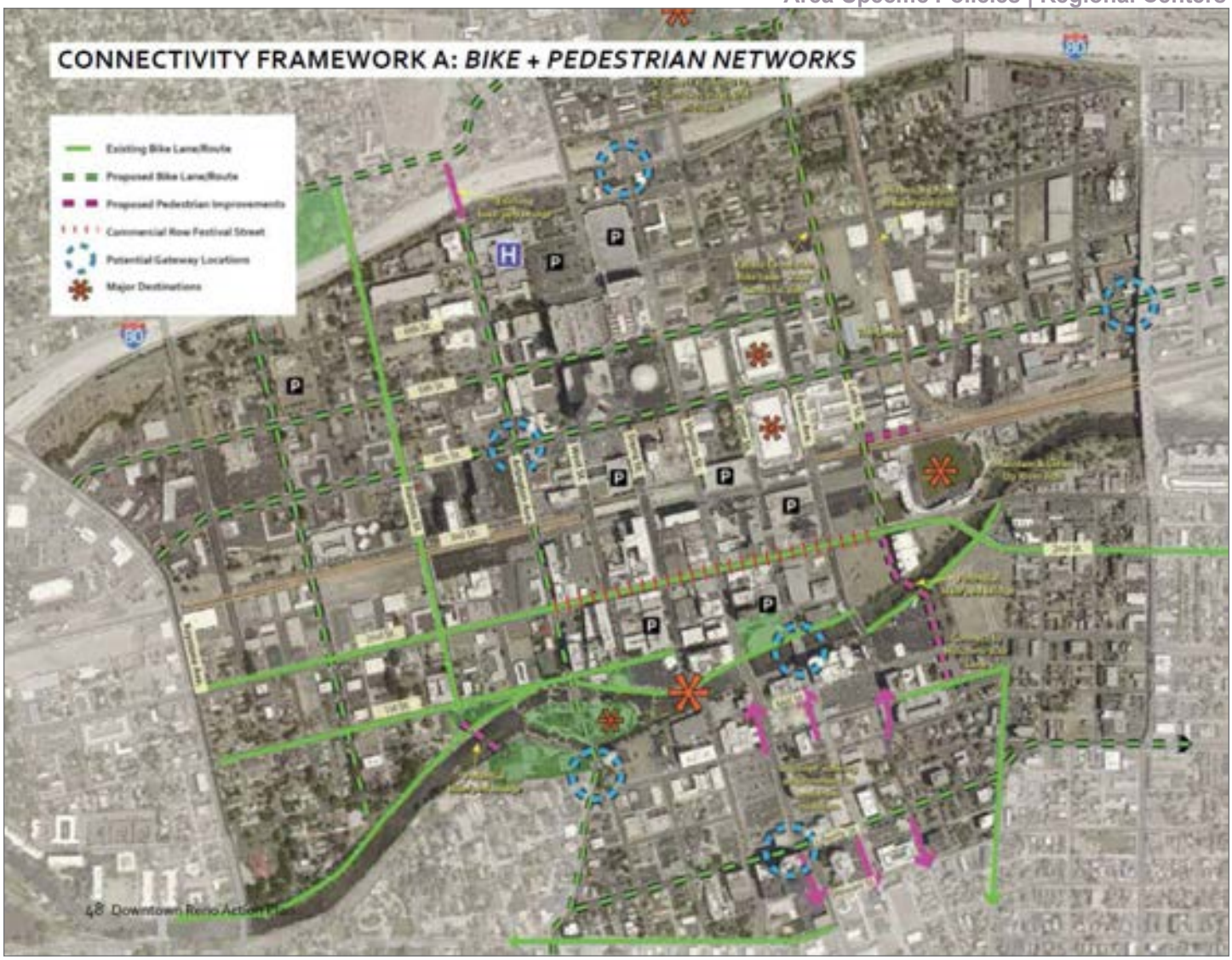
The use of structured or podium ("tuck-under") parking is strongly encouraged as part of infill or redevelopment projects to reduce the prevalence of surface parking within the district; however, existing surface parking will remain in use in many instances (e.g., adaptive reuse). The addition of new surface parking along the Truckee River is not permitted. Utilize shared parking where feasible to decrease the amount of on-site parking needed and encourage the use of alternative modes.

DTRC-RD.7: STREETSCAPE CHARACTER

Place a high priority on undergrounding of utilities and incorporating streetscape enhancements, wayfinding signage, sidewalk repairs, public art, and other improvements that enhance streetscape character, functionality, and safety.

Northwest Quadrant (NWQ)

The Northwest Quadrant is generally bounded by the railroad tracks to the south, Keystone to the west, I-80 to the north, and Ralston to the east. This area includes a mix of casinos, non-profits, medical offices, apartments, single-family homes, retail, light industrial, and small businesses. The area is not identified as a formal district by the *Downtown Action Plan*, as near-term plan priorities are focused on other districts within the Downtown Regional Center. As such, design principles for this area are more limited.



Downtown Bike and Pedestrian Connectivity Framework. The *Downtown Action Plan* includes recommendations on proposed bike and pedestrian connections/improvements in Reno's downtown area, drawing on plans established by the Regional Transportation Commission (RTC).



Northwest Quadrant. The general boundaries of the Northwest Quadrant are shaded in purple.

DTRC-NWQ.1: DENSITY/INTENSITY

To help support the expansion of services and housing options available in the Downtown Regional Center:

- Multi-family development should provide a minimum density of 30 units per acre; and
- Non-residential and mixed-use development should provide a minimum FAR of 2.0.

DTRC-NWQ.2: MIX OF USES

Continue to support a mix of employment, service-oriented uses and residential uses through infill, redevelopment, and adaptive reuse of underutilized properties in the area. Gaming is permitted in a limited portion of this area, generally located north of 5th Street, south of I-80, east of Keystone Avenue, and west of Vine.

DTRC-NWQ.3: PEDESTRIAN/BICYCLE CONNECTIVITY

In accordance with *Downtown Action Plan* recommendations, provide direct pedestrian and bicycle connections between uses and major destinations within the Northwest Quadrant, with an emphasis on improving connections to and from the Entertainment District, UNR, and the Truckee River. Avoid vacating streets or rights of way without a thorough review of traffic impacts and accommodations to maintain pedestrian and bicycle connectivity through the site, utilities, and services.

DTRC-NWQ.4: STREETSCAPE CHARACTER

Place a high priority on undergrounding of utilities and incorporating streetscape enhancements, wayfinding signage, sidewalk repairs, public art, and other improvements that enhance streetscape character, functionality, and safety.

Powning District (PD)

The Powning District is a stable and predominantly residential historic neighborhood located along the northern bank of the Truckee River at the west edge of the Downtown Regional Center. The district provides desirable housing options and a neighborhood feel within close proximity of the Entertainment District and Riverfront District. Design principles for this district are intended to support the retention of its residential character.



Powning District. The general boundaries of the Powning District are shaded in green.

DTRC-PD.1: DENSITY AND INTENSITY

Contrary to other districts within the Downtown Regional Center, intensification is not desired in the Powning District. Infill and redevelopment that does occur should be of a similar density and intensity as what exists today.



Example: Density and intensity

DTRC-PD.2: MIX OF USES

Continue to support single-family residential as the predominant use in the Powning District, allowing for the adaptive reuse of existing homes for office or retail use in targeted locations.



Example: Mix of uses

DTRC-PD.3: DISTRICT CHARACTER

Design Principles for Central Neighborhoods are applicable to promote continued reinvestment that is compatible with the established character of this district.

DTRC-PD.4: CONNECTIVITY AND PUBLIC RIGHTS-OF-WAY

Avoid vacating streets or rights of way without a thorough review of traffic impacts and accommodations to maintain pedestrian and bicycle connectivity through the site, utilities, and services.



CONVENTION CENTER

The Convention Center serves as a hub for convention and tourism activities in the region and is well-connected to Downtown and other destinations via the Virginia Street Bus Rapid Transit (BRT) line. In addition to the exhibition and meeting spaces located on the Convention Center proper, the area includes hotels, visitor facilities, office, and significant commercial space (both as part of the existing shopping mall and other freestanding nodes of commercial). The design principles that follow reinforce efforts to leverage the presence of high frequency transit with higher density development, promote strong connections between convention and tourism uses, and ensure compatibility with adjacent neighborhoods.

Density and Intensity

In accordance with the *Truckee Meadows Regional Plan*, development within this regional center should have minimum densities as follows:

- Residential development: Minimum of 14 units per acre.
- Non-residential development: Minimum FAR of 0.33 or greater.

Higher densities are strongly encouraged on sites located within ¼ mile of existing BRT stops—generally a minimum of 18 units per acre for residential development and 1.0 FAR or greater for non-residential development.



Example: Mix of uses (Arlington, VA)

Mix and Relationship of Uses

RC-CC.1: OVERALL MIX

Convention activity is central to the mix of uses in this area. An array of hotels, casinos, and the existing shopping malls all support convention business, as do the more peripheral office and residential uses. Other uses that support convention business include recreation amenities, public facilities and services, and higher density residential.

RC-CC.2: GAMING

Existing non-restricted gaming uses and non-restricted gaming allowed by land use, zoning, and/or use permits are allowed in the Convention Center Regional Center unless eliminated through a master plan amendment, zoning map amendment, and/or the expiration or revocation of a use permit. New non-restricted gaming establishments or expansion of existing establishments must be entitled through the use permit process and are limited to the areas shown in the diagram below.

RC-CC.3: HOUSING AND EMPLOYMENT



Gaming Permitted. Parcels shown in blue are locations where new non-restricted gaming establishments and expansions of existing gaming establishments are permitted within the Convention Center provided they are entitled through the use permit process.

Higher density housing and developments that create a significant employment base should be encouraged in order to increase transit use.

Site Layout and Development Pattern

RC-CC.4: BUILDING ORIENTATION

Design sites and orient buildings with an emphasis on the character and safety of the pedestrian realm by bringing buildings close to the street (most specifically South Virginia Street); placing parking behind or to the side of buildings; and providing clear pedestrian connections with generous sidewalk widths, low-level lighting, and outdoor gathering spaces.

RC-CC.5: PUBLIC FACILITIES AND SERVICES

Integrate public facilities and services (i.e., community centers, schools, meeting rooms) in high intensity portions of the regional center where access to transit and other services are available and they can be integrated as part of a broader mix of uses.

RC-CC.6: PARKING

Design and landscape parking areas to minimize glare, provide shade, and reduce the visual impact of large numbers of cars. Support the conversion of surface parking to higher-intensity uses over time, particularly along South Virginia Street.

RC-CC.7: SIGNAGE

Provide a hierarchy of signs that is integrated with the overall character of the development, including informational signs for pedestrians. Consolidate signage for larger development parcels and limit heights to minimize visual clutter.

RC-CC.8: LOT CONSOLIDATION

Encourage the consolidation of smaller parcels to facilitate cohesive redevelopment. Avoid subdividing larger parcels where they already exist.

RC-CC.9: STREETSCAPE CHARACTER

Place a high priority on undergrounding of utilities and incorporating streetscape enhancements, wayfinding signage, sidewalk repairs, public art, and other improvements that enhance streetscape character, functionality, and safety.



Example: Streetscape character

Building Massing and Form

RC-CC.10: RELATIONSHIP TO TRANSIT STATIONS

Concentrate taller/more intense development patterns and activity-generating uses at transit stations along South Virginia Street. Design buildings in these locations with an emphasis on creating a safe and inviting pedestrian-environment. This can be accomplished by providing a high level of architectural detail at the street level—such as canopies, awnings, and street trees to provide shade; plantings, window boxes, and public art for visual interest; and transparent windows and door openings to provide eyes on the street and encourage street-level activity.

RC-CC.11: VARIED HEIGHT AND MASS

Incorporate varied building heights and massing to provide visual interest and avoid abrupt transitions between high intensity convention and tourism-oriented uses and the lower intensity uses found in adjacent neighborhoods.

RC-CC.12: RELATIONSHIP TO SURROUNDING USES

Provide an appropriate transition between lower-density uses in the surrounding area and the desired higher densities within the Convention Center area.

Circulation and Access

RC-CC.13: COMPLETE STREETS

Design intersections, crossings, and roadway widths with the accessibility and safety of multiple modes in mind, including bikes, pedestrians, and transit vehicles/riders. Design streets with landscaped medians including street trees to enhance tree canopy and enhance safety with pedestrian refuge areas. Incorporate raised or textured crosswalks and other techniques to increase the visibility of crossings to automobiles. Enhance linkages both across South Virginia Street and throughout the Convention Center area.


PHOTO CREDIT: CITY OF RENO

Example: Complete streets

RC-CC.14: SIDEWALKS

Provide sidewalks on both sides of each street throughout the Convention Center area. 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.

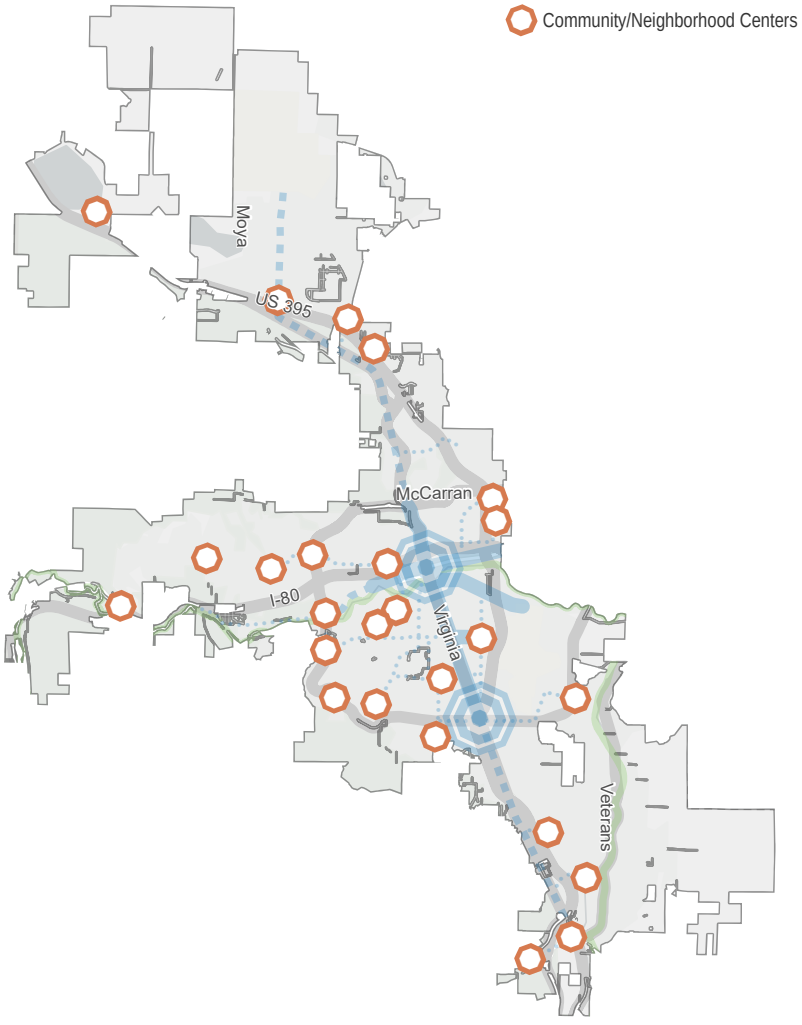


COMMUNITY/NEIGHBORHOOD CENTERS

Community/neighborhood centers provide opportunities for supporting services (e.g. restaurants, cafes, small retail stores, medical offices) intended to meet the needs of the immediate neighborhood. Walkable, small-scale neighborhood centers exist in several of the city's central neighborhoods, while larger community centers such as those anchored by a grocery store or other large retail tenant may include a vertical or horizontal mix of residential and/or office uses in addition to retail/commercial uses. Community/neighborhood centers should have a cohesive and pedestrian-oriented design that features public/community gathering spaces and enhanced pedestrian/bicycle connections to surrounding neighborhoods. Existing community/neighborhood centers are identified on the Structure Plan map. The design principles that follow provide general guidance to support the revitalization of existing centers and the design of new centers. The development of additional community/neighborhood centers is encouraged consistent with the siting criteria provided.



PHOTO CREDIT: CITY OF RENO





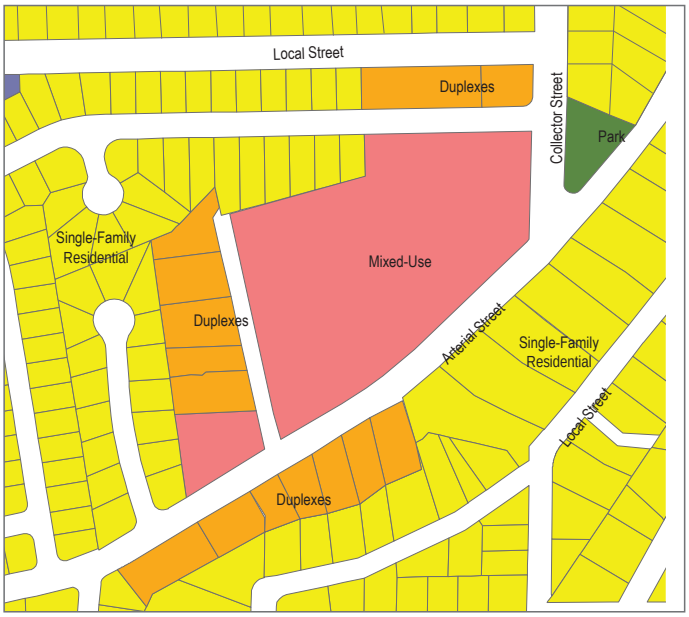
COMMUNITY/NEIGHBORHOOD CENTERS

Community/neighborhood centers vary in size based on their location and type:

- **Community Centers:** Typically more than 10 acres, though some may be larger. Most appropriately located at the intersection of two arterials or at a major freeway interchange where they may be served by existing or planned transit. Community centers may occupy one or more quadrants of an intersection. Example: Ridgeview Plaza at Mae Ann Avenue and N. McCarran.
- **Neighborhood Centers:** Typically 6 to 10 acres; although some may be as small as an acre. Neighborhood centers are generally located at the intersection of a collector street and an arterial street or two collector streets. However, neighborhood centers take on a variety of forms. Depending upon their location, neighborhood centers may occupy one or more quadrants of an intersection, a portion of a single block on one side, or several blocks on both sides of the street. Example: Plumgate Center at Plumb Lane and Arlington Avenue.



Example: Community Center



Example: Neighborhood Center

Mix and Relationship of Uses

CNC-G.1: OVERALL MIX

Incorporate a mix of uses as part of community/neighborhood centers that reflects the size, type, and location of the center and the needs of the adjoining neighborhood(s). For example, smaller neighborhood centers may include a small cluster of restaurants and retail shops, while larger community centers may include a large format grocery store and wide variety of supporting uses (including high-density housing).

CNC-G.2: RELATIONSHIP OF USES

Incorporate vertically or horizontally mixed- uses based on the size, type, and location of the center, as well as the overall development context and market demand. While the concept is broadly supported, a vertical mix of uses (e.g., residential or office over ground floor retail) may not be supported by the market outside the core of the city.



PHOTO CREDIT: CLARION ASSOCIATES

Example: Mixed-used building in a neighborhood setting (Lake Oswego, OR)

CNC-G.3: HOUSING

Incorporate higher-density housing options as part of community/neighborhood centers where feasible to provide opportunities for residents to walk or take transit to shops, services, and jobs. Housing options may include free-standing apartment or townhome buildings adjacent to non-residential uses, live-work units, loft-style apartments above retail, or other types of attached units.

CNC-G.4: SHARED-USE FACILITIES

Incorporate opportunities to co-locate public/private facilities (e.g. libraries, coffee shops, community meeting rooms, police substations, or other community facilities) as part of community/neighborhood centers as a means to promote efficiency, meet the needs of neighborhood residents, and foster a sense of community.

CNC-G.5: OUTDOOR GATHERING SPACES

Incorporate outdoor gathering spaces—such as plazas, pocket parks, squares, 'greens' or other public spaces that are tailored to the scale of the center and the needs of the surrounding neighborhood.

CNC-G.6: GAMING

Existing non-restricted gaming uses and non-restricted gaming allowed by land use, zoning, and/or use permits and new non-restricted gaming uses entitled through the use permit process are currently allowed within the Redfield Community/Neighborhood Center (on a very limited basis). However, new non-restricted gaming establishments are not desired or permitted in other community/neighborhood centers.

Relationship to Surrounding Neighborhoods

CNC-G.7: BUILDING HEIGHT AND MASSING

Provide gradual decreases in building height and mass so that the scale of new structures is comparable to that of adjacent neighborhoods along the shared lot line or street frontage. In centers where a mix of residential and non-residential uses are provided (and site size permits), incorporate lower-intensity housing types—such as townhomes or duplexes—along the shared street frontage to provide a more gradual transition in intensity and support expanded housing options.

CNC-G.8: SERVICE FUNCTIONS

Orient loading docks, truck parking, trash collection, drive-through facilities, and other service functions of centers away from adjacent neighborhoods and toward on-site service access points to the maximum extent practicable. Mitigate the impacts of these functions using landscaping and screening where site size, access, or other constraints limit site layout options.

CNC-G.9: LIGHTING

Provide adequate lighting as part of community/neighborhood centers so as to meet public safety and aesthetic needs of centers without compromising the environmental quality of adjacent neighborhoods.

CNC-G.10: OUTDOOR SEATING

Locate outdoor seating areas away from adjacent neighborhoods and limit hours of operation to minimize potential noise impacts on residents.

Site Layout and Development Pattern

CNC-G.11: COMPACT CENTERS

Design new commercial/neighborhood centers as compact and pedestrian-friendly "nodes" of development versus more traditional "strip commercial" patterns.



Example: Compact and pedestrian-friendly centers (Arvada, CO)

CNC-G.12: BUILDING ORIENTATION

Adapt building orientation to individual sites and types of centers, with an emphasis on the character and safety of the pedestrian realm. Generally, buildings should be organized to enclose and frame streets, parking lots, pedestrian walkways, outdoor gathering spaces, transit stops, and other site features.

CNC-G.13: PARKING LOCATION AND SCREENING

Place surface parking behind or to the side or rear of buildings to the extent feasible. Where surface parking is located along the street edge, incorporate screening and/or landscaping as required to minimize visibility from the public right-of-way.

CNC-G.14: SIGNAGE

Balance visibility considerations with the need to minimize impacts on surrounding views and neighborhood character in the design of signage plans for community/neighborhood centers. Incorporate historic signs or other unique features into signage plans where feasible.

Circulation and Access

CNC-G.15: PEDESTRIAN REALM

Create a safe and inviting environment for pedestrians through the use of detached sidewalks with landscape parkways and street trees, undergrounding of overhead utilities, seating, low-level lighting, landscaping, outdoor gathering spaces, bicycle parking, and other amenities.

CNC-G.16: NEIGHBORHOOD ACCESS

Provide direct pedestrian and bicycle access to surrounding neighborhoods, greenways, and other destinations. Where screening walls are warranted to screen service uses or mitigate noise impacts, ensure pedestrian and bicycle access is provided via a gate or other access point.

CNC-G.17: TRANSIT STOPS AND FACILITIES

Integrate existing or planned transit stops and facilities into the overall design of each center with an eye toward maximizing visibility and accessibility. Cluster activity-generating uses, such as retail shops, restaurants, and daily services, adjacent to permanent transit facilities where applicable.

Revitalization of Existing Centers

CNC-G.18: EXPANDED MIX OF USES

Incorporate a greater mix of uses—such as offices, multi-family housing, and live-work options—as part of efforts to revitalize existing single-use centers where feasible. The type and intensity of new uses that are added to an existing neighborhood center should support the objective of enhancing the overall vitality of the center and expanding the range of services and amenities accessible to neighborhood residents while maintaining a walkable, neighborhood-oriented scale. The expansion of auto-oriented uses (i.e., drive-thrus or big box stores) in existing neighborhood centers is not desired.

CNC-G.19: BUILDING AND SITE IMPROVEMENTS

Utilize façade improvements, signage, landscaping, and other physical enhancements as a means to increase the vibrancy and longevity of existing centers where redevelopment or major rehabilitation is not feasible in the near-term. However, the pedestrian-oriented scale of signage and other improvements in existing neighborhood centers should be retained and/or integrated as part of revitalization efforts.

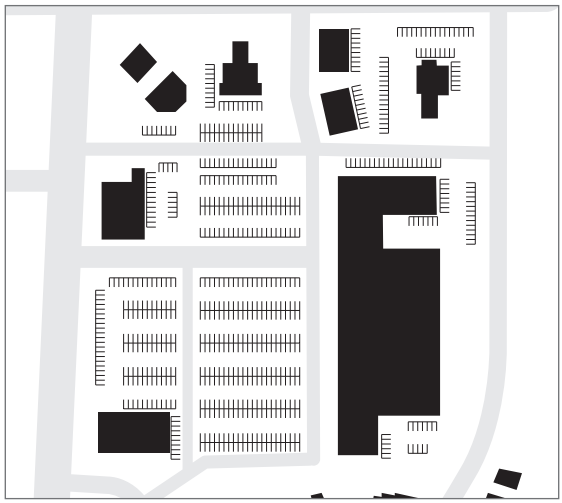
CNC-G.20: VACANT OR OBSOLETE BUILDINGS

Repurpose and reinvent vacant or functionally obsolete buildings through adaptive reuse where practical to support citywide sustainability initiatives and reinforce the unique character of individual centers. Place a particular emphasis on the adaptive reuse of historic structures as part of revitalization efforts.

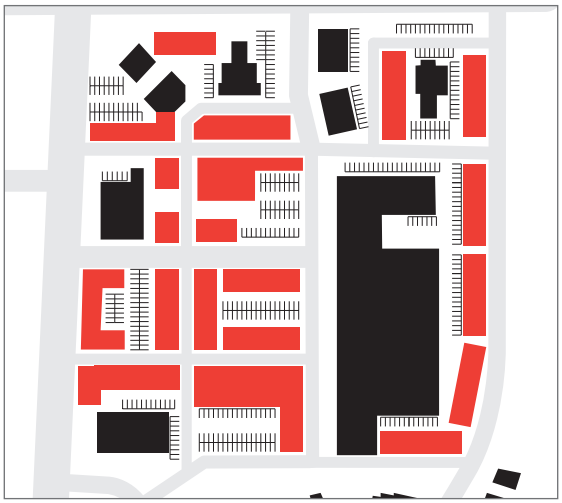
CNC-G.21: INFILL OF SURFACE PARKING

Incorporate pad-site buildings or other creative approaches at the street edge to break up existing surface parking lots and help frame the street and the center's entrance, where sufficient space is available. Utilize tuck-under and/or structured parking to achieve required parking for uses that replace surface parking lots.

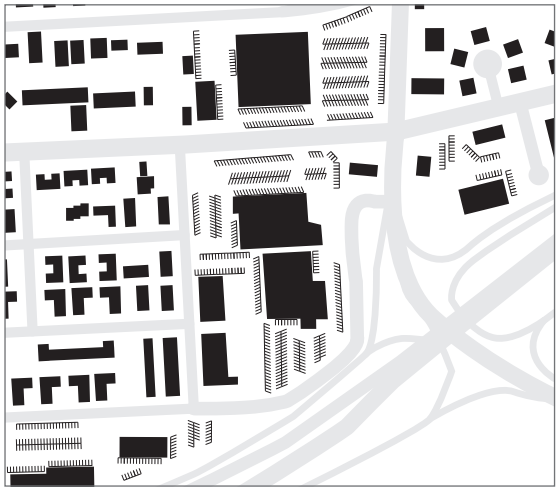
Existing Community Center



Revitalized Community Center



Existing Neighborhood Center



Revitalized Neighborhood Center



Revitalization of Existing Centers. The diagrams illustrate potential opportunities for site improvements and infill on surface parking lots to accommodate a greater mix of uses and promote the revitalization of existing centers. To achieve required parking for uses that replace surface parking lots, tuck-under and/or structured parking are to be utilized.

> CRITERIA FOR SITING COMMUNITY/NEIGHBORHOOD CENTERS

The integration of one or more community/neighborhood centers is strongly encouraged as part of new planned communities, as well as in existing, underserved areas of the community as a means to support the goals and policies of this Master Plan. Centers will vary in size, type, and location based on market demand, access, neighborhood compatibility, and other siting considerations.

Proposed community/neighborhood centers will be evaluated based on the locational criteria outlined below. Designate additional centers that:

- Are comprised of a mix of uses and are of a scale that is compatible with the surrounding neighborhood (whether existing or proposed);
- Will provide a range of commercial/retail services and/or housing options not currently available in the immediate neighborhood or not currently accessible on foot or by bike;
- Will support the revitalization of an obsolete shopping center or the reuse of vacant buildings or sites;
- Are consistent with the Design Principles for Community/Neighborhood Centers; and,
- Are consistent with the citywide goals and policies contained in this Master Plan and the requirements of the City's Annexation and Land Development Code.

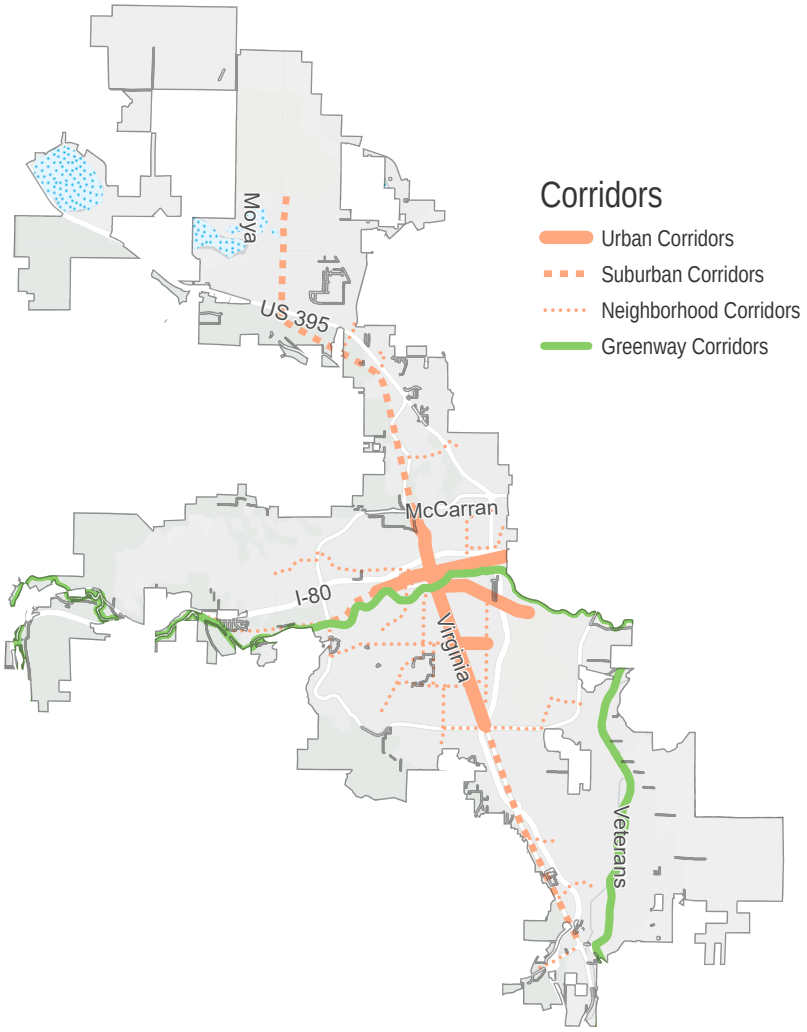


CORRIDORS

Reno's corridors reflect key components of the city's multimodal transportation network and include urban corridors, suburban corridors, neighborhood corridors, and greenway corridors. A description of the characteristics that define each type of corridor is provided below, along with design principles to guide future development, reinvestment, and public improvements in each.



CREATIVE COMMONS | PHOTO CREDIT: RENOTAHOE





CREATIVE COMMONS | PHOTO CREDIT: RENO TAHOE

URBAN CORRIDOR

Urban corridors are multimodal in character and serve areas within the McCarran loop. Urban corridors have existing high-frequency transit service in place or are planned for high-frequency transit (i.e., BRT) in the near future. An integrated mix of higher-density residential, retail, commercial, and other employment and service-oriented uses is encouraged throughout the corridor, especially within ¼ mile of transit stations. Opportunities for infill and redevelopment exist along most urban corridors, along with opportunities for the adaptive reuse of historic or otherwise viable structures. Ongoing investments in public spaces, sidewalks, and other elements of the public realm are needed to increase mobility within corridors as well as to improve first and last mile connections to transit stops and stations from adjacent neighborhoods and employment areas. The design principles that follow reinforce efforts to leverage the presence of high frequency transit with higher density development and to support the continued revitalization of the city's urban corridors into vibrant, transit-supportive places. The principles also reflect the more established character and constrained context of urban corridors when compared to suburban corridors.

Density and Intensity

Urban corridors should have minimum densities as follows:

- Residential development: Minimum of 18 units per acre.
- Non-residential development: Minimum FAR of 0.75 for sites that directly abut the streets identified as urban corridors per the Structure Plan and 0.25 or greater in all other mixed-use areas supporting the corridor.
- Minimum densities apply to vacant sites or to sites where existing structures would be razed and a new structure or structures built. Lower densities may be considered to accommodate the preservation of historic structures, support the adaptive reuse of vacant or underutilized buildings, and/or accommodate transitions in intensity adjacent to established neighborhoods.

Mix and Relationship of Uses

C-UC.1: OVERALL MIX

A broad mix of higher-intensity uses will be supported in urban corridors, including, but not limited to residential, retail, commercial, and other employment and service-oriented uses. The overall mix of uses found on a given block will vary by location and should be tailored based on the surrounding development context.

C-UC.2: HOUSING

A range of housing options are supported within urban corridors as consistent with the minimum residential densities specified above. These may include free-standing residential buildings located along the corridor "in-between" transit stations, apartments or condominiums above retail uses adjacent to transit stations, and/or townhomes or smaller multi-family buildings where urban corridors abut central neighborhoods (e.g., Midtown

residential district, western edge of Wells Avenue neighborhood).

C-UC.3: GAMING

Existing non-restricted gaming uses and non-restricted gaming allowed by land use, zoning, and/or use permits are allowed in urban corridors unless eliminated through a master plan amendment, zoning map amendment, and/or the expiration or revocation of a use permit.

C-UC.4: COMMUNITY AMENITIES

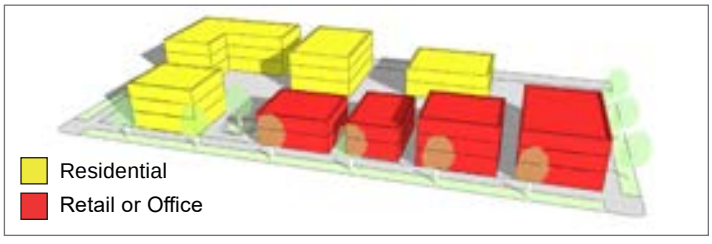
Provide a variety of easily accessible community amenities targeted to a more "urban" context, such as pocket parks, small dog parks, plazas, recreational facilities, secured bicycle parking, community meeting spaces, and community gardens. Amenities may also take the form of private outdoor space designed to serve residents or employees in an individual building, such as balconies or rooftop decks.

C-UC.5: ACTIVITY-GENERATING USES

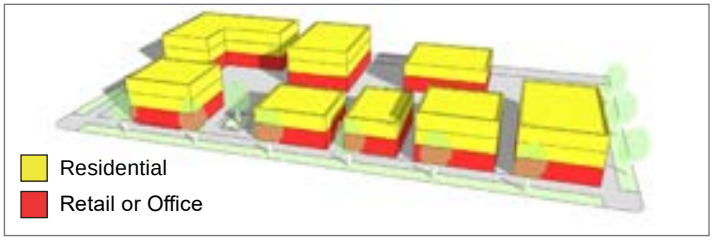
Concentrate nodes of activity-generating uses such as retail shops and restaurants at the street level to increase visibility and promote pedestrian activity. Place a particular focus on supporting these uses, as well as service-oriented uses (e.g., public and non-profit health and human services facilities, branch library services, or similar) at key intersections and near existing or planned transit stations.

C-UC.6: RELATIONSHIP OF USES

A vertical mix of uses preferred near existing or planned transit facilities to facilitate transit ridership, increase access to essential services for area residents and employees, and increase hours of activity; however, a combination of vertically and horizontally mixed uses may be accommodated based on site size, access, surrounding uses, and the overall development context.



Horizontal Mixed Use. A standalone residential building adjacent to a non-residential building.



Vertical Mixed Use. A building with residential or office above ground-floor retail.

Circulation and Access

C-UC.7: COMPLETE STREETS

Design intersections and crossings with accessibility and safety of multiple modes in mind, including bikes, pedestrians, and transit vehicles/riders. Incorporate raised or textured crosswalks and other techniques to increase the visibility of crossings to automobiles.

C-UC.8: ACCESS MANAGEMENT

Concentrate access points along urban corridors to reduce conflicts between pedestrians, bicycles, passenger vehicles, and transit vehicles. When a site has access to two streets, access should utilize the street which has the least impact on traffic flow. If access from an arterial street will not impair traffic flow, limited access may be provided. Avoid vacating streets or rights of way without a thorough review of the impact on pedestrian and bicycle connectivity through the site, utilities, and services.

C-UC.9: PARKING MANAGEMENT

Designate and clearly sign parking areas that can be utilized by both residents and businesses, including parking garages and carpool parking. Utilize shared parking where feasible to decrease the amount of on-site parking needed.

C-UC.10: PEDESTRIAN/BICYCLE CONNECTIVITY

Provide direct pedestrian and bicycle connections between uses and major destinations within urban corridors (e.g., transit stations), as well as to surrounding neighborhoods. Where sufficient right-of-way exists, increase sidewalk widths along the corridor frontage to provide a greater separation between vehicles and pedestrians. Where right-of-way is more constrained, consider alternative approaches to improve the safety and comfort of pedestrians and bicycles and enhance connectivity.

Site Layout and Development Pattern

C-UC.11: RELATIONSHIP TO BRT STATIONS

Concentrate higher intensity uses, particularly residential or employment-generating uses, adjacent to existing or planned BRT stations to support transit ridership.

C-UC.12: BUILDING ORIENTATION

Organize buildings to enclose the corridor frontage and intersecting streets, parking lots, pedestrian walkways, outdoor gathering spaces, transit stations, and other site features.

C-UC.13: PARKING LOCATION

Surface parking should be provided to the side or rear of the building it is intended to serve, or within an enclosed parking structure. Exceptions may apply where adaptive reuse of an existing building and its associated parking occurs. Portions of a site frontage that are occupied by surface parking should be screened using landscaping, a low wall, decorative fencing, or some combination of these approaches. Right of way constraints typical of many urban corridor sites may limit available options for screening parking in some locations.

C-UC.14: LOT CONSOLIDATION

Encourage the consolidation of smaller parcels to facilitate cohesive redevelopments. Avoid subdividing larger parcels where they already exist.

Building Massing and Form

C-UC.15: HEIGHT AND MASSING

Incorporate a variety of building heights and forms in urban corridors to create visual interest and establish a distinct identity for different areas along the corridor. Encourage massing that is appropriate to the surrounding context and sensitive to nearby uses in terms of shadowing, views, and protecting historic context.



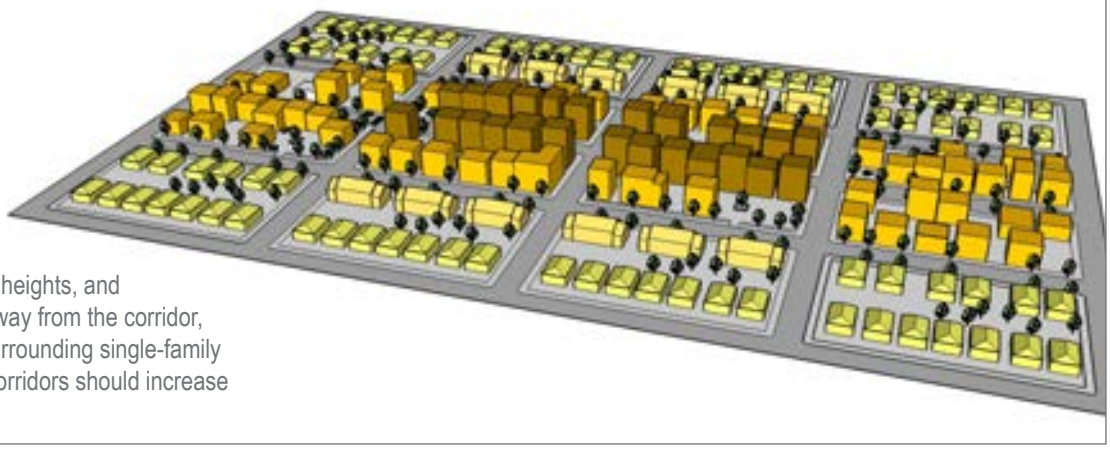
Example: Height and massing

C-UC.16: PARKING STRUCTURES

Design parking structures to be compatible with the scale and architectural character of the building(s) they are intended to serve, and the surrounding buildings, as applicable.

C-UC.17: RELATIONSHIP TO ADJACENT NEIGHBORHOODS

Concentrate building height and mass along the corridor frontage to the extent feasible and "step down" building height and mass along the edge that is shared with adjacent central neighborhoods. Incorporate smaller-scale residential buildings such as townhomes or four-plexes along the backside of larger corridor developments where feasible to provide a more gradual transition in use and intensity between urban corridors and central neighborhoods.



Height and Massing. Densities, heights, and massing of buildings decrease away from the corridor, encouraging compatibility with surrounding single-family neighborhoods. Intensity along corridors should increase near transit stops.

Character and Identity

C-UC.18: ADAPTIVE REUSE

Repurpose and reinvent vacant or functionally obsolete buildings through adaptive reuse—where practical and consistent with development —to reinforce the more varied character typical of the city's urban corridors and to support citywide sustainability initiatives.

C-UC.19: HISTORIC CHARACTER

Incorporate historic structures, signage, and other unique features as part of corridor revitalization efforts wherever possible to reinforce the distinctive identity of different areas along the city's urban corridors (e.g., Midtown, East 4th Street) and support citywide historic preservation objectives.



Example: Adaptive reuse

C-UC.20: STREET-LEVEL INTEREST

Design buildings within an emphasis on creating a safe and inviting pedestrian environment. This can be accomplished by providing a high level of architectural detail at the street level—such as canopies, awnings, and street trees to provide shade; plantings, window boxes, and public art for visual interest; and transparent windows and door openings to provide eyes on the street and encourage street-level activity. Place a particular emphasis along the corridor frontage, at transit stations, and in other locations expected to have significant pedestrian activity.

C-UC.21: STREETSCAPE CHARACTER

Place a high priority on undergrounding of utilities and incorporating streetscape enhancements, wayfinding signage, sidewalk repairs, public art, and other improvements that enhance the character, functionality, and safety of the city's urban corridors in conjunction with planned street improvements or maintenance projects. Phase out freestanding pole signs and decrease the number of billboards where feasible to reduce visual clutter.



Example: Streetscape character



Example: Street-level interest (Boulder, CO)


PHOTO CREDIT: CITY OF RENO

SUBURBAN CORRIDOR

Suburban corridors are auto-oriented in character and serve areas generally outside the McCarran loop. A mix of higher density residential, retail, commercial, and other employment- and service-oriented uses is encouraged along suburban corridors; however, most uses will continue to be low intensity and function independently. Suburban corridors have limited frequency transit service or none at all. The design principles that follow support the gradual transition of the city's suburban corridors over time by providing a greater degree of flexibility in development patterns and intensity in the near-term (as compared to urban corridors), while still encouraging nodes of higher-intensity development to enhance access to services and housing options and support expanded transit service over time.

Density and Intensity

While no minimum density is required for suburban corridors, concentrated nodes of higher-intensity development are encouraged at major intersections and near existing or planned transit stations to promote enhanced access to services and housing options and support the potential for enhanced transit service in the future.

Mix and Relationship of Uses

C-SC.1: OVERALL MIX

A broad mix of uses will be supported in suburban corridors, including, but not limited to retail, commercial, and other employment and service-oriented uses. Higher-density residential is also supported. Generally, suburban corridors are less constrained in terms of land availability and access and are thus better suited to large-format uses that require more surface parking.

C-SC.2: RELATIONSHIP OF USES

Support a combination of horizontally mixed uses (e.g., a standalone residential building adjacent to a non-residential building) and vertically mixed uses (e.g., residential or office above ground-floor retail) in suburban corridors based on market demand, recognizing that in many locations, single-use developments exist and will continue to function independently.

C-SC.3: ACTIVITY-GENERATING USES

Concentrate activity-generating uses (e.g., larger format stores, restaurants, casinos, etc.) as part of higher intensity, pedestrian-oriented development nodes at major intersections and near existing or planned transit stops to support the provision of high-frequency transit service over time.

C-SC.4: GAMING

Existing non-restricted gaming uses and non-restricted gaming allowed by land use, zoning, and/or use permits are allowed in suburban corridors unless eliminated through a master plan amendment, zoning map amendment, and/or the expiration or revocation of a use permit.

C-SC.5: HOUSING

Higher-intensity housing is encouraged along suburban corridors as a means to increase housing options citywide and to expand "live-work" opportunities and the ability for residents to walk or bike to nearby services and amenities. Housing may occur in the form of single-use residential buildings located "in-between" nodes of mixed-use development or as an integrated part of mixed-use nodes.

Site Layout and Development Pattern

C-SC.6: BUILDING ORIENTATION

Design sites and orient buildings with an emphasis on the character and safety of the pedestrian realm by bringing buildings close to the street; placing parking behind or to the side of buildings; and providing clear pedestrian connections with generous sidewalk widths, low-level lighting, and outdoor gathering spaces.

C-SC.7: PARKING

Design and landscape parking areas to minimize glare, provide shade, and reduce the visual impact of large numbers of cars. Support the conversion of surface parking to higher-intensity uses over time.

Circulation and Access

C-SC.8: PEDESTRIAN AND BICYCLE NETWORK

Strive to achieve a continuous network of sidewalks and bicycle and pedestrian paths along suburban corridors over time, seeking opportunities to complete "gaps" in the pedestrian and bicycle network incrementally as part of planned roadway improvements and future development. Prioritize improvements that facilitate access to transit and increase safety.

C-SC.9: PEDESTRIAN REALM

Place a high priority on undergrounding of utilities and design sidewalks and other pedestrian facilities with the safety and comfort of pedestrians in mind. Place a particular emphasis on those located at major intersections, at transit stops, or in other areas of high pedestrian activity. Use landscaped parkways and detached sidewalks to provide a physical separation between pedestrians and the corridor frontage and enhance the visual appearance of the corridor.

C-SC.10: ACCESS TO SURROUNDING DESTINATIONS

Provide direct pedestrian and bicycle access to adjacent neighborhoods, recreational areas, and the Truckee River from suburban corridors where applicable.



PHOTO CREDIT: CLARION ASSOCIATES

Example: Pedestrian and bicycle network (Phoenix, AZ)

Building Massing and Form

C-SC.11: STREET LEVEL INTEREST

Provide a high level of architectural detail at the street level of buildings—incorporating features such as canopies, awnings, and street trees to provide shade; plantings, window boxes, and public art for visual interest; and transparent windows and door openings to provide eyes on the street and encourage street-level activity.

C-SC.12: VARIED HEIGHT AND MASSING

Incorporate varied building heights and massing along any given corridor, and as part of larger development nodes, to provide visual interest and avoid abrupt transitions to the lower intensity uses typically found adjacent to the city's suburban corridors.

C-SC.13: RELATIONSHIP TO TRANSIT STATIONS

Concentrate taller/more intense development patterns and activity-generating uses at transit stations and design buildings in these locations with an emphasis on creating a safe and inviting pedestrian-environment.

C-SC.14: RELATIONSHIP TO ADJACENT NEIGHBORHOODS

Provide a gradual transition in building height and mass along the edge that is shared with adjacent neighborhoods. Incorporate smaller-scale residential buildings such as townhomes or duplexes along the backside of larger corridor developments where feasible to provide a more gradual transition in use and intensity between suburban corridors and adjacent neighborhoods.



Example: Neighborhood transition

Character and Identity

C-SC.15: DEVELOPMENT IDENTITY

Individual developments or "nodes" within suburban corridors should establish a unique identity based on its overall mix of uses and the surrounding development context. Landscaping, building design, signage, public spaces, and other features all contribute to a distinct identity.

C-SC.16: CHARACTER-DEFINING FEATURES

Incorporate historic buildings, natural features, land contours, and other character-defining features into the overall design of new development where applicable, such as along West 4th Street and the Truckee River.

C-SC.17: INFILL AND REDEVELOPMENT

Support the revitalization of vacant or underutilized sites along Suburban Corridors over time through infill and redevelopment.


PHOTO CREDIT: CITY OF RENO

NEIGHBORHOOD CORRIDORS

Neighborhood corridors provide enhanced multimodal (pedestrian, bicycle, transit, etc.) connections between existing or future neighborhood centers and other centers and corridors in the city. Most neighborhood corridors are predominantly residential in character. However, higher density or mixed-use development may be appropriate in some locations, where indicated on the Land Use Map. The design principles that follow should be used to guide the orientation and design of future development along neighborhood corridors, as well as improvements to the right-of-way within neighborhood corridors.

Circulation and Access

C-NC.1: COMPLETE STREETS

Design improvements, intersections, and crossings along neighborhood corridors with the accessibility and safety of multiple modes in mind, including bikes, pedestrians, and transit.


PHOTO CREDIT: CITY OF RENO

Example: Complete streets

C-NC.2: WALLS AND FENCING

Avoid isolating adjacent neighborhoods that abut neighborhood corridors with walls and privacy fences. Where walls or fencing are necessary to provide privacy or mitigate traffic noise, incorporate mid-block access points to facilitate pedestrian and bicycle connectivity.

C-NC.3: TRAFFIC CALMING

Incorporate physical traffic calming measures such as roundabouts, chokers, and speed undulations to reduce vehicle speeds, maintain the pedestrian-oriented context of neighborhood corridors, and discourage through traffic.

Streetscape Character

C-NC.4: TREE CANOPY

Provide and/or maintain detached sidewalks with parkways and street trees to enhance the character of neighborhood corridors; increase the comfort, safety, and enjoyment of pedestrians and bicyclists; and reduce the heat island effect.

Mix and Relationship of Uses

C-NC.5: BUILDING ORIENTATION

Orient development toward neighborhood corridors, providing a higher level of architectural detailing and clearly defined entrances for pedestrians. Avoid lining neighborhood corridors with surface parking, garages, or the backs of buildings.

C-NC.6: HOUSING OPTIONS

Incorporate more varied housing options along neighborhood corridors where transit and other services are readily accessible, or as part of neighborhood centers. Refer to the Land Use Map for land use categories applicable to individual corridors.



Example: Housing options

Building Design and Character

C-NC.7: ADAPTIVE REUSE

Support the adaptive reuse of homes or other buildings that front onto, and have direct access from, neighborhood corridors for low-intensity, non-residential or live-work uses such as office or small-scale retail (where permitted by underlying zoning).

C-NC.8: TRANSITIONS IN DENSITY/ INTENSITY

Provide gradual transitions in building height and massing between higher density residential development along neighborhood corridors and adjacent single-family neighborhoods.



GREENWAY CORRIDORS

Greenways corridors are linear open spaces established along rivers, ditches, drainageways, streams, ridgelines, trails, canals, or other routes for conservation, recreation, or alternative transportation purposes. In addition to protecting sensitive natural features, greenways serve to connect parks, major drainageways, nature preserves, cultural facilities, and historic sites with each other, as well as with centers, corridors, and neighborhoods throughout the City and its sphere of influence. The Truckee River Greenway is the most significant greenway corridor in the city. The design principles that follow should be used to guide the orientation and design of future development along all greenway corridors.

C-GC.1: PROTECTION OF NATURAL FEATURES

Tailor the layout and design of adjacent development so as to protect the natural features contained within and along the edge of the greenway corridor.

C-GC.2: ORIENTATION TO GREENWAY CORRIDORS

Orient structures and public spaces to maximize and frame views to the adjacent greenway corridor. Avoid lining greenway corridors with surface parking, walls or fencing, garages, or the backs of buildings.

C-GC.3: ACCESS TO GREENWAY CORRIDORS

Maintain or provide public pedestrian and bicycle access to greenway corridors and associated outdoor recreational amenities as part of future development. Incorporate signage, gateway markers, or other cues that increase the visibility of greenway corridor access points.

C-GC.4: RELATIONSHIP TO THE TRUCKEE RIVER

Retain a minimum of a 50 foot strip of property or easements on the banks of Truckee River on either side. Incorporate design features that facilitate views of and access to the Truckee River, such as but not limited to: balconies and porches, river-oriented entrances and windows, and rooftop terraces.

C-GC.5: PUBLIC SPACES

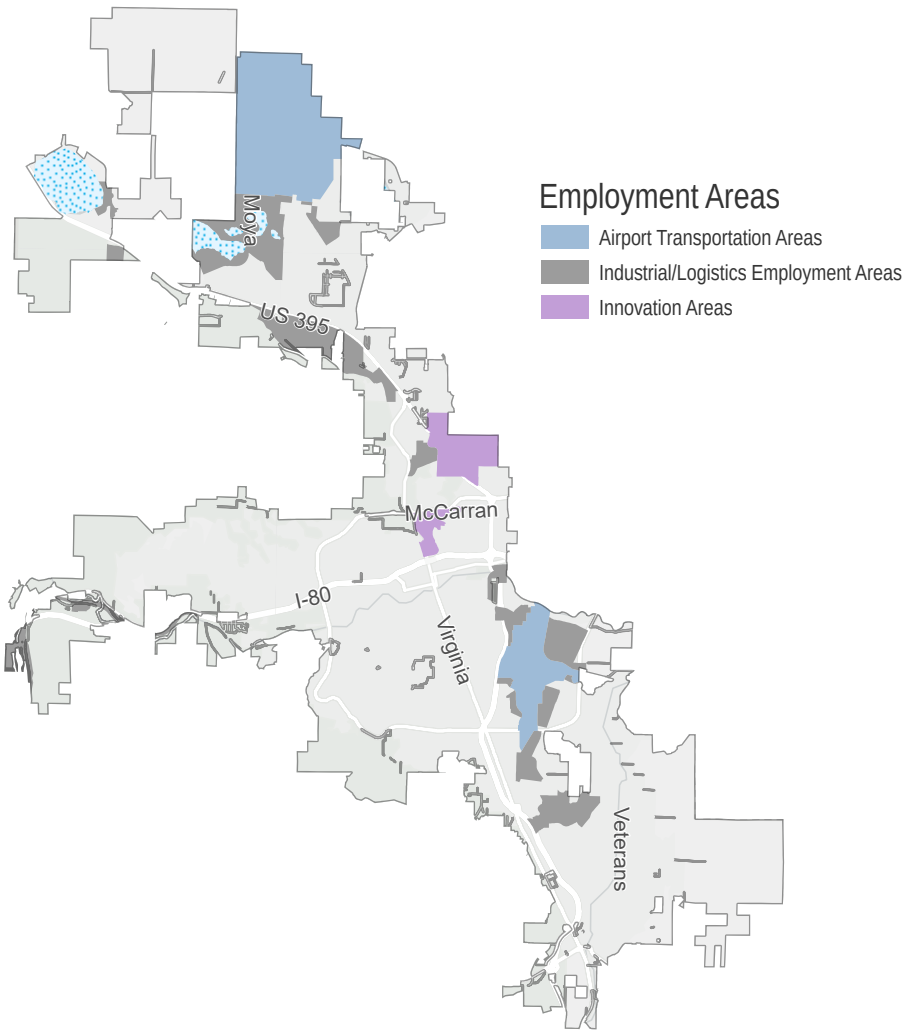
Incorporate active and passive public spaces, such as outdoor plazas and seating, and pocket parks, as part of future development along greenway corridors.



EMPLOYMENT AREAS

Employment areas encourage and support the development of a wide range of employment opportunities. Each employment area is unique in its context and focus; however, these generally fall within one of three categories: 1) those that are oriented toward education, research, entrepreneurship, business incubators, and other endeavors that seek to turn knowledge into products, processes, and services; 2) those that are oriented toward industrial, manufacturing, and logistics uses; and 3) those that are oriented toward aviation-related transportation and services. Gaming also exists in some employment areas. The Design Principles for Employment Areas are intended to promote compatibility between uses of varying intensities and to enhance the character of employment-focused gateways and corridors.

PHOTO CREDIT: TMCC





GENERAL

Site Layout and Development Pattern

DPEA-G.1: NATURAL FEATURES

Respect the natural context of individual employment areas, retaining the natural features development should complement and blend with the natural topography and landscape. Cluster buildings to minimize the loss of natural features and open space, or to minimize impacts on adjacent uses, where applicable.

DPEA-G.2: BUILDING ORIENTATION

Organize buildings to frame streets and define parking lots, pedestrian walkways, outdoor gathering spaces, transit stops, and other site features.

DPEA-G.3: PARKING, LOADING, AND STORAGE

Locate parking, loading, and storage areas away from street frontages, freeways and arterial streets, and adjacent residential uses to the maximum extent feasible. Screen these functions with landscaping, decorative walls, fences, or landscaped berms as appropriate to the location and surrounding context.

Circulation and Access

DPEA-G.4: COMPLETE STREETS

Seek opportunities to support the use of alternative modes by incorporating crosswalks, bike lanes, sidewalks, trails, park-and-ride facilities, transit amenities, underground utilities, or other improvements as new roadways are built or existing roadways are improved. Align the type and location of specific features with each employment area's function and location, and the need to enhance multimodal connections within individual employment areas and to other parts of the city and region.

DPEA-G.5: ON-SITE PEDESTRIAN AND BICYCLE CIRCULATION

Provide safe and convenient pedestrian and bicycle circulation from parking areas, park-and-ride areas, and transit stops to primary building entrances. Minimize conflict points with vehicles by utilizing shared driveways, access, and parking between building parcels.



Example: On-site pedestrian circulation

DPEA-G.6: TRANSIT FACILITIES

Incorporate transit facilities (e.g., bus stops or transit stations) where concentrations of activity exist or are planned. Transit stations should be generally placed approximately ½ mile apart from each other to accommodate the distance that the average person will walk. Collaborate with RTC on the incorporation of park-and-rides, benches, passenger waiting shelters, bus turn-outs, or other transit infrastructure.

Relationship to Adjacent Uses

DPEA-G.7: FREEWAYS/ARTERIAL STREETS

Utilize buffers for noise and sight screening, staggered fence lines on the freeway side of development, attractive landscaping, and to generally conform to the natural topographic gradients in the freeway corridors.

DPEA-G.8: ACCESS TO NEIGHBORHOODS AND SUPPORT SERVICES

Provide strong pedestrian/bicycle connections and clear wayfinding signage to enhance connections between employment areas and nearby neighborhoods and support services.



Example: Pedestrian connection to nearby neighborhoods and support services

DPEA-G.9: ACCESS TO PUBLIC LANDS

Provide or maintain vehicular, pedestrian, and/or bicycle access from employment areas to adjacent public lands, open space, and recreational amenities.

DPEA-G.10: VIEWS

Where applicable, encourage development that is sensitive to views from surrounding public lands by working with the topographic features of the site and using a neutral color palette that blends with the surrounding landscape.



Example: Development that is sensitive to views from surrounding public lands

Building Design and Character

DPEA-G.11: GLARE

Avoid creating reflected glare on nearby buildings, streets, or pedestrian areas through the careful selection of building materials, incorporation of overhangs, controlled angles of reflection, and appropriate placement of landscaping.

DPEA-G.12: PARKING STRUCTURES

Ensure parking structures are visually integrated with the building(s) they are intended to serve.



PHOTO CREDIT: NIALL KENNEDY

INDUSTRIAL / LOGISTICS AREAS

Industrial/logistics areas are oriented towards industrial, manufacturing, and logistics uses. Uses include a mix of large footprint warehouse/flex space, manufacturing facilities, and smaller ancillary and supporting industrial, commercial, and office uses. Residential uses are generally not supported due to compatibility issues; however, access to housing options and services within close proximity of industrial/logistics areas plays an important role in supporting live-work opportunities for the local workforce and reducing the need for cross-town trips. The design principles below address potential impacts of more intensive uses found in industrial/logistics areas.

Mix and Relationship of Uses

EA-ILA.1: OVERALL MIX

Support a mix of large footprint warehouse/flex space, manufacturing facilities, and smaller ancillary and supporting industrial, commercial, and office uses as compatible with the surrounding development context.

EA-ILA.2: GAMING

Existing non-restricted gaming uses and non-restricted gaming allowed by land use, zoning, and/or use permits are allowed in industrial/logistics areas unless eliminated through a master plan amendment, zoning map amendment, and/or the expiration or revocation of a use permit.

Site Layout and Development Pattern

EA-ILA.3: RESIDENTIAL COMPATIBILITY

Concentrate taller buildings away from adjacent residences (stepping down building heights along shared property lines) and mitigate noise, odor, lighting, and other potential impacts so as to minimize conflicts. Where industrial/logistics areas abut unincorporated land that is planned for future residential, anticipate potential future impacts and take steps to mitigate them, such as through the incorporation of a buffer that is retained for open space.

EA-ILA.4: AIRPORT COMPATIBILITY

Ensure that new development is reviewed in coordination with the Reno-Tahoe Airport Authority to address potential airport compatibility considerations within adjacent airport transportation areas.

Relationship to Adjacent Uses

EA-ILA.5: LIGHTING

Avoid development in airport encroachment zones that poses immediate or long-term risks to flight safety or building occupants due to excessive reflectivity or lighting.

EA-ILA.6: TRUCK TRAFFIC

Limit heavy trucks on certain city streets, with a particular emphasis on corridors that serve both industrial/logistics areas and adjacent neighborhoods.

Building Design and Character

EA-ILA.7: VARIED DESIGN

Avoid long, uninterrupted horizontal building facades and integrate variation in the use of material, color, and texture as appropriate to the use and the surrounding development context. Place a particular emphasis on facades that are visible from adjacent neighborhoods, public lands or open space areas, freeways or arterial streets, and other public rights of way.



Example: Varied design



INNOVATION AREAS

Innovation areas support ongoing education, research, entrepreneurship, business incubators, and other endeavors that seek to turn knowledge into products, processes, and services. A range of academic/institutional uses, research facilities, new forms of work space (e.g. co-working spaces, make spaces, etc.) as well as higher-density residential types (including student housing), and supporting office, retail, and other commercial uses are encouraged in innovation areas. The design principles below address considerations unique to innovation areas.

Density and Intensity

Varies by location; where appropriate, residential densities should generally be 14 dwelling units per acre or greater, and non-residential and mixed-used development should have a minimum FAR of 0.75 or greater.

Mix and Relationship of Uses

EA-IA.1: MIX OF USES

The overall mix of uses in innovation areas should be guided by the following applicable master plans, as amended, using the cooperative process in Policy 2.4L:

- *Truckee Meadows Community College Facilities Master Plan*
- *DRI/Dandini Research Park Master Plan*
- *University of Nevada Reno Campus Master Plan 2015-2024*

EA-IA.2: HOUSING

Support the integration of a range of housing options within or adjacent to innovation areas as consistent with facility and campus master plans.



Example: Range of housing options

Character and Identity

EA-IA.3: SITE-SPECIFIC CONSIDERATIONS

Refer to individual facility and campus master plans for more specific guidance related to site layout, environmental features, circulation and access, and other considerations unique to each innovation area.

Site Layout and Development Pattern

EA-IA.4: PUBLIC SPACES

Incorporate a variety of public gathering spaces (e.g. plazas and outdoor seating) and amenities for employees and area residents, such as public art and shower and bicycle facilities.



Example: Public spaces

EA-IA.5: RELATIONSHIP TO ADJACENT USES

Ensure that more intensive uses—whether from a density/intensity, hours of operation, loading and storage, or similar compatibility standpoint—do not compromise uses in adjacent areas. Incorporate appropriate screening and transitional measures for uses in close proximity to residential and other low-intensity uses.

EA-IA.6: PARKING LOCATION AND SCREENING

Locate parking to the side or rear of buildings and away from primary street frontages. Use landscaping to screen surface parking form the street, soften the appearance of surface parking lots, and enhance the overall character of the development. Particular care should be taken to minimize visual impacts of parking in areas visible from public rights of way or adjacent to residential neighborhoods.

EA-IA.7: PARKING MANAGEMENT

Utilize shared parking, parking reductions, and other strategies where feasible to decrease the amount of on-site parking needed.

EA-IA.8: VARIED HEIGHT AND MASSING

Incorporate varied building heights and massing consistent with applicable master plans to provide visual interest and avoid abrupt transitions to adjacent neighborhoods.


PHOTO CREDIT: RTAA

AIRPORT TRANSPORTATION AREAS

Airport transportation areas are unique assets that move people and goods throughout the city and region and across the country. These areas are well-connected to the region's multimodal transportation network to allow service to other destinations and play a key role in City and regional economic development and tourism. Airport transportation areas include the Reno-Tahoe International Airport and Reno-Stead Airport and adjacent lands that are owned by the Reno Tahoe Airport Authority (RTAA). Specific safety and operational considerations associated with airport transportation areas shape adjacent development patterns through use limitations and access requirements. To protect the functions of existing and future airport operations, residential uses and other incompatible uses that could negatively impact safe aviation operations are not allowed. Areas directly adjacent to airport transportation areas (and some portions of RTAA properties) have the highest densities of manufacturing and distribution employment within the city.

The airport transportation area designation is intended to support a broad range of transportation, service, and employment uses that complement and are compatible with RTAA's core mission of maintaining and expanding aviation services and facilities to meet regional demand. The Design Principles for Airport Transportation Areas are intended to promote compatibility of uses while recognizing the airfield each airport has specific operational requirements.

Applicability

General Design Principles for Employment Areas are not applicable within airport transportation areas.

Density and Intensity

Varies; minimum non-residential densities applicable in other parts of the city do not apply.

Mix and Relationship of Uses

EA-ATA.1: AIRPORT COMPATIBLE USES

Airport transportation areas may include a range of compatible uses which facilitate and/or are not detrimental to the continued viability of airport operations. These uses fall into two categories:

- **Aviation-uses.** Include the infrastructure, facilities, and buildings needed to support aircraft operations for commercial passenger airlines, air cargo operations, general aviation, military aviation, unmanned aerial systems, and other aerospace industries.

- **Non-aviation uses.** May include public and private developments that incorporate professional offices, warehouse/flex space, manufacturing or logistics uses, as well as commercial, hospitality, retail, restaurants, other tourism-related services, and other compatible uses as defined by site-specific master plans developed by the RTAA.

EA-ATA.2: GAMING

Existing non-restricted gaming uses and non-restricted gaming allowed by land use, zoning, and/or use permits are allowed in airport transportation areas unless eliminated through a master plan amendment, zoning map amendment, and/or the expiration or revocation of a use permit.

EA-ATA.3: AIRPORT CRITICAL ZONES

Uses in airport critical zones (shown in the figures below) should be limited. The following types of uses are not appropriate in airport critical zones due to safety and noise concerns:

- **High occupancy uses.** Schools, churches, spectator sports arenas, medical facilities, motels, residences and other overnight-stay facilities.
- **High-hazard uses.** Rifle ranges, storage of compressed flammable or toxic gases and liquids, gas stations, power plants or substations, and similar potentially high-hazard uses.

Additional safety concerns apply to portions of the airport critical zones located directly off the ends of the runways, and land in these areas should remain vacant as a result.

Site Layout and Development Pattern

EA-ATA.4: RELATIONSHIP TO AIRFIELD

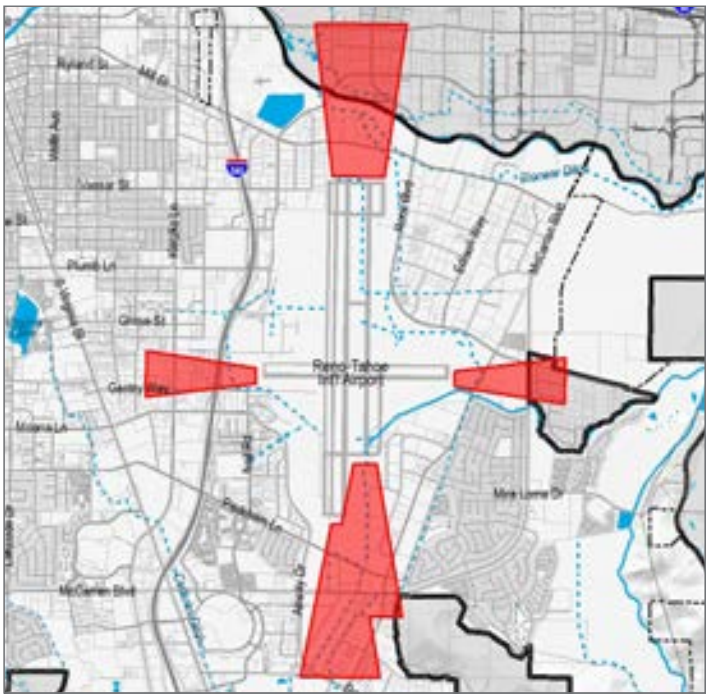
At the center of each airport transportation area is an airfield which includes runways, taxiways, and aprons for the purpose of aircraft movement and storage. Organize aviation-uses closest to the airfield and non-aviation uses on land with minimal to no direct airfield access. Organize aviation uses so as to act as a buffer between the airfield and adjacent uses.

EA-ATA.5: RELATIONSHIP TO ADJACENT USES

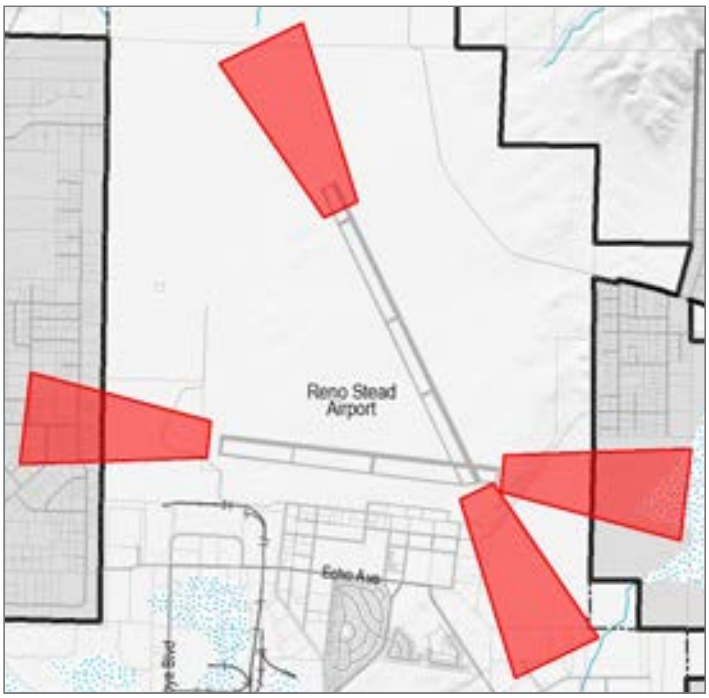
Ensure that more intensive uses—whether from a density/intensity, hours of operation, loading and storage, or similar compatibility standpoint—do not compromise adjacent uses. Incorporate appropriate screening and transitional measures for uses in close proximity to residential and other low-intensity uses, not separated from airport areas by designated arterial roadways.

EA-ATA.6: LIGHTING AND CONSTRUCTION METHODS

In airport critical zones and key overflight areas, all lighting not used for aircraft navigation or obstruction identification should be shielded and sound-attenuating construction methods should be used.



RTIA Critical Zones. Critical zones for Reno-Tahoe International Airport are shown in red.



Stead Critical Zones. Critical zones for the Reno-Stead Airport are shown in red.

EA-ATA.7: WILDLIFE CONSIDERATIONS

Discourage the uses, plantings, landscaping, and other features that may attract large concentrations of birds, rabbits, or other wildlife that could have negative impacts on safe air navigation and other airport operations.

EA-ATA.8: REFLECTIVE MATERIALS

Reflective materials that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the airport should not be used. Solar panels, located within airport transportation areas, should be directed away from airport flight paths and navigational aids, including air traffic control tower facilities. Prior to siting, all solar installations should be evaluated for solar glare hazard.

Circulation and Access

EA-ATA.9: PEDESTRIAN/BICYCLE CONNECTIVITY

For non-aviation uses, provide safe and convenient pedestrian and bicycle circulation from parking areas, park-and-ride areas, and transit stops to primary building entrances. Minimize conflict points with vehicles by utilizing shared driveways, access, and parking between building parcels. For aviation uses, provide safe and convenient pedestrian circulation between parking facilities and airport terminal facilities.

EA-ATA.10: TRUCK TRAFFIC

Direct heavy trucks to designated truck routes per Policy 5.3e. Aviation- and non-aviation uses that generate truck traffic, such as rental cars and air cargo operations, should be concentrated along arterial roadways with particular emphasis on transportation corridors and freeway access.



#RENOLENS | PHOTO CREDIT: BARBARA SORENSEN

NEIGHBORHOODS

Reno's neighborhoods vary in their location, character, mix of housing types, and ability to accommodate future growth. Three types of neighborhoods are identified on the Structure Plan map: central neighborhoods, outer neighborhoods, and foothill neighborhoods. The design principles that follow include general principles (applicable to all categories of neighborhoods), and tailored principles designed to reinforce the unique characteristics and considerations applicable to each of the three categories of neighborhoods. Neighborhood design principles are intended to promote diverse, livable neighborhoods that offer a range of features, housing options, and amenities desired by the community.

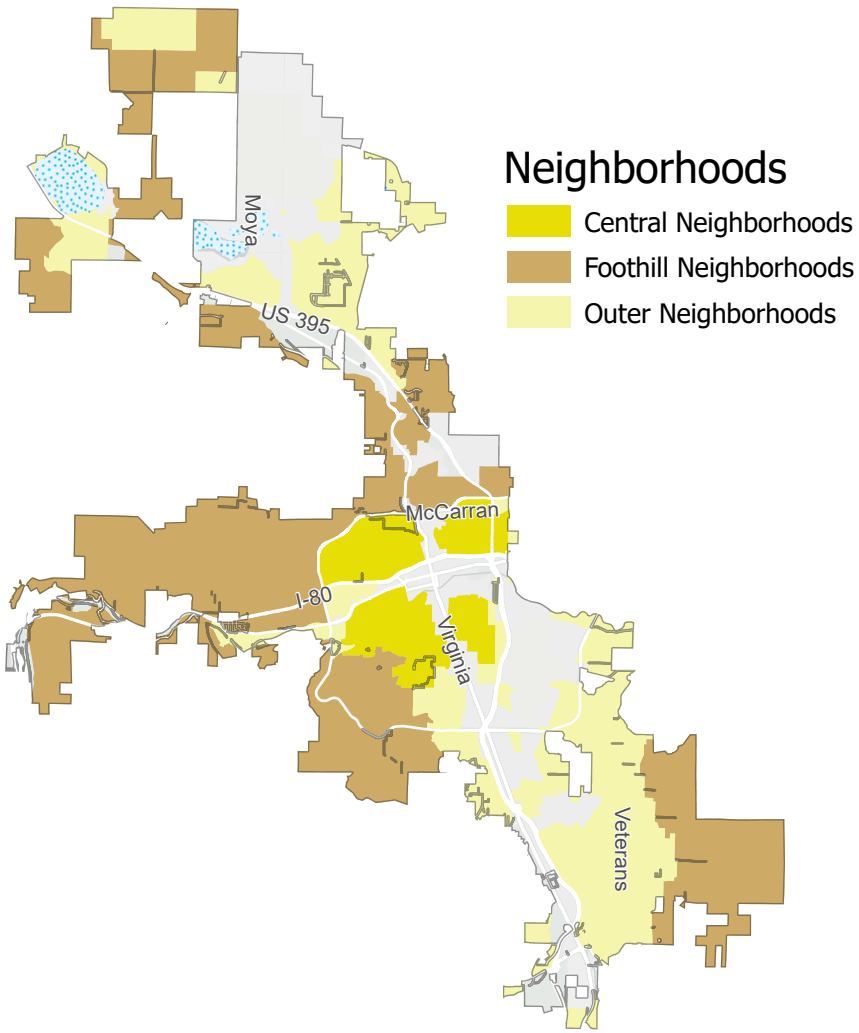


> HOW DO ADOPTED NEIGHBORHOOD PLANS RELATE?

The Design Principles for Neighborhoods address a broad range of considerations for the design of new neighborhoods, as well as for the conservation of established neighborhoods. Many of the specific concepts addressed by the Design Principles for Neighborhoods are part of currently adopted neighborhood plans and have been adapted to be more broadly applicable to neighborhoods with similar contexts and character. The design principles also reflect input received as part of the ReImagine Reno process about the need for reinvestment in existing neighborhoods and the types of neighborhoods that residents of Reno would like to see more of in the future. Additional requirements may apply in some locations in accordance with the following neighborhood plans as adopted:

- Country Club Acres
- Mortensen-Garson
- Greenfield
- Northeast
- Wells Avenue
- West University

Refer to Appendix D for additional information regarding the above neighborhood plans.





GENERAL NEIGHBORHOODS

The general neighborhood design principles that follow reflect a range of possible considerations for all types of neighborhoods. They should be applied with an eye toward the type of development being proposed—e.g., is it a new planned community on a previously undeveloped site, or is it an infill or redevelopment site in an established neighborhood? Generally, design principles that are intended to apply to a specific context are noted as such. In instances when design principles specific to a particular type of neighborhood conflict with these general neighborhood design principles, the location specific design principle(s) apply.

Applicability

The general neighborhood design principles that follow reflect a range of possible considerations for all types of neighborhoods. They should be applied with an eye toward the type of development being proposed—e.g., is it a new planned community on a previously undeveloped site, or is it an infill or redevelopment site in an established neighborhood? Generally, design principles that are intended to apply to a specific context are noted as such. In instances when design principles specific to a particular type of neighborhood conflict with these general neighborhood design principles, the location specific design principle(s) apply.

Site Layout and Development Pattern

N-G.1: RELATIONSHIP TO MAJOR ROADWAYS

Orient buildings and lots to minimize the impact of major streets on neighborhood character and safety, while still providing adequate through connections. Where soundwalls are required to mitigate the impacts of an adjacent roadway, landscape buffers should be used to reduce visual impacts. Generally, backyards should be oriented to major roadways or roadways where multiple developments will ultimately be approved and connect.

N-G.2: FREEWAY CORRIDORS

Developments or neighborhoods located along a freeway corridor (e.g., Interstate 80) should be clustered away from the freeway, set back at least 30 feet from the freeway right-of-way, and buffered with landscaping. Blank building walls adjacent to the freeway should be avoided.

N-G.3: VARIED STREETSCAPE CHARACTER

In new neighborhoods, incorporate variations to home orientation and site features using the following techniques to create distinctive, pedestrian-friendly streetscapes:

- Façade treatments (see N-G.22)
- Housing type (see N-G.23)
- Garage orientations (see N-G.4)
- Setbacks (where lots sizes, topography, and other factors permit)

N-G.4: GARAGE ORIENTATION

In new neighborhoods, incorporate a variety of garage orientations—front-loaded, side-loaded, detached, or alley-loaded—to create visually appealing and pedestrian-friendly

streetscapes. Alley-loaded garage placement should be required where alley access is available.

N-G.5: PARKING

Parking in front of the primary structure is discouraged, unless as part of a driveway. Where possible, parking (especially surface parking lots for multi-family buildings) should be located behind the primary structure, away from street frontages.

N-G.6: ACCESSORY DWELLING UNITS (ADUs)

Accessory dwelling units, where permitted, should be located in the rear of a regular lot or side of a corner lot and be subordinate to the primary structure in terms of scale. Access should be oriented away from the entrance to the primary structure.



Example: Accessory dwelling unit

N-G.7: MULTI-FAMILY BUILDING ORIENTATION

The primary entrance and façade of individual buildings within a multi-family development should be oriented toward the primary internal or perimeter streets of the site; common open space, such as interior courts, parks, or plazas; on-site or adjacent natural areas or features; or other notable features of the site (not including surface parking lots).

N-G.8: STREETSCAPE DESIGN

Landscaped parkways, planting easements, underground utilities, detached sidewalks, street trees, or some combination of these features should be required along all neighborhood streets, unless the neighborhood street passes through an existing or emerging neighborhood center or corridor (in which guidelines specific to these place types would apply). Where possible, such features should incorporate low-impact development (LID) principles to help manage and treat stormwater runoff.

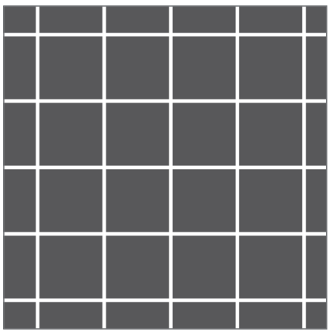


Example: Streetscape design

Circulation and Access

N-G.9: STREET AND BLOCK PATTERNS

Design new neighborhoods to include an interconnected network of local streets with short, walkable block lengths. Discourage the use of cul-de-sacs or other dead-ends, unless warranted by topography or other site constraints, or alternative access/ connections for pedestrians and bicyclists are provided.



Street Network.
Interconnected network of streets



Street Network.
Cul-de-sacs and dead-end roads

N-G.10: TRAFFIC CALMING

Physical traffic calming measures, such as roundabouts, chokers, and speed undulations, are encouraged on local streets in residential areas to reduce automobile speeds and to discourage through traffic.

N-G.11: MULTIMODAL CONNECTIONS

Features, amenities, and infrastructure that promote safe and efficient pedestrian, bicycle, and vehicle movement within neighborhoods, as well as between neighborhoods and nearby centers and corridors, transit stops, parks and open space areas, and other destinations, should be incorporated into rights-of-way and pedestrian and bicycle paths or walkways. Place a high priority on undergrounding of utilities to promote safety.

N-G.12: PEDESTRIAN AND BICYCLE ACCESS

On-site systems of pedestrian and bicycle pathways included as part of the development or neighborhood should seek to maximize direct access to and between: the residential units or structures on the site; adjacent streets; adjacent neighborhoods; adjacent employment areas, where applicable; adjacent bus or other public transit stops or stations; adjacent schools; and/or adjacent or on-site parks, open space, trail system, greenways, or other public facilities or uses.

N-G.13: BARRIERS

Continuous walls and other barriers that hinder pedestrian, bicycle, and vehicular connectivity between neighborhoods and adjacent uses are strongly discouraged. Where walls are deemed necessary to screen incompatible uses or provide privacy, access for pedestrians and bicycles should be provided at periodic intervals to maintain connectivity.

Community Amenities and Services

N-G.14: NEIGHBORHOOD AMENITIES

Provide a variety of easily accessible amenities targeted to the specific context of the neighborhood, such as parks, trails, open space, recreational facilities, and community gardens. Amenities may also take the form of private outdoor space designed to serve residents in an individual building or larger multi-family development.

N-G.15: OUTDOOR GATHERING SPACES

Larger projects or new neighborhoods should provide gathering spaces (courtyard, community garden, park, swimming pool, etc.) for residents. Adjacent residential buildings (regardless of housing type) should be oriented toward such gathering spaces where provided. Amenities such as benches, trees, planters, or other landscaping should be included in the design of the gathering space to improve its usability. Gathering spaces should be accessible from adjacent the street(s).

N-G.16: NEIGHBORHOOD SERVICES

Neighborhood or community services located within a neighborhood (such as a small office or café) should generally follow the guidelines for neighborhood centers and neighborhood corridors, as appropriate.

N-G.17: OPEN SPACE

Incorporate greenways and other permanently protected open space into the design of new neighborhoods. Orient structures and public spaces to maximize and frame views to the adjacent greenway or open space. Avoid lining greenways with surface parking, walls or fencing, garages, or the backs of buildings. Incorporate existing natural vegetation and stands of trees where feasible, and/or utilize xeric landscape principles and native plant materials when designing plantings for open space areas that have been disturbed.

N-G.18: SCHOOL SITES

School sites should be consistent with the school siting criteria contained in the *Truckee Meadows Regional Plan*.

N-G.19: LOCAL FOOD PRODUCTION

Where possible, include opportunities for local food production, such as community gardens, edible landscapes, or other features intended to support the immediate neighborhood as a standalone use or as an integrated component of a larger residential development (such as a multi-family housing complex).



PHOTO CREDIT: CITY OF RENO

Community Character and Design

N-G.20: NEIGHBORHOOD IDENTITY

Incorporate distinct streetscape elements (i.e., lighting, landscaping), signage, public art, and other character-defining features to distinguish neighborhoods from one another and promote a strong sense of place for residents.

N-G.21: TRANSITIONS

Abrupt changes in residential densities should be avoided unless they are part of an integrated plan, adequate buffers are provided, or building massing and placement provides an adequately smooth transition.

N-G.22: BUILDING DESIGN

A continuous row of identical residential buildings (of any housing type) should be avoided. Structures should be differentiated through architectural features, exterior materials and colors, garage orientation, variations in massing and heights, and/or some other design approach, as appropriate.

N-G.23: MIX OF HOUSING TYPES/LOT SIZES

Avoid creating new neighborhoods that are dominated by a single type of home or dwelling unit. Encourage a variety of housing options—lot sizes, types, density, and price points—that are tailored to the scale, location, community context, and market context of the neighborhood or site.



Example: Building design and mix of housing types

N-G.24: HISTORIC PRESERVATION

Integrate historic and cultural resources of state or federal significance into the overall design of a site, where feasible, through adaptive reuse. Locally significant historic or cultural resources present on a site should be integrated into site design and demolition should be avoided unless the restoration and reuse of the buildings or structures would place an undue financial burden or hardship on the property owner (as defined in the City's Annexation and Land Development Code).



CENTRAL NEIGHBORHOODS

Central neighborhoods are concentrated within the McCarran loop and encompass much of the city's oldest housing stock. These neighborhoods are valued for their unique character, compact and walkable urban form, and proximity to the array of supporting services and amenities found in the city's centers and corridors. While they are largely single-family in character, some central neighborhoods include a mix of attached and detached housing types and multi-family development. Continued reinvestment in existing housing stock is encouraged to preserve historic resources and neighborhood character, as well as to encourage the retention of smaller, more affordable housing units over time. Limited infill and redevelopment is supported where established policies and regulations are in place to guide character and transitions. The design principles that follow supplement those that apply generally to all neighborhoods in the city (N-G), in addition to the Design Principles for Sustainable Development (SD).

Neighborhood Character

N-CN.1: PRESERVATION OF STREET GRID

Maintain the existing grid pattern of streets to the maximum extent feasible, avoiding alterations—such as the abandonment of streets, consolidation of blocks, or vacation of alleys— that would limit accessibility and connectivity and/or detract from the traditional character of the neighborhood.

N-CN.2: PRESERVATION OF LOT PATTERNS

Maintain the traditional pattern and size of lots in central neighborhoods to the maximum extent feasible, avoiding subdivision of lots that create entrances or access points where they were not traditionally found.

N-CN.3: TRAFFIC CALMING

Implement traffic calming measures in the public right-of-way to promote walkability and to increase pedestrian safety and discourage cut-through traffic. Such measures may include bulbouts at intersections, lane narrowings, chokers, pedestrian refuges, among other techniques.

N-CN.4: RENOVATIONS AND ADDITIONS

Renovations of or additions to existing homes should include exterior finishes, materials, massing, roof forms, and other architectural elements (including contemporary interpretations of traditional elements) that complement the original building. Renovations that add an additional story or multistory additions should follow the guidelines set forth in principle N-CN.8, or the Secretary of the Interior's Standards for rehabilitation and exterior additions where applicable.

N-CN.5: MIX OF HOUSING TYPES

Other than single-family homes, no one housing type should dominate the block. Redevelopment of larger sites should include at least two housing types, including duplexes, townhomes, apartments, condominiums, or single-family homes (as permitted by zoning).



Example: Renovations and additions

Infill and Redevelopment

N-CN.6: BUILDING ORIENTATION AND SETBACKS

Buildings should be oriented consistent with the traditional orientation of structures found in the surrounding blocks. Similarly, front setbacks should be within the range of the front setbacks found along the surrounding block.

N-CN.7: BUILDING BULK/MASS/HEIGHT

To the extent feasible, infill development should be designed to fit in with surrounding buildings, incorporating similar heights, lot coverages, and widths in its design. Blocky and blank multi-story building forms devoid of articulation or architectural features should be avoided, especially along adjacent property lines.



Example: Building bulk/mass/height

N-CN.8: TRANSITIONS

Where infill development is of a different scale or height than surrounding buildings, transitions should be provided to limit impacts on adjacent properties. Transition techniques may include: stepping down building heights and massing along shared property lines to meet the height of adjacent buildings; increasing sideyard setbacks to incorporate a landscape buffer; providing variation in the side building wall or roof form; using dormers and sloping roofs to accommodate upper stories; and/or orienting windows, porches, balconies, and other outdoor living spaces away from shared property lines; among others.

N-CN.9: MULTI-FAMILY BUILDINGS

Multi-family buildings or units developed through infill or redevelopment should be designed to appear as separate homes from the street, using techniques such as stepping back the front façade at intervals that correspond to traditional lot widths (or in the sideyard setback if built on combined lots); variations in exterior materials or colors; variations in massing and height of the building form; provision of clearly articulated individual dwelling entrances (which provide access to the street); and/or variations in rooflines or styles; among others.



Example: Multi-family buildings

N-CN.10: GARAGE AND PARKING LOCATION

The types and orientations of garages and/or the placement of parking on the site should be consistent with the existing character of surrounding blocks. Aside from driveways, parking in front of primary structures should be prohibited. Where alleys exist, garages should be located in the rear of the lot and accessed from the alley. On-street parking should be supported where street widths allow.


PHOTO CREDIT: CITY OF RENO

OUTER NEIGHBORHOODS

Outer neighborhoods include the city's older suburban areas, generally outside or adjacent to the McCarran loop, as well as newer suburban developments. They are generally comprised of single-family detached homes and have a cohesive character. While new development continues to occur in some outer neighborhoods, others are in need of revitalization and reinvestment. Significant capacity for future residential development lies in outer neighborhoods. Opportunities to encourage a broader mix of housing types and supporting non-residential uses and amenities in outer neighborhoods are encouraged in order to meet changing community needs. The design principles that follow supplement those that apply generally to all neighborhoods in the City (N-G), in addition to the Design Principles for Sustainable Development (SD).

Mix and Relationship of Uses

N-ON.1: MIX OF HOUSING TYPES

Support the incorporation of more varied housing options—type, density, and price points—in outer neighborhoods over time through targeted infill and the buildout of approved planned unit developments.

N-ON.2: NEIGHBORHOOD CENTERS

Support opportunities for the development of community/neighborhood centers to increase access to supporting services and employment in outer neighborhoods that are currently underserved. Evaluate opportunities using the Criteria for Siting Community/Neighborhood Centers provided.

Site Layout and Development Pattern

N-ON.3: CONNECTIVITY

Design streets, pathways, parks, and open space to improve connectivity between outer neighborhoods, adjacent uses, and other destinations.

N-ON.4: TRANSITIONS TO UNINCORPORATED COUNTY/OPEN SPACE

Promote site designs that are sensitive to nearby unincorporated areas and open space and that provide for appropriate transitions at the urban/rural edge. Design approaches could include matching edge densities and lot sizes to those found in adjacent rural or unincorporated areas, provision of a wide open space buffer along the edge of the site, clustering housing units away from the shared lot line, or some combination of these approaches.



Example: Transition to unincorporated county/open space

N-ON.5: CLUSTER DEVELOPMENT

Cluster housing units on the site in order to preserve open space, scenic view corridors, or other natural features, provide open space for the common use and enjoyment of neighborhood residents and the broader community, and provide a more gradual transition between residential development in the city and that which exists or is planned in adjoining unincorporated areas.



FOOTHILL NEIGHBORHOODS

Foothill neighborhoods are located on the fringe of the city and have unique considerations based on their context. Steep slopes, drainages, and vegetation increase risks associated with natural hazards such as wildfires and (to a lesser degree) flooding in many of these neighborhoods. In addition, many of the city's foothill neighborhoods abut state or federal lands and are valued for the access they provide to the outdoors and a host of recreational amenities. Foothill neighborhoods include a mix of housing types that support the city's housing needs. Many foothill neighborhoods are part of larger planned unit developments and are encouraged to reconsider the mix of housing types already approved in order to provide a greater diversity of products to meet the city's changing housing needs. The design principles that follow supplement those that apply generally to all neighborhoods in the city (N-G), in addition to the Design Principles for Sustainable Development (SD).

Protection of Natural Features

N-FN.1: CLUSTER DEVELOPMENT

Cluster housing units on the site in order to preserve scenic view corridors or natural features; accommodate development on portions of the site located outside of wildfire hazard areas; preserve cohesive blocks of forest or other native vegetation; reduce the need for grading and other site modifications; and provide open space for the common use and enjoyment of neighborhood residents and the broader community.

N-FN.2: GRADING

In general, homes should be designed to fit the site rather than located on man-made pads or terraces. Hillside grading, if necessary, should create an undulating, naturalistic appearance by varying the gradient of the slope or grading to curvilinear contours. Landscaping and other naturalization techniques should be used to mitigate disturbed areas and minimize the visual impact of grading, as viewed from within the neighborhood, as well as from other parts of the community.



Example: Grading

N-FN.3: CUT AND FILL SLOPES

To the extent feasible, use landscaping over other forms of stabilizing mechanisms (i.e., retaining walls) to maintain cut and fill slopes, areas of difficult soils or erosion hazards. Hillside street alignments should generally parallel contours unless doing so would result in an unsafe street as determined by the City. Cut or fill slopes should be visible from the residence(s) on the property to encourage owners to properly stabilize, maintain, and treat slopes to prevent erosion.

N-FN.4: RETAINING WALLS

The use of retaining walls on the site should be minimized. Where necessary, walls greater than six feet in height should be terraced and utilize natural materials that blend with surroundings to minimize the visual impacts on the surrounding neighborhood. Where terracing is not feasible, a landscape buffer should be incorporated on the downhill side of the wall.

N-FN.5: VIEWSHEDS

Minimize impacts to prominent viewsheds in the design of new foothill neighborhoods by minimizing cut and fill, siting homes below prominent ridgelines, utilizing building materials designed to blend with natural surroundings, and decreasing the density of development in areas with steeper slopes (15% grades or more). Open view fencing should be used on lots adjacent to open space areas.

N-FN.6: DRAINAGES

Drainages should be preserved and incorporated into the overall design of foothill neighborhoods in a manner that does not degrade or impair flood control or other natural functions.

N-FN.7: WILDLIFE CORRIDORS

Wildlife corridors should be identified and incorporated into the overall design of the site or neighborhood. Corridors should be designed to be as wide as the site will allow, to maintain as much open space as possible next to crossings, and to be free of impediments to movement, such as from fencing, rights-of-way, and trails. Multiple types and sizes of culverts and underpasses should be provided, where possible, to accommodate different types of species.

Relationship to Adjacent Uses

N-FN.8: TRANSITIONS TO UNINCORPORATED COUNTY/OPEN SPACE

Promote site designs that are sensitive to nearby unincorporated areas and open space and that provide for appropriate transitions at the urban/rural edge. Design approaches could include matching edge densities and lot sizes to those found in adjacent rural or unincorporated areas, provision of a wide open space buffer along the edge of the site, or some combination of these approaches.



Example: Transition to unincorporated county/open space

Recreation and Open Space

N-FN.9: ACCESS TO PUBLIC LANDS

Where applicable, provide or maintain vehicular, pedestrian, and/or bicycle access to public lands and recreational amenities located at the urban/rural interface. Design access points in proximity to existing or planned development to balance recreational opportunities and residential impacts.

N-FN.10: NETWORK CONNECTIONS

Provide pedestrian and/or bicycle paths, trails, or other connections between foothill neighborhoods and adjacent neighborhoods, schools, and open spaces. Where feasible, such connections should be separated from the roadway system.

N-FN.11: INTERNAL CONNECTIONS

Provide internal neighborhood connections through a variety of pedestrian and/or bicycle facilities or infrastructure, such as sidewalks or paths.

Hazard Mitigation

N-FN.12: VEGETATION MANAGEMENT

Encourage property owners and neighborhood organizations to create defensible spaces surrounding homes or other structures (typically a buffer of 200 feet) and take other steps to mitigate wildfire risk through landscaping, vegetation management, and other techniques and best practices.

N-FN.13: FIRE RESISTANT LANDSCAPING

For landscaping, select plants and other landscaping features or materials (such as mulch) that are known to be difficult to ignite, and if ignited, do not produce heat sufficient to ignite the house or other adjacent structures. Such plants include those that have high moisture content, are low-growing, and/or do not contain flammable oils, resins, waxes, or other chemicals. Plants and other landscaping elements should be separated vertically and horizontally with non-flammable buffers.

N-FN.14: FIRE RESISTANT BUILDING MATERIALS

Buildings should be constructed with fire-resistant materials, particularly roofs, decks, and exterior walls.



Example: Fire resistant building materials

N-FN.15: FUEL BREAKS

Fuel breaks should be incorporated into the overall design of foothill neighborhoods (see also N-FN.12) to prevent or retard the spread of wildfires between a neighborhood and adjacent open space or public lands, as well as within the neighborhood.

N-FN.16: EMERGENCY SECONDARY ACCESS

At a minimum, secondary street access should be provided in all hillside neighborhoods to allow access by firefighters and other first responders, as well as to ensure multiple evacuations routes are available to neighborhood residents.



Example: Emergency secondary access



DESIGN PRINCIPLES FOR SUSTAINABLE DEVELOPMENT

The design principles that follow are applicable to all development within Reno's centers, corridors, and neighborhoods, supplementing the additional principles provided for each of these types of places in the following pages. These design principles support the integration of sustainable development practices in both public and private development as a means to reinforce the City's longstanding commitment to "green" and sustainable development initiatives, and its commitment to reduce local greenhouse gas emissions and enhance resilience to climate change as part of the Compact of Mayors coalition. These design principles reinforce the citywide goals and policies contained in the updated Master Plan as well as the more specific strategies being explored as part of the City's Sustainability and Climate Action Plan.

Natural Resources

SD.1: NATURAL FEATURES

Natural features should be preserved and incorporated into the overall design of a site so long as doing so does not degrade or impair the natural functioning of the resource. This includes such natural resources as creeks, trees, natural slopes, rocks, views, wetlands, aquifer recharge areas, and irrigation ditches. Disturbance should be minimized to only areas needed for construction and should be mitigated in such a way as to replicate natural features where possible. Minimize destruction of vegetation outside of the construction zone.

SD.2: DEVELOPMENT CONSTRAINTS AREAS

Avoid development on portions of sites located within a development constraints area (DCA), as identified in the *Truckee Meadows Regional Plan*. These areas should remain in an undeveloped state, but may be incorporated into the overall site design provided any risks to people and property are managed or mitigated (such as within a flood hazard area).

SD.3: WILDLIFE

To the extent possible, new development should protect and conserve areas of significant wildlife habitats and other environmentally significant lands (i.e., wetlands and stream environments, prominent ridgelines, and other natural and scenic resources) necessary for wildlife habitat, movement, or reproduction. Features facilitating the movement of wildlife should be considered, especially if the site is located along a known wildlife movement corridor.

SD.4: TREE PRESERVATION

To the extent practical, healthy, mature trees should be retained and incorporated into the design of the site. Criteria for the replacement of trees should be followed in instances where retention is not feasible due to location, site constraints, or other factors.

SD.5: HYDROLOGIC RESOURCES

Major water bodies, drainage ways, floodplains, and aquifer recharge areas within the city should be protected to preserve and maintain riparian and aquatic habitats, water quality, and other hydrological or ecological functions and services provided by these resources. Protective buffers should be established from high water marks, delineated edges, or other distinguishable marks based on the type of resource and its location.

SD.6: ENDANGERED SPECIES

Efforts should be made to support the protection of habitat relied upon by species listed as sensitive, threatened, or endangered under the U.S. Endangered Species Act and State of Nevada statutes. Refer to adopted management plans as applicable for more detailed guidance.

Site Layout and Design

SD.7: SOLAR ACCESS

Where possible, orient the layout of homes, streets, and public spaces in new neighborhoods to support the use of passive solar to heat homes and reduce snow and ice buildup on neighborhood streets, as well as to maximize property owners' ability to take



Example: Solar access

advantage of solar energy (through rooftop PV arrays or similar). Consider factors such as landscaping, window placement, overhangs, and building location to enhance the usability and comfort of public spaces (including streets) during hot summer months.

SD.8: URBAN HEAT ISLAND EFFECT

Employ site features, such as shade trees, shade structures, or reflective materials, to reduce heat absorption by exterior surfaces present on the site, provide shade, or otherwise mitigate the impacts to the site's microclimate from the urban heat island effect. Encourage use of waste heat recovery systems, particularly in areas where unmanaged heat discharge may contribute to the urban heat island.

SD.9: WINDBREAKS

Use trees, dense shrubs, and other vegetation to shield buildings, activity areas, pedestrian pathways, and other exterior spaces on the site from prevailing winter winds in order to reduce energy consumption and costs associated with heating buildings during winter months and creating more comfortable and usable outdoor spaces.

SD.10: ENERGY FACILITIES

Where possible, infrastructure and other design considerations necessary to support the use of renewable energy, waste heat recovery, and other forms of energy generation, such as district heating or cooling systems, should be incorporated into the site.

SD.11: FLOODPLAIN PROTECTION

Development located within a flood hazard area is highly discouraged and should not impair the flood protection functions of the site (if any). If development occurs, it and should seek to restore any flood protection functions previously provided (if the site has already been developed or disturbed). Site features such as bioswales, constructed wetlands, and detention basins should be considered.

SD.12: STORMWATER MANAGEMENT

Runoff from stormwater and other precipitation events should be managed to prevent on-site flooding, to manage the spread of non-point source pollutants, and to reduce the volume of stormwater entering municipal storm drains and related infrastructure during periods of peak flows. Where possible, precipitation should be retained on-site and managed through infiltration and evapotranspiration.

SD.13: STORMWATER INFRASTRUCTURE

To the extent possible and practicable, stormwater management features and infrastructure should be aesthetically and visually pleasing and designed in a way to provide multiple benefits to the end-users of the site (such as recreational opportunities, aquatic or riparian habitats, or opportunities for public art).

SD.14: SITE BALANCING

Encourage site design that redistributes soil on site provided the natural functioning of natural resources is not degraded, and discourage the import and export of fill material except as required by structural engineering.

SD.15: LOW IMPACT DEVELOPMENT

Encourage LID features and approaches, including those that:

- Minimize impervious surface coverage of the site;
- Provide infiltration and retention for stormwater on-site; and/or
- Use natural processes to treat and/or remove pollutants from stormwater runoff.

The appropriate LID technique will depend on site-specific conditions, such as soil types and groundwater levels.



Example: Low-impact development

SD.16: OUTDOOR WATER USE

Use landscaping that incorporates drought tolerant plant materials, efficient irrigation systems, and other best practices to reduce outdoor water usage. Design irrigation systems to make use of gray water or treated effluent where possible.

SD.17: INVASIVE AND NOXIOUS PLANT SPECIES

Plant species considered to be invasive or noxious by the State of Nevada, the City of Reno, or other governmental agency should not be used in landscaping designs, or otherwise introduced to the site. Such plant species present on a site should be removed.

SD.18: HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources present on a site should be preserved and incorporated into the overall design of the site. Techniques to restore and repurpose historic buildings or structures for new uses, such as adaptive use, are encouraged.

SD.19: LIGHT POLLUTION

Employ the use of shielded light fixtures and other techniques for reducing light trespass, sky-glow, and other forms of light pollution generated on a site, while also maintaining safe levels of light for use of the site at night.

SD.20: SOLID WASTE FACILITIES

Provide on-site facilities to support recycling, the disposal of potentially hazardous wastes (such as e-waste), and/or composting. The number, size, and distribution of facilities across the site will vary based on the size of the development, the types of uses, and other factors.

SD.21: LOCAL FOOD PRODUCTION

Encourage opportunities for local food production on public property, such as community gardens or other features intended to support the immediate area and where a formal maintenance agreement can be established. Also encourage local food production on private property.



Example: Local food production

Building Design (New Development and Adaptive Reuse)

SD.22: INDOOR WATER USE

Use fixtures, appliances, equipment, and/or systems within the building that reduce water use and/or improve water efficiency. Use of product certified under the EPA's WaterSense program, or similar programs, are encouraged.

SD.23: ENERGY EFFICIENCY

Where possible, incorporate energy saving and energy efficient building designs, appliances, systems, and other building components that help the improve energy efficiency and lower energy consumption. Look to resources such as the ASHRAE Advanced Energy Design Guide, Energy Star, and other similar programs.

SD.24: RENEWABLE ENERGY

Incorporate systems or technologies, where appropriate, for the generation of renewable energy to offset the energy consumption of the building. A range of technologies should be considered,

including solar, micro-hydro, wind, and geothermal.

SD.25: RECYCLE BUILDING MATERIALS

Recycle or reuse debris material generated during construction, renovation, and demolition of buildings. Strive to use building materials that are sustainably sourced, recycled, or reused where possible.

SD.26: INDOOR ENVIRONMENTAL QUALITY

Avoid the use of materials that produce concentrations of potentially harmful chemicals, volatile organic compounds (VOCs), or other substances that are known to be harmful to human health in the construction of buildings, particularly in surfaces within interior spaces.

SD.27: DAYLIGHTING

Strive to incorporate daylight as a source of interior lighting in the building.

Alternative Transportation

SD.28: ELECTRIC VEHICLE CHARGING STATIONS

Provide dedicated infrastructure such as recharging stations and/or designated parking areas for electric vehicles, hybrid vehicles, and other types of “green” vehicles.

SD.29: BICYCLE FACILITIES

Provide parking and/or storage facilities for bicycles. Other facilities, such as shower facilities for workers using alternative transportation modes, should also be included where applicable.



Example: Electric vehicle charging stations

SD.30: PEDESTRIAN AND BICYCLE CONNECTIONS

Existing pedestrian and/or bicycle facilities (trails, paved pathways, etc.) should be incorporated into the site design to allow for access to and from existing networks. If possible, the site design should seek to connect to existing adjacent pedestrian and/or bicycle networks traveling through or near to the site.

> PLANNING FOR HEAT MITIGATION

Extreme heat is one of the deadliest climate related risks. As discussed in the Impacts to Climate Change section on page 60 of this plan, increased heat will continue to be an issue facing Reno. As Reno is situated in a semi-arid desert environment, urban heat island effects and heat mitigation have been a forefront issue facing the City of Reno. Furthermore, according to an analysis by Climate Central, Reno has been recognized as one of the fastest-warming cities in the United States, with a temperature increase of 7.9 degrees Fahrenheit since 1970, compared to the United States average of a 2.8-degree increase (data source: National Oceanic and Atmospheric Administration (NOAA) – Applied Climate Information System). Due to this increase, we will experience more days with extreme heat, warmer winters, and higher rainfall intensities, all of which impact Reno's environment, and in turn, the health and safety of residents and visitors.

During the 2025 Nevada Legislative Session, Assembly Bill 96 (AB96) introduced the requirement for master plans to include heat mitigation elements. The ReImagine Reno Master Plan provides policy direction aimed at lessening the impacts of heat to the natural environment, the built environment, and the population.

The management and mitigation of heat related impacts and planning for a resilient community is very nuanced, in that multiple facets of policy topics address the issue. Heat mitigation related elements are included throughout the plan. The following describes the ways in which this plan addresses the various policy touch points related heat mitigation topics, and provides a guide outlining each specific policy that interacts with a heat-related overarching topic.

Built Environment and Site Design

The built environment can lead to increased heat accumulation through the use of heat absorbing materials and the situation of buildings and other site design related aspects. Reducing building-related heat gain from material type, energy related matters, and waste heat will create less heat related impacts. Additionally, increasing energy efficiency in buildings will also have an impact on the macro-level climate change that is leading to increased heat.

Key policies impacting this interaction: 2.5A, 2.5G, 2.5K, SD.7, SD.8, SD.10, SD.23, SD.24

These policies aim to:

- Employ site features, such as shade and the use of reflective materials, to mitigate urban heat island effects.
- Encourage site design that considers solar access which can also enhance shade in public spaces.
- Promote green building and sustainable development through the encouragement of energy and water conservation, including maximizing energy and water efficiency of new buildings.
- Support the use of buildings utilizing renewable energy and waste heat recovery where possible.
- Supports the incorporation of renewable energy to offset energy consumption of buildings.
- Encourages cool building practices, such as the use of reflective materials on buildings to help to reduce heat absorption.

Tree Canopy, Landscaping, Open Space, and Green Infrastructure

The tree canopy and other natural vegetation increase the natural cooling potential of an area through shade and reduced paved surfaces, which generally produce more heat than natural, permeable surfaces. Furthermore, increased open space produces less heat absorbing surfaces, thus reducing the urban heat island effect.

Key policies impacting this interaction: 2.5C, 2.5F, 7.7A, 7.7B, 7.7C, SD.1, SD.4, SD.15, SD.16

These policies aim to:

- Support the increase and preservation of the tree canopy and green infrastructure which aid in reducing the urban heat island effect and provide shade and cooling spaces.
- Focuses on drought tolerant landscaping and low water usage practices.
- Focuses on the preservation of natural features and open space areas.

- Encourages low impact development standards to reduce impervious surfaces.

Public Health and Safety

Increased days of record heat will negatively impact the safety of residents and visitors. Heat-related illness and deaths are of paramount concern. Protecting residents and visitors during extreme heat events can be achieved through the provisioning of public cooling spaces and access to water.

Key policies impacting this interaction: 6.1D, 6.2A, 6.2B, 6.2I, 6.2L

These policies aim to:

- Ensure appropriate and coordinated response and action to emergencies, including extreme heat.
- Monitor and assess hazard related risks and impacts, including those from climate risks and increased heat.
- Provide access to public cooling spaces through shade structures at park facilities and other public spaces, increased shade from trees, and other indoor facilities that may be appropriate in emergency situations.
- Provide access to public drinking water.
- Provide a coordinated resource that informs the public of where cooling spaces and public drinking water exist.

Climate Resilience and Adaptation

Addressing macro-level climate impacts stemming from development can aid in reducing long-term temperature rise through the reduction of greenhouse gases. Land use and transportation policy choices which aim to reduce reliance on vehicle travel can lead to reduced greenhouse gas emissions and impacts from climate change. Further, promoting energy efficiency, renewable energy, and resource conservation can also aid in reducing climate change impacts.

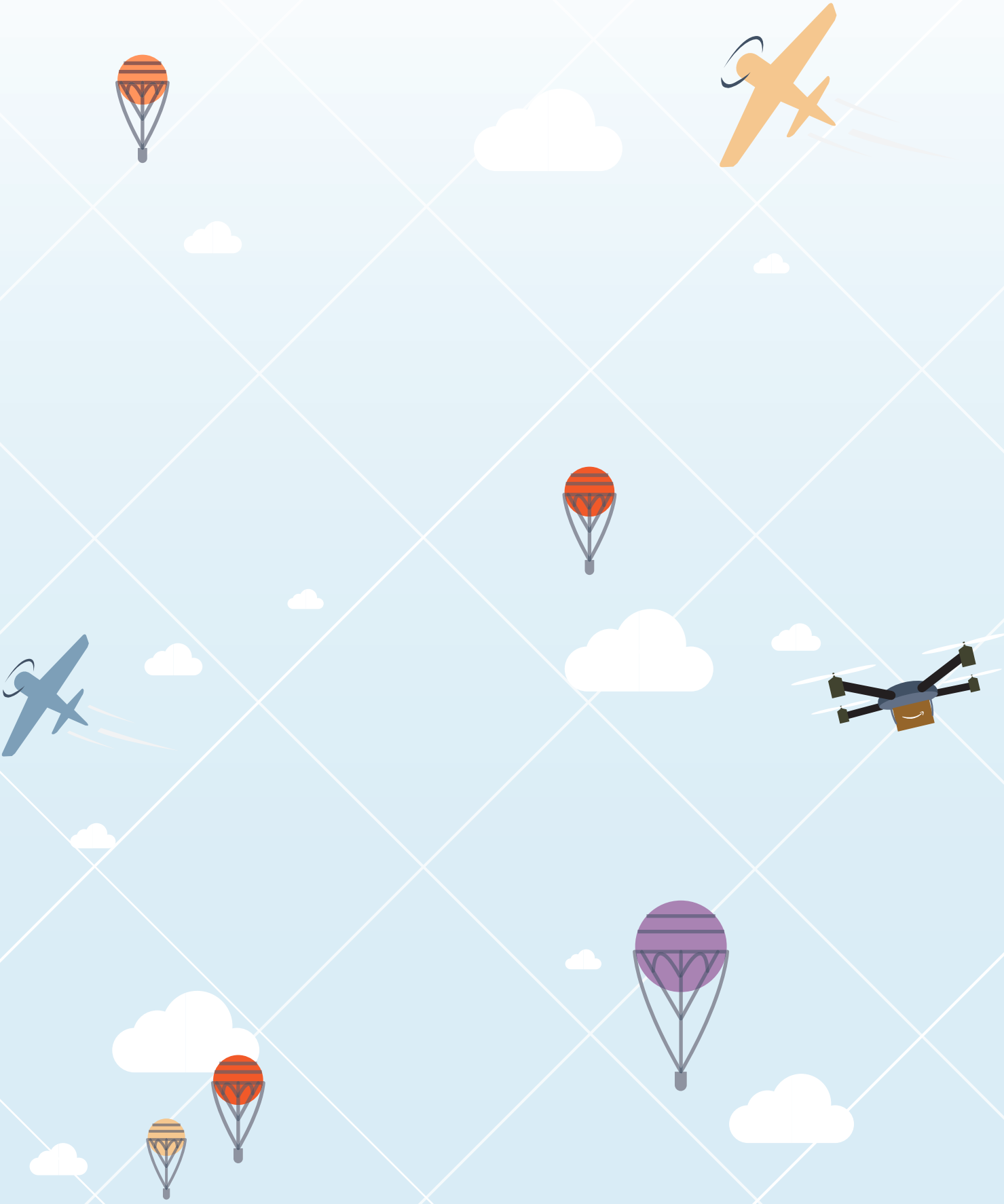
Key policies impacting this interaction: 2.1A, 2.5B, 2.5E, 2.5G, 2.5J, 3.4A, 3.4D, 4.4A, 4.5A, 5.1A, 5.1E, 5.4A, 5.4C, 5.4E, 8.5E

These policies aim to:

- Promote a development pattern that discourages sprawl.
- Reduce Vehicle Miles Traveled (VMT).
- Support alternative transportation options, trip reduction, and walkability.
- Promote transit supportive development where appropriate.
- Promote energy and water conservation including maximizing energy and water efficiency of new buildings.
- Support programs and practices that improve air quality and reduce greenhouse gas emissions.

4 CHAPTER 4
GROWTH AND REINVESTMENT FRAMEWORK





CHAPTER 4

GROWTH AND REINVESTMENT FRAMEWORK

Over the next twenty years, the City of Reno is expected to grow by more than 62,000 residents. The City must consider and plan for the housing, employment, services, and amenities needed to support the quality of life of existing and future residents. This Growth and Reinvestment Framework is a tool for City staff, elected and appointed officials, developers, and the community-at-large to use in anticipating, evaluating, and making decisions regarding the spatial development of the city, the distribution of different land uses, and the provision of infrastructure and services necessary to support new growth over the next ten to twenty years. The Framework includes two key elements:

- **Land Use Plan.** The Land Use Plan includes both a Land Use Map and a description of the different land use types shown. The map illustrates where and how Reno will grow in the future, while the categories provide a description of the densities, types of uses, and additional characteristics of development encouraged within these land use types. Conforming zoning districts are also included to guide implementation.
- **Concurrency Management System.** The Concurrency Management System ensures that new growth occurs in a timely manner and is supported by necessary public facilities and infrastructure while not creating fiscal burdens for the City and existing residents. This section defines who is responsible for the provision and maintenance of new infrastructure, as well as the levels of service desired by the City. Capital facilities and infrastructure systems included in the Concurrency Management System are water, wastewater/sewer, flood control management, transportation, police protection, fire protection, and parks and recreational facilities.

Together, these sections supplement the citywide and area-specific policies set forth in chapters 2 and 3 of the Master Plan, illustrating how the goals and policies contained therein will influence the physical growth and development of the city.

FACTORS INFLUENCING GROWTH

Reno's Growth and Reinvestment Framework takes into account a range of different factors and issues that will influence the growth of the city in the future. While many of the factors identified are addressed through policies elsewhere in the Master Plan, the Land Use Plan and Concurrency Management System described in this chapter provide additional policy and regulatory tools that will aid the City of Reno as it confronts the challenges and opportunities it is likely to face in the future.

POPULATION GROWTH – CITY OF RENO 1990-2036				
1990	2000	2010	2015	2036
133,850	180,480	225,221	238,615	301,068

A Growing City

The city of Reno's population has grown steadily since the 1990s. Looking to the future, the 2036 Washoe County Consensus Forecast prepared by the Truckee Meadows Regional Planning Agency (TMRPA) estimates that Reno's population will grow by more than 62,000 residents between 2015 and 2036, reaching a total population of just over 301,000. In recent years, Reno has seen a return to employment growth after experiencing declines during the years following the Great Recession. In 2016, the Truckee Meadows region (Reno, Sparks, and unincorporated Washoe County) supported approximately 263,000 jobs. The Consensus Forecast estimates that employment in the region will continue to grow, increasing to 347,000 jobs by 2036.

A Balanced Land Use Plan

A balanced land use plan must take into account variables like market demand and supply, existing development patterns and entitlements, infrastructure availability and capacity, community character, environmental protection, access to services and amenities, and many other factors. As such, the Master Plan envisions that future growth in the City of Reno will be accommodated through two different types of development:

INFILL/REDEVELOPMENT

The *Truckee Meadows Regional Plan* and the City of Reno Master Plan both provide a robust framework for encouraging compact growth. The Master Plan prioritizes infill development and redevelopment in targeted areas, generally located within the McCarran Boulevard. In addition to citywide and area-specific policies that support infill and redevelopment, land use designations included in the Land Use Plan—particularly the mixed-use categories—indicate where infill and redevelopment will be encouraged across the city, as well as provide details on the types of development and land uses that are envisioned in these areas.

GREENFIELD DEVELOPMENT

Within the City of Reno and its sphere of influence (SOI), there are a number of approved planned unit developments (PUDs) that are either partially built or where development has yet to be initiated. In part due to existing entitlements, the city will continue to see new growth occur at its peripheries as existing PUDs are built out, approved PUDs begin construction, and additional development is proposed for greenfield sites within the City and its SOI.


PHOTO CREDIT: RSCVA

In addition to the goals and policies contained in this Master Plan, one of the primary tools the City has to manage all types of future growth is the City's Concurrency Management System. The primary role of the Concurrency Management System is to ensure that infrastructure and services needed to support growth are provided concurrent with demands from growth and that growth does not create a fiscal burden for the City. In most cases, the costs to serve growth under the system will be borne by developers and not by the City or existing residents. However, the City plays a crucial role in planning, helping to implement, and maintaining the infrastructure needed to support future development.

Housing and Employment Gaps and Needs

As part of the master plan update process, more detailed studies of supply and demand related to new housing and employment were conducted. The findings from these studies can be found in their entirety in Appendix A; however, relevant highlights and key findings from each have been summarized below.

RESIDENTIAL GAPS AND NEEDS

Future housing needs were estimated taking major factors—such as the age and lifecycle-stage of householders, housing preferences, and housing affordability—into account. Based on these factors, demand for moderate-density single-family homes (densities ranging from 2 du/ac to 7.26 du/ac) is expected to be greatest in the future. However, the analysis also estimates that there is likely to be increased demand for higher density units in Reno by 2035, especially as detached single-family homes continue to become less affordable to the average household. Comparing expected demand for housing types to the expected supply indicated an over-supply of moderate-density single-family homes and slight deficits of moderate- and high-density multi-family units. In response to this imbalance between supply and expected demand, Master Plan policies and the Land Use Plan support the creation of more mixed-density neighborhoods with a wider range of housing types, either through the voluntary modification of existing PUDs or through infill and redevelopment of existing areas. In addition, policies encourage higher-density development in areas located within infill priority areas, such as Downtown Reno and along urban corridors currently served with transit.

NON-RESIDENTIAL GAPS AND NEEDS

The non-residential analysis devised two different growth scenarios to understand how well Reno's supply of vacant commercial and industrial lands will support non-residential development in the future. One scenario assumed historic trends in non-residential development and capture rates would continue (baseline), while the other scenario assumed the fast rates of employment growth recently experienced by the region would continue over the long term (recent trends). The analysis found that the city has an adequate supply of commercial and industrial lands to meets its needs over the next 60 years under the baseline scenario, but would exhaust its supply of industrial lands under the recent trends scenario within the timeframe of the Master Plan. In response, the Land Use Plan contains a new, mixed-employment land use category, which better reflects the types of uses desired in employment areas, maintaining the viability of these areas for employment uses in the future. The Land Use Plan also includes three new mixed-use land use categories for mixed-use areas (such as those designated as regional centers and TOD corridors in the 2012 Truckee Meadows Regional Plan) to more clearly convey the types of uses and densities appropriate in these areas.



PHOTO CREDIT: CITY OF RENO

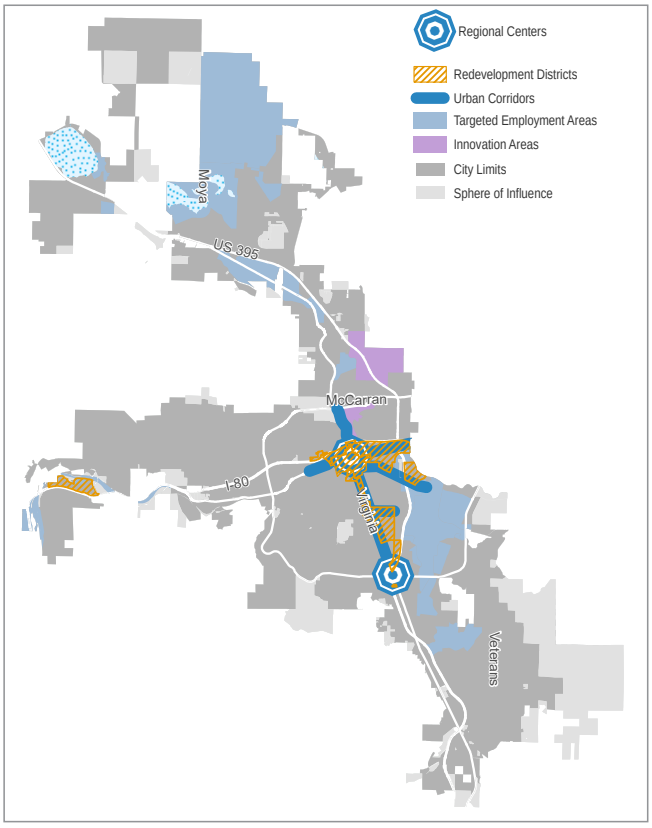
Serving New Growth

A key factor in the timing of future development is the availability of infrastructure and services. In greenfield portions of the city and its SOI, much of the vacant residential and employment land is not currently served - or is not served at levels sufficient to support anticipated development. Infrastructure and service constraints are also a consideration for infill and redevelopment. While most established areas of the city are well-served by existing infrastructure and services, additional infrastructure capacity or service level improvements will be needed in some areas to the support higher-intensity development planned. In order to facilitate anticipated development, the City and other service providers will need to proactively plan for and make investments to expand infrastructure and services over time. The Master Plan identifies growth tiers that reflect locational priorities within the city and its SOI, and provides policies to help align capital improvements and other infrastructure investments with Master Plan goals. In addition, the Concurrency Management System provides the City and developers with guidance on the types of investments in services and infrastructure that are needed to support new development.

GROWTH TIERS

The Master Plan identifies areas within the city and its SOI in which supporting development, infrastructure improvements, and other public investments are priorities for the City. In order of priority, these areas are:

1. Infill and redevelopment priority areas:
   - Downtown and Convention Center Regional Centers
   - Innovation Areas
   - Redevelopment Districts
   - Urban Corridors
2. Targeted employment areas that are located within existing city limits as of the adoption of this Master Plan;
3. Areas that are located within existing city limits as of adoption of the Master Plan, and have existing infrastructure and services in place;
4. Areas that are located within the existing city limits that do not have infrastructure and services in place but can be served by the City if infrastructure is built and services can be provided in accordance with other city policies and standards; and
5. All other locations within the city's SOI.



When existing services and infrastructure are inadequate to support development, the City of Reno will work to prioritize investments in the highest priority growth areas in order to provide for the types of land uses and densities set forth in the Land Use Plan. In some instances, the City will work with developers in these areas to offset costs associated with meeting concurrency requirements.

These growth tiers are generally consistent with the Regional Land Designations in the Truckee Meadows Regional Plan. Development, infrastructure improvements, and other public investments should also be prioritized based on the various tiered priority growth areas within the Regional Land Designation Map.

LAND USE PLAN

Overview

The Land Use Plan is a tool to guide future development within the city and its SOI. It will be applied through day-to-day decision-making as a means to help implement a shared vision for the physical growth of the city and region. The plan includes a map that depicts locations for different types of land uses and a description of each land use type.

RELATIONSHIP TO OTHER MASTER PLAN COMPONENTS

The Land Use Plan is supported by other components of Reno's Master Plan. Many of the citywide goals and policies set forth in Chapter 2: Citywide Policies of the Master Plan provide additional guidance on how and where the city should grow in the future. Chapter 3: Area-Specific Policies of the Master Plan sets forth a number of area-specific policies tied to elements of the City's Structure Plan. The Structure Plan elements and their design principles provide an additional level of detail and guidance for describing the community's vision for new development in both greenfield and infill/redevelopment areas. The Land Use Plan categories should be applied in a manner that supports applicable citywide and area-specific goals and policies with regard to the mix of land uses, density and intensity of development, and compatibility with nearby land use categories and the surrounding region.

> HOW TO USE THE LAND USE PLAN

The Land Use Plan is intended to be used by City staff, the Planning Commission, and City Council to inform decisions regarding future development within the city and its SOI and to ensure such decisions align with the community's vision for future growth. The Land Use Plan is also intended to be used to:

- **Track overall development capacity.** Monitoring the capacity of different types of land uses within the city and its SOI will allow the City to identify any issues related to an over- or under-supply of parcels designated for particular use in relation to demand;
- **Guide facilities and infrastructure planning.** Plans for investments in systems, such as parks, sewer, and other infrastructure and services, should be aligned with anticipated population and/or jobs in a particular area of the city; and
- **Guide future zoning changes.** Alignment between the Master Plan and underlying zoning is required as part of NRS. After adopting the Master Plan, the City will bring forward zone changes for certain properties to align zoning with the adopted master plan land use, as designated on the Land Use Map and in the descriptions of the land use categories. Where necessary, zoning districts and development standards will also be amended to more closely conform to the vision and objectives of each of the land use categories described in the Master Plan.
- **Conformance with the Truckee Meadows Regional Plan.** All land use categories should be reviewed for conformance with the Truckee Meadows Regional Plan. Land use Designations and densities should follow the Regional Land Designation Map. If a density or nonresidential standard cannot be met, then an amendment to the Regional Land Designation map may be required. The Truckee Meadows Regional Plan provides guidance under the Regional Form guiding principle.

Land Use Categories

Residential



Large-Lot Neighborhood



Single-Family Neighborhood



Mixed Neighborhood



Multi-Family Neighborhood

Mixed-Use



Downtown Mixed-Use



Urban Mixed-Use



Suburban Mixed-Use

Other

Unincorporated Transition



Parks, Greenways and Open Space



Public/ Quasi-Public



Special Planning Area

Employment



Industrial



Mixed-Employment

Residential Land Uses

Four residential land use categories are defined below. These categories provide guidance regarding the density and mix of housing types desired in different locations of the city and clarify where and what types of non-residential development should occur within neighborhoods. Additional guidance regarding the character and form of development within the City's residential areas is provided in the Design Principles for Neighborhoods. General neighborhood design principles apply across all of Reno's neighborhoods, while area-specific principles are provided for central, outer, and foothill neighborhoods depending on a project's location on the Structure Plan map.



Large-Lot Neighborhood (LL)

Range of Densities
Typical lot sizes between 0.5 and 2.5 acres

Uses
Primary: Single-family detached homes

Secondary: Common open space, agricultural uses, accessory dwelling units

Characteristics
- May be located where public services and infrastructure are limited.
- New large-lot neighborhoods are only appropriate between rural and more intensive residential uses, or at city edge to assure compatibility with unincorporated land.
- Provides opportunities to preserve the rural character of existing neighborhoods in the city and its SOI.

Conforming Base Zoning Districts
- LLR2.5: Large Lot Residential (2.5 acres)
- LLR1: Large Lot Residential (1 acre)
- LLR.5: Large Lot Residential (0.5 acres)
- PGOS: Parks, Greenways, and Open Space
- PF: Public Facilities
- PUD: Planned Unit Development
- SPD: Specific Plan District



Single-Family Neighborhood (SF)

Range of Densities
Typically between 2 and 8 units per acre.

Uses
Primary: Single-family detached homes

Secondary: Accessory dwelling units and other complementary neighborhood uses

Characteristics
- Comprised primarily of single-family detached homes with varied lot sizes.
- Housing type diversity is encouraged through the construction of accessory dwelling units where desired by property owners.
- Secondary uses are designed in a manner to fit the scale and character of neighborhoods or are integrated into the overall design of new neighborhoods.

Conforming Base Zoning Districts
- LLR2.5: Large Lot Residential (2.5 acres)
- LLR1: Large Lot Residential (1 acre)
- LLR.5: Large Lot Residential (0.5 acres)
- SF3: Single-Family Residential (3 units per acre)
- SF5: Single-Family Residential (5 units per acre)
- SF8: Single-Family Residential (8 units per acre)
- PGOS: Parks, Greenways, and Open Space
- PF: Public Facilities
- PUD: Planned Unit Development
- SPD: Specific Plan District


PHOTO CREDIT: CITY OF RENO

Mixed Neighborhood (MX)

Range of Densities
Typically between 8 and 14 units per acre.

Uses
Primary: Single-family detached homes and duplexes on smaller lots.

Secondary: Accessory dwelling units, triplexes, townhomes, and smaller multi-family buildings. May include supporting commercial and retail uses as well as other complementary neighborhood uses (as part of a designated neighborhood/commercial center).

Characteristics
- Provides a mix of housing options and densities.
- New neighborhoods are encouraged to integrate a range of housing types, as well as neighborhood/commercial centers into the overall design.
- Typically located in areas within walking distance to additional services and amenities, as well as public transit.

Conforming Base Zoning Districts
- SF8: Single-Family Residential (8 units per acre)*
- SF11: Single-Family Residential (11 units per acre)*
- MF14: Multi-Family (14 units per acre)
- PGOS: Parks, Greenways, and Open Space
- PF: Public Facilities
- PUD: Planned Unit Development
- SPD: Specific Plan District

**conforming only outside the Mixed Use Core tier (as identified in the Truckee Meadows Regional Plan).*


PHOTO CREDIT: CITY OF RENO

Multi-Family Neighborhood (MF)

Range of Densities
Typically between 14 and 30 units per acre.

Uses
Primary: Multi-family apartment buildings or condominiums

Secondary: A mix of complementary housing types and densities, such as townhomes, triplexes, or duplexes, as well as supporting neighborhood services

Characteristics
- Provides a mix of higher density housing types. In new neighborhoods, housing types should be mixed and integrated into the overall design of the neighborhood rather than segregated by type or density.
- Typically located proximate to transit, commercial uses providing neighborhood services, schools, parks, and/or employment uses.

Conforming Base Zoning Districts
- MF14: Multi-Family (14 units per acre)
- MF21: Multi-Family (21 units per acre)
- MF30: Multi-Family (30 units per acre)
- PGOS: Parks, Greenways, and Open Space
- PF: Public Facilities
- PUD: Planned Unit Development
- SPD: Specific Plan District

Mixed-Use Land Uses

Three mixed-use land use categories are defined below. These categories provide guidance on desired variations in density and intensity and the overall mix of uses within Reno's centers and corridors. Additional guidance on the character and form of new development in mixed-use areas is provided in the Design Principles for Regional Centers (Downtown and Convention Center), Urban Corridors, and Suburban Corridors.



Downtown Mixed-Use (DT-MU)

Range of Densities

The most intense of the three mixed-use categories; actual densities vary by downtown district.

Primary and Secondary Uses

Varies by downtown district (see Design Principles for the Downtown Regional Center). Generally, Downtown is intended to include a diverse mix of employment, sports and tourism-related uses, specialty retail, bars and restaurants, arts and entertainment (including gaming), offices, cultural facilities, and high-density residential, civic and government facilities as well as uses, plazas, squares, pocket parks, and other public spaces.

Characteristics

- Downtown serves as the heart of the community and region and is the main venue for street festivals, parades, and other community- or region-wide events.
- Development pattern is high-density with an emphasis on pedestrian amenities and transit access.
- Infill and redevelopment is encouraged on vacant or underutilized sites to promote ongoing revitalization and to expand housing options.

Conforming Base Zoning Districts

- MD: Mixed-Use Downtown (all)
- PGOS: Parks, Greenways, and Open Space
- PF: Public Facilities
- PUD: Planned Unit Development
- SPD: Specific Plan District



Urban Mixed-Use (UMU)

Range of Densities

Higher-intensity development; minimum density/intensity requirements apply to support pedestrian and transit-oriented uses but may vary by location.

Uses

Primary: A range of commercial, retail, employment, and service-oriented uses to serve adjacent neighborhoods and the broader community.

Secondary: Medium to high-density residential uses, civic and government uses, as well as public spaces and other community-oriented uses.

Characteristics

- Provides opportunities for higher density development, as well as a mix of uses, along corridors and within centers.
- Located adjacent to existing/planned transit stops or in other locations where a more intense concentration of pedestrian and transit-oriented activity is desired.

Conforming Base Zoning Districts

- MU: Mixed-Use Urban
- MU-MC: Mixed-Use Midtown Commercial
- MU-RES: Mixed-Use Midtown Residential
- MF30: Multi-Family (30 units per acre)
- PGOS: Parks, Greenways, and Open Space
- PF: Public Facilities
- PUD: Planned Unit Development
- SPD: Specific Plan District


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Suburban Mixed-Use (SMU)

Range of Densities

Low to moderate density with no minimum density requirements. Concentrated nodes of higher-intensity development are encouraged at major intersections, near existing or planned transit stations, and in other intensely developed areas of the city. Residential development at a density greater than 30 dwelling units per acre is appropriate in these locations.

Uses

Primary: Diverse mix of commercial and residential uses. The size, density, and mix of uses will vary depending on access, location, and the character of surrounding areas

Secondary: Medium to high-density residential uses, civic and government uses, as well as public space and other community-oriented uses.

Characteristics

- Provides an opportunity for a broader mix of uses in a more suburban context while also preserving opportunities for higher-density infill and redevelopment in the future (for example, if transit services are expanded to serve the area).
- Provides opportunities for higher-density housing within close proximity to services and employment.

Conforming Base Zoning Districts

- MS: Mixed-Use Suburban
- MF14: Multi-Family (14 units per acre)
- MF21: Multi-Family (21 units per acre)
- MF30: Multi-Family (30 units per acre)
- NC: Neighborhood Commercial
- GC: General Commercial
- PO: Professional Office
- MA: Mixed-Use Airport (limited to existing properties with this zoning)
- PGOS: Parks, Greenways, and Open Space
- PF: Public Facilities
- PUD: Planned Unit Development
- SPD: Specific Plan District

Employment Land Uses

Two employment categories are defined below. Additional considerations for the form and character of new development can be found in the Design Principles for Industrial/Logistics Areas, Innovation Areas, and Airport Transportation Areas. General design principles for all employment areas also apply.



Industrial (I)

Range of Densities

Varies; no minimum density is required

Uses

Primary: Industrial uses, including manufacturing/processing operations, maintenance and repair shops, and warehousing and distribution facilities.

Secondary: Supporting airport uses and limited support services for the convenience of employees, such as restaurants, small-scale retail, and professional and medical offices.

Characteristics

- Provides opportunities for more intensive industrial uses that typically require larger sites and have greater impact on surrounding areas/uses.
- Generally, industrial uses are not appropriate adjacent to residential development. However, small commercial activities may serve to transition between industrial and residential development uses.
- Development adjacent to one of Reno's airports should not disrupt or negatively impact airport operations.

Conforming Base Zoning Districts

- I: Industrial
- IC: Industrial Commercial
- MA: Mixed-Use Airport (limited to existing properties with this zoning)
- ME: Mixed Employment
- PGOS: Parks, Greenways, and Open Space
- PF: Public Facilities
- PUD: Planned Unit Development
- SPD: Specific Plan District



Mixed-Employment (ME)

Range of Densities

Varies

Uses

Primary: Light manufacturing, processing, wholesaling, flex space, research and development, and offices. In some locations, may also include high quality, large employment facilities, such as corporate office and educational campuses.

Secondary: Support services, such as small-scale retail, restaurants, indoor, and other commercial uses. May also include airport-related uses.

Characteristics

- Provides for concentrated areas of employment and supporting uses, such as small-scale commercial uses.
- Typically smaller facilities/building footprints than those found in industrial; however, may also include employment facilities, such as office and educational facilities in a planned, campus-like setting.

Conforming Base Zoning Districts

- Industrial (limited to existing properties with this zoning)
- Industrial Commercial (limited to existing properties with this zoning)
- MA: Mixed-Use Airport (limited to existing properties with this zoning)
- ME: Mixed Employment
- PO: Professional Office
- PGOS: Parks, Greenways, and Open Space
- PF: Public Facilities
- PUD: Planned Unit Development
- SPD: Specific Plan District

Other

A range of other land uses are present in the city that are included in the Land Use Plan.



Unincorporated Transition (UT)

Range of Densities
N/A

Uses
Largely undeveloped

Characteristics
- Includes unincorporated land within the SOI.
- Unincorporated land generally does not have immediate access to municipal services, but will likely develop within 20 years.

Conforming Base Zoning Districts
- UT5: Unincorporated Transition (5 acres)
- UT10: Unincorporated Transition (10 acres)
- UT40: Unincorporated Transition (40 acres)
- PGOS: Parks, Greenways, and Open Space
- PF: Public Facilities



Parks, Greenways, and Open Space (PGOS)

Range of Densities
Size varies by type of facility.

Uses
Parks, open space, greenways, natural areas, and agriculture lands that have been preserved through conservation easements or other mechanisms.

Characteristics
- Provides for the active and passive recreational needs of the community.
- Protects the scenic and environmental quality of sensitive natural areas.
- Generally owned by public agencies (city, county, state or federal); however, may also include privately-owned open spaces such as golf courses or HOA open space, or private lands under conservation easement or other similar mechanism.

Conforming Base Zoning Districts
- PGOS: Parks, Greenways, and Open Space
- PF: Public Facilities
- PUD: Planned Unit Development
- SPD: Specific Plan District



Public/Quasi-Public (PQP)

Range of Densities
N/A

Uses
Public institutions, airports, cultural centers, religious institutions, government centers, libraries, hospitals, schools and utility installations.

Characteristics
- Ownership may be public, quasi-public, or private.
- Public facilities may serve a neighborhood or have a larger service area such as a city quadrant or the entire Truckee Meadows region.
- Some major facilities may create impacts on adjacent properties that need mitigation, and appropriate zoning districts should be determined based on intensity of use. Intensity of use is determined by vehicular trip generation, size and scale of the facility, and compatibility with residential uses.

Conforming Base Zoning Districts
- MA: Mixed-Use Airport
- PF: Public Facilities
- PGOS: Parks, Greenways, and Open Space
- PUD: Planned Unit Development
- SPD: Specific Plan District



Special Planning Area (SPA)

Range of Densities
Varies by PUD or SPD Handbook, or joint plans.

Uses
Allows any individual land use, or land uses in combination, which are compatible and complementary within the project boundaries and with adjoining properties.

Characteristics
- This land use will no longer be applied within the city or its SOI. However, it has been retained for joint plan areas and certain locations where the range of development types and/or spatial flexibility in some recorded PUD handbooks and existing SPD handbooks prohibits translation to the land use categories above.

Conforming Base Zoning Districts
- PGOS: Parks, Greenways, and Open Space
- PF: Public Facilities
- PUD: Planned Unit Development
- SPD: Specific Plan District
- Zoning specified in joint plans

Special Planning Areas, Planned Unit Developments and Specific Plan Districts

The special planning area (SPA) designation was a land use category commonly used in the previous iteration of Reno's Land Use Plan that has been phased out of use. To the maximum extent possible, parcels that previously had the SPA land use category have been reassigned to the land use categories defined in this Master Plan. However, due to the range of development types found in some previously approved PUD handbooks and Specific Plan District (SPD) handbooks, application of the new land use categories was not possible in all cases. The SPA designation will not be applied to new PUDs or SPDs. Land uses identified in new PUD and SPD handbooks are required to conform with (or nest within) the land use categories listed above in regards to types of development and/or ranges of development density. Going forward, where PUD zoning allows for flexibility in subdivision design (e.g. acreage adjustments, interchangeability of residential densities or dwelling units between villages), automatic accommodative adjustments to the Master Plan Land Use Map will be made annually to reflect final subdivision design.

Joint Planning Areas

Areas where both the City of Reno and Washoe County have an interest in guiding the density, intensity, or character of new development are classified as joint planning areas in the Truckee Meadow Regional Plan. In general, the intent of joint planning areas is to ensure compatibility between new development and existing rural development at the city's peripheries. The Master Plan includes numerous policies addressing compatibility with the rural/urban interface. However, joint plans may be used to developed multi-jurisdictional solutions for more nuanced issues that are unique to a specific geographic area that crosses the boundaries of the City. Joint planning areas are designated in the Truckee Meadows Regional Plan. Once designated, both the City of Reno and Washoe County must address them in their respective master plans.

Amending the Land Use Plan

Amendments to the Land Use Plan can be initiated by the City or members of the public and will be considered four times each year. Zoning map amendments that would change a parcel's zoning to a district that is not included as a conforming zoning district for its Master Plan land use must first receive approval for a Land Use Plan amendment. See the City's Annexation and Land Development Code for additional details on master plan amendments.

Sphere of Influence

The SOI is the area into which the City could be expected to expand its limits over a twenty-year period. Per NRS, the SOI for the City is established in the *Truckee Meadows Regional Plan* and any changes to the SOI require amendment of the *Regional Plan*. City of Reno land use designations and zoning are assigned to land in the SOI based upon based upon the *Washoe County Master Plan* designation using a conversion described in the City's Annexation and Land Development Code. In addition, developments approved by the County are allowed to directly transfer that approval into the city as the City takes jurisdiction for that property.



Annexation

In accordance with state law, annexation can proceed in two ways: 1) using the process described in NRS 268.610 through 268.668 inclusive for annexations initiated by the City or private landowners that do not control all land proposed for annexation; and 2) using process described in NRS 268.670 for voluntary annexations initiated by private landowners controlling all land proposed for annexation. For annexations using the first method, the City must prepare a seven-year Annexation Program which identifies areas within the City's SOI to be considered for possible annexation. The annexation program is certified by the Regional Planning Commission, which serves as the City's Annexation Commission, to ensure the program is consistent with the *Truckee Meadows Regional Plan*. See the City's Annexation and Land Development Code for additional details.

In addition, Policy 2.1d of the Master Plan encourages the City to pursue and/or consider requests for annexation that:

- Support the coordinated expansion of the City's infrastructure network and efficient provision of services;
- Are located within the Truckee Meadows Water Authority service area;
- Have existing or funded adequate facilities needed to support growth (see Concurrency Management System);
- Submit a concurrent request to change the master plan land use designation(s);
- Enhance the mixture of uses and development types that match with the City's vision;
- Do not create a fiscal burden or mitigate fiscal burdens to the City based on a fiscal impact analysis and mitigation plan for expected/desired future land use designations;
- Include areas similar in character to the city and have a demonstrated reliance of City services;
- Facilitate the annexation of county islands;
- Are contiguous with the City of Reno limits and located in the SOI; and
- Are consistent with other adopted City policies.



CONCURRENCY MANAGEMENT SYSTEM

Overview

The City of Reno's Concurrency Management System promotes the timely, orderly, and efficient arrangement of adequate public facilities and infrastructure that support existing and planned development within the city and its SOI. The Concurrency Management System also ensures new development does not create a financial burden for existing residents or decrease existing levels of service. This is achieved through the establishment of concurrency requirements and monitoring of facility and infrastructure level of service targets that ensure:

- Adequate public facilities and infrastructure are in place concurrent with new development and the demand it generates;
- Facilities and infrastructure that supply a proposed development are operational and sufficient to meet anticipated demand; and
- Capital facilities and infrastructure are funded by new development to the extent necessitated by new development.

The City will ensure adequate public facilities and infrastructure are available to support development concurrent with demand or else prohibit development approval in instances where compliance with the concurrency requirements cannot be demonstrated.

Relationship to Other Master Plan Components

Citywide policies related to concurrency management and the provision of new infrastructure and services can be found in Chapter 2: Citywide Policies of the Master Plan, particularly under Guiding Principle 2: Responsible and Well-Managed Growth.



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Roles and Responsibilities: Infrastructure and Services

Public infrastructure and services included in the Concurrency Management System include water, wastewater/sewer, flood management and storm drainage, transportation, police, fire, and parks and recreation facilities. Responsibilities for providing infrastructure improvements necessitated by new development fall to different public or private entities, as described in the table below.

Private developers are responsible for building and/or paying for many of the capital facilities needed to support their projects, particularly those that will service their new development directly (such as local streets). In such cases, developers must demonstrate concurrency prior to the issuance of building permits by the City.

Infrastructure/Service	Provider (who builds it?)	Owner (who maintains it?)	Funding Source(s) (who pays for it?)
Water			
Water Supply	TMWA/Private Water Purveyors[1]	TMWA	Water Resources and Facilities Fee
Water Mains	Developer	TMWA	Developer
Water Service Lines	Developer	TMWA	Developer
Wastewater/Sewer			
Treatment Capacity	Local Governments	Local Governments	Connection Fee
Sewer Interceptors	Local Governments; Developer	Local Governments	Connection Fee; Developer
Sewer Mains[2]	Developer	Local Governments	Developer
Flood Control Management			
Flood Control and Storm Drainage Improvements	Developer	City of Reno/ HOA or similar	Developer
Transportation			
Local Streets	Developer	City of Reno	Developer
Regional Streets	RTC; Developer	City of Reno, RTC	Regional Road Impact Fee; Developer
Police Protection			
New Police Stations	City of Reno/Developer	City of Reno	Developer Dedication; Assessment District; General Fund & CIP; Impact Fee; Other
Fire Protection			
New Fire Stations	City of Reno/ Developer	City of Reno	Developer Dedication; Assessment District; General Fund & CIP; Impact Fee; Other
Parks and Recreation			
New Parks	City of Reno; Developer	City of Reno/ HOA or similar	Residential Construction Tax; Developer Dedication
Schools			
New Schools	Washoe County School District	Washoe County School District	WCSD CIP; Voluntary Developer Dedication

[1] In limited situations

[2] Sewer mains are less than 18 inches in diameter

Concurrency Requirements and Level of Service Targets

The Concurrency Management System addresses future infrastructure and service needs at two levels: 1) concurrency requirements for infrastructure and facilities to support development and 2) level of service targets.

- Concurrency requirements are steps that must be taken or conditions that must be met to demonstrate infrastructure and facilities to support development will be provided concurrent with demand.
- Level of service targets are provided to: 1) inform the type and location of infrastructure and facilities needed to support development and 2) to guide service provision discussions as part of the development review process and serve as a tool for long-range planning monitoring of service levels. Achieving these targets will be dependent on future growth, the availability of funding, and a variety of other factors. As a result, targets may or may not be achieved on a citywide basis within the planning horizon of this Master Plan.

Options for demonstrating concurrency are summarized in the table below.

SUMMARY OF CONCURRENCY OPTIONS

Infrastructure/Service	Full Facilities	Impact Fee, Exactions, Assessment District, and/or Other Funding Mechanisms
Water - New development must demonstrate an adequate water supply system for domestic use plus fire protection before occupancy of each structure per Reno Municipal Code (RMC) and consistent with the Regional Water Management Plan (RWMP).	✓	
Wastewater/Sewer - New development must connect to the City's sanitary sewer system or other system before occupancy of each structure per RMC and consistent with the RWMP.	✓	
Flood Management - New development must demonstrate compliance with RMC floodplain management and drainage regulations and all pertinent state and federal regulations before occupancy of each structure. New development must be consistent with the RWMP.	✓	
Local Roadways - New development must implement and demonstrate compliance with local transportation system standards before occupancy of each structure.	✓	
Regional Roadways - Payment of Regional Road Impact Fee = Demonstration of RTC concurrency. (RTC Review)		✓
Freeways/Federal and State Roadways - Development that would initiate a traffic impact analysis per RMC, or at the discretion of the Community Development Department, will be forwarded to NDOT for review. Improvements to access roadways, acceleration and deceleration lanes, interchanges and similar upgrades may be required before occupancy of structure.		✓
Police Protection[1] - Before issuance of a building permit, new development shall identify and fund options so that concurrency will be met before occupancy of each structure.		✓
Fire Protection[1] - Before issuance of a building permit, new development shall identify and fund options so that concurrency will be met before occupancy of each structure.		✓
Parks and Recreation - Payment of Residential Construction Tax and / or impact fee = Demonstration of Parks Concurrency.		✓

[1]Staffing levels and other operational decisions for police and fire protection are made by the City Council annually as part of the budgeting process.

Concurrency requirements and level of service targets for each of the public infrastructure and services covered by the City's Concurrency Management System are outlined below, along with a more detailed discussion of responsibilities for infrastructure provision and options available for demonstrating concurrency. Details on the different types of facilities or infrastructure within each of these broader categories are also provided where relevant. Additional requirements for certain infrastructure are set forth in the Reno Municipal Code (RMC). In cases where RMC requirements go beyond the concurrency requirements and/or level of service targets provided in the Master Plan, compliance with the municipal code is also required to demonstrate concurrency.

WATER

Concurrency Requirement: New development must meet the level of service target, as well as other requirements contained in the RMC before occupancy of each structure.

Level of Service Target: Provide an adequate water supply system for domestic use plus fire protection before occupancy of each structure and construct water infrastructure consistent with the *Regional Water Management Plan* (RWMP).

The developer is responsible for extending and building all water lines and mains needed to serve their development. In addition, developers are required to dedicate water rights and/or pay a water resources fee and a facilities fee to offset the cost to provide water to the new development. Water provision is the responsibility of separate water purveyors/utilities, not the City of Reno. The Truckee Meadows Water Authority (TMWA) is the primary provider of water in the region. Creating new and/or expanded private water purveyors to serve new development is discouraged.

WASTEWATER/SEWER

Concurrency Requirement: New development must meet the level of service target, as well as other requirements contained in the Reno Municipal Code before occupancy of each structure.

Level of Service Target: Provide connections to the City's sanitary sewer system or other sanitary sewer systems and construct wastewater/sewer infrastructure consistent with the RWMP. Capacity at existing wastewater treatment plants or water reclamation facilities must not be exceeded as a result of the additional connections to the City's sewer system resulting from the new development. In limited instances, new development may not be required to connect to the City's sanitary or other sanitary sewer systems. These instances include areas where lots exceed one acre in size, meet Washoe County District Health regulations, and there is no risk of contamination to the Truckee River or other water courses.

Developers are responsible for extending sewer connection mains needed for their project and to build all sewer lines needed to serve individual buildings or structures. The sewer collection pipes are dedicated to the City or another system manager, who is then responsible for repair and maintenance. Sewer connection fees charged to developers are used by the City to build or upsize sewer mains serving the development and to improve and/or build new treatment facilities when additional capacity is required due to the increased demand. The City can request that a developer build upsized sewer mains in anticipation of additional new development that will make use of the infrastructure. Developers are repaid the pro-rated additional costs by the City using payments from other development projects and connection fees.



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FLOOD CONTROL MANAGEMENT AND STORM DRAINAGE

Concurrency Requirement: Comply with RMC floodplain management and drainage regulations and all pertinent state and federal regulations before occupancy of each structure.

Level of Service Target: Varies by location. Floodplain management and drainage services in the Truckee River basin and in drainages not tributary to the Truckee River are the responsibility of the local jurisdictions' departments that handle public works and community development, in conjunction with storm water drainage activities. Floodplain management and storm water drainage facilities include curb and gutter, inlets and storm sewers, culverts, bridges, swales, ditches, channels, detention facilities, or other drainage infrastructure to convey storm runoff to its ultimate drainage way. Local governments defer to the Truckee River Flood Management Authority for planning and construction of the Truckee River Flood Project. Construction of flood control and storm water infrastructure should be consistent with the RWMP.

TRANSPORTATION

Concurrency Requirement: New development must implement and demonstrate compliance with local transportation system standards before occupancy of each structure, pay RTC's Regional Road Impact Fee, and mitigate any traffic impacts if a traffic impact analysis is required, before occupancy of each structure.

Level of Service Target: Varies based on type of roadway.

Local streets are provided by the developer in all cases, whereas the extension of regional streets - those managed and maintained through reconstruction and preservation by the Regional Transportation Commission of Washoe County (RTC) - must be provided by the developer or RTC based on RTC's and the City's plans for the area and the minimum street facilities needed. Streets built by developers are transferred to the City of Reno, who is responsible for the upkeep and maintenance of these roadways. Regional streets built by developers are also transferred to the City of Reno, who works jointly with RTC for the upkeep and maintenance of these roadways. Projects served by existing streets (such as infill projects) must provide any needed improvements to the roadway network (such as increased capacity, signals, or turn lanes). All developers are required to pay a regional road impact fee to RTC, which is based on the number of units and/or square feet of development included in the project. Waivers agreements may be entered into by RTC to developers that make improvements to the roadway network that are privately constructed. Development that would initiate a traffic impact analysis as outlined in RMC or at the discretion of the Community Development Department, will be forwarded to NDOT for review. Improvements to access roadways, acceleration and deceleration lanes, interchanges, and similar upgrades may be required at the discretion of NDOT.

POLICE PROTECTION

Concurrency Requirement: New development shall identify and fund facilities and infrastructure negotiated with the Community Development Department and the Police Department before occupancy of each structure. If an impact fee ordinance is in place, concurrency requirements covered by NRS 278B may be met through impact fees, and those not covered by NRS 278B should be met through discretionary improvements. In the absence of an impact fee ordinance, facilities and infrastructure necessary for new development should be provided using funding mechanisms including dedication of land and/or facilities and infrastructure through exactions, assessment districts (i.e. special assessment or general improvement district), and/or other mechanisms.



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Level of Service Target: The Reno Police Department has identified their desired service level as one centrally located station and reporting stations in each of the outlying service geographies identified on the police facilities map. Where staffing and resources are available, public-facing stations are desired. However, not all reporting stations will be fully staffed, and opportunities to co-locate police reporting stations with existing fire stations (or other public facilities) should be considered where practicable. Developments that impact service levels in areas that do not have an existing reporting station may necessitate the creation of a reporting station to meet concurrency requirements as determined by the police department. The police department generally strives for a level of service of 1.5 officers per 1,000 residents. However, actual service levels will vary by location. Advances in technology and policing approaches, as well as a variety of service level indicators will be used to determine and monitor need. These indicators may include, but are not limited to crime rate, prevalence of neighborhood disorder, land use patterns, and others as determined by the police department. Based on these indicators or others determined by the police department, developments that greatly impact the number of officers per 1,000 residents within a particular service geography will need to mitigate impacts to meet concurrency requirements.

If police protection facilities are not available at the time a given development is proposed, the developer can work with the Community Development Department to identify appropriate options for demonstrating concurrency. If it is determined that negative impacts to levels of service cannot be mitigated through concurrency options, then the identified police facility should be operational before occupancy of a proposed structure is permitted.

FIRE PROTECTION

Concurrency Requirement: New development shall identify and fund facilities and infrastructure negotiated with the Community Development Department and the Fire Department before occupancy of each structure. If an impact fee ordinance is in place, concurrency requirements covered by NRS 278B may be met through impact fees, and those not covered by NRS 278B should be met through discretionary improvements. In the absence of an impact fee ordinance, facilities and infrastructure necessary for new development should be provided using funding mechanisms including dedication of land and/or facilities and infrastructure through exactions, assessment districts (i.e. special assessment or general improvement district), and/or other mechanisms.

Level of Service Target: Fire stations should be distributed throughout the city and its SOI to provide adequate fire protection for the entire city and to provide any one area of the city with an adequate response time. Existing City of Reno fire service areas are identified on the fire service area map. Response times of four to six minutes are suitable for most types of residential or commercial services consistent with first due performance objectives. While these are not performance measurement standards, the City strives for response times as follows:

- Urban areas. First fire department response unit will arrive at a fire emergency or medical emergency within four minutes 30 seconds from time of dispatch 85 percent of the time.
- Suburban areas. First fire department response unit will arrive at a fire emergency or medical emergency within six minutes 30 seconds from time of dispatch 85 percent of the time.

> REGIONAL STANDARDS OF COVER

The City of Reno Fire Department establishes response time goals and targets for measuring the effectiveness of resources within the agency and the deployment of those resources as part of its Regional Standards of Cover, as amended. For the purposes of defining service levels, the Regional Standards of Cover includes the following service area classifications:

- Metropolitan. Geographies with populations of over 200,000 people in total and or a population density of over 3,000 people per square mile. These areas are distinguished by mid-rise and high-rise buildings, often interspersed with smaller structures.
- Urban. Geographies with a population of over 30,000 people and/or a population density of over 2,000 per square mile.
- Suburban. Geographies with a population of 10,000 to 29,999 and/or a population density of between 1,000 and 2,000 people per mile.
- Rural. Geographies with a total population of less than 10,000 people or with a population density of less than 1,000 per mile.
- Wilderness/Undeveloped. Geographies that are both rural and not readily accessible by a publicly or privately maintained road.

Outside of existing fire service areas, the following restrictions and permitting thresholds apply:

- New development shall be limited to rural density or below in areas that will not reach minimum thresholds of development to operate a new fire station without creating a fiscal burden on the City (as described below).
  - Development occurring at urban-level densities, according to the Regional Standards of Cover, is prohibited in areas that are not projected to reach a service population of 15,000 people (employment and population) within the fire service area 10 years from a new fire station beginning to operate.
- Until a permanent fire station can be provided to serve the area, no more than 1,700 single-family units (or equivalent amount of commercial/industrial development) may be permitted in accordance with the Regional Standards of Cover for urban areas.
- New development occurring below urban-level densities, according to the Regional Standards of Cover, may be permitted with mitigation measures in place to serve the area prior to the provision of a permanent fire station.

> FIRE SERVICE MITIGATION MEASURES

Developments located outside of existing fire service areas and/or developments that have response time in excess of eight minutes must take one or more of the following steps to mitigate fire protection service deficiencies until new facilities are built and operating in order to demonstrate concurrency:

- Provide fire suppression sprinkler systems for all single-family homes;
- Identify and fund options that will ensure fire and EMS service levels can be provided once development outside existing service areas reaches the rural density threshold according to the Regional Standards of Cover;
- Contribute the capital cost of providing service outside of existing fire service areas; and/or
- Explore—in collaboration with the City of Reno—the feasibility of using alternative land use designations or development intensities, private fire protection measures, relocation of existing stations, or modification to personnel and apparatus, as an alternative to constructing a new fire station prior to approving any new fire station.

SCHOOLS

Concurrency Requirement: None

Level of Service Target: Public primary schooling in Reno is provided by the Washoe County School District (WCSD), which plans and develops new or expanded campuses to meet the demands created by new development based on its own resources and needs. The City will work with WCSD by involving the district in the review of development to ensure the implementation of mutual development goals. For example, school siting and design can help strengthen neighborhoods by providing a center for community activities that extends beyond the school day; the joint-use of school facilities can result in a more efficient use of public resources; and pedestrian and mobility standards between the two entities can be coordinated early on in the development review process.

PARKS AND RECREATION

Concurrency Requirement: Payment of residential construction tax and/or impact fee. A developer may also choose to build and/or dedicate land for a park and have the cost offset by a refund of residential construction taxes from the City pursuant to a park development agreement at the discretion of the City Council. A developer may also provide and maintain a park within a PUD for the housing units within that PUD and have the costs offset through a credit of residential construction taxes at the discretion of City Council. That park must be open to the public and meet City requirements for design and amenities provided.

Level of Service Target: Generally, most residents within the city shall be located within one-half mile of either a public park (neighborhood park or greater in size) or a privately-owned park or central gathering place. Although the quantity and types of park and recreational facilities available in a given location will vary, the total developed acres of parks per 1,000 residents should be based on the following level of service targets:

- **Infill Areas.** 2.0 acres per 1,000 residents
- New Development. 2.5 acres per 1,000 residents

In addition, at least 7 acres of open space or natural areas should be provided for every 1,000 residents. Access to public lands and trails at the urban/rural interface should be taken into account when evaluating targets.

For reference, a brief overview of the types of parks and recreational facilities (including greenways and open space) is provided.



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PARKS AND RECREATIONAL FACILITIES

The design and programming of each park and recreational facility should be tailored to address the context of the surrounding community, as well as to meet the needs of the residents the facility is intended to serve. Parameters should be used to guide the general location of different types of parks and recreational facilities in the city of Reno; however, recreational needs and site conditions vary by location. Parks and recreational facilities in Reno include:



Pocket Park

Varies by location; ranging from playgrounds or dog parks to more passive gathering spaces, such as a community garden or an urban plaza with seating, landscaping, and other features. Pocket parks are typically privately-owned and maintained by a homeowners or business association. Due to limited recreational use and high cost, pocket parks should be privately owned, constructed, and maintained to the maximum extent feasible.

Minimum Required Amenities: None

Typical Size: Less than 1 acre; however, some may be as large as 2 acres

Service Area: Intended to serve a concentrated population within walking distance (¼ mile radius)

Location: In neighborhoods, centers, corridors, or other areas where they are readily accessible to concentrated populations on foot (e.g. Downtown Regional Center).



Neighborhood Park

Neighborhood parks are designed to provide the basic recreational needs for residents of the immediate neighborhood; they are cornerstone of the City of Reno's overall park system and a primary focus for attainment. The design and programming of a neighborhood park will vary based on the needs of residents within the service area.

Minimum Required Amenities

- 1 playground incorporating 2-5 & 5-12 age groups;
- 1 group shelter with 6 tables;
- 1.5 acres open turf;
- 2 courts (basketball, tennis, volleyball, pickleball, horseshoes);
- Parking with 2 spaces/acre
- 1 unisex restroom

New neighborhood parks will include permanent restroom facilities in the design when the site totals five acres or more and a permanent restroom is not otherwise provided at a contiguous public facility.

Typical Size: Existing neighborhood parks range from 3.5 to 10 acres; minimum of 5 acres for new construction

Service Area: ¼ to ½ mile radius

Location: Centrally located within neighborhoods in areas with safe pedestrian and bicycle access. Due to safety and access considerations, the service radius should not be divided by natural or artificial barriers, such as arterial roads, railroads, commercial or industrial areas.


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Community Park

Community parks offer a wide range of recreational opportunities for area residents and larger segments of the community. In addition to the minimum required amenities listed below, they may include sports fields/complexes, aquatic facilities, recreation centers, cultural and special event venues, and/or natural features that may require preservation. Community parks are often adjacent to other public facilities such as middle schools, libraries, golf courses, or open space.

Minimum Required Amenities

- 1 playground incorporating 2-5 & 5-12 age groups for each 25 acres;
- 1 group shelter with 10 tables or 2 shelters with 6 tables each;
- 2.5 acres open turf or sports field appropriate for gameplay;
- 2 courts (basketball, tennis, volleyball, pickleball, horseshoes);
- 1 double restroom
- 1 fitness cluster
- 1 special facility
- Parking area with 6 spaces/acre

Typical size: Between 15 and 50 acres; minimum of 5 acres for new construction

Service Area: 1 to 2 miles radius; accessible to several neighborhoods via bicycle and pedestrian routes/trails

Location: Should be located on or near major thoroughfares to accommodate higher traffic volumes generated by group activities; but also be served by bicycle and pedestrian routes/trails. May be developed in conjunction with schools as a joint-use facility.


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Regional Park

Regional parks are primarily provided by Washoe County for the enjoyment of all residents in the Truckee Meadows. Traditional regional parks may have environmental preservation and education as a primary focus. With this in mind, sport, aquatic, and recreation center facilities are generally not the predominant feature of a regional park. The facilities and activities offered at a traditional regional park generally include special interest use such as equestrian activities, historic interpretation, and nature observation. Regional parks are designed to promote important natural environmental features within their boundaries and provide significant open space.

Minimum Required Amenities: None

Typical Size: Typically 50 acres or more

Service Area: Serves entire community, and in some cases the broader region

Location: Varies

Special Use Facilities: Include recreation centers, arts and culture centers, community centers, aquatic complexes and neighborhood pools.


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Special Use Facilities

Special use areas/facilities include recreation centers, arts and culture centers, community centers, aquatic complexes, and neighborhood pools. Due to their limited programming and high operation costs, neighborhood pools should not be developed or maintained by the City.

Typical Size: Varies

Service Area: Serves entire community, and in some cases the broader region

Location: Varies


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Greenways

Greenways are linear open spaces with an improved recreational trail or bikeway. In addition to protecting sensitive natural features, greenways typically serve to connect parks, major drainageways, nature preserves, cultural facilities, and historic sites with each other, as well as with centers, corridors, and neighborhoods throughout the city and its sphere of influence. Portions of some greenways feature improved landscaping, which may include small turf areas, benches, and signage.

Typical Size: Varies

Service Area: Serves entire community, and in some cases the broader region

Location: Varies


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Open Space

Open spaces and natural areas preserve the special natural and environmental character and health of a particular location. Open space can involve a variety of areas including floodplains, aquifer recharge areas, steep slopes, ridgelines, wetlands and other water bodies, playas, and habitat areas. These are typically important habitat conservation areas, environmentally sensitive areas, or historical areas. Passive recreational uses such as walking, bird watching, interpretive educational programs and signage, and non-motorized trail systems are appropriate in these locations.

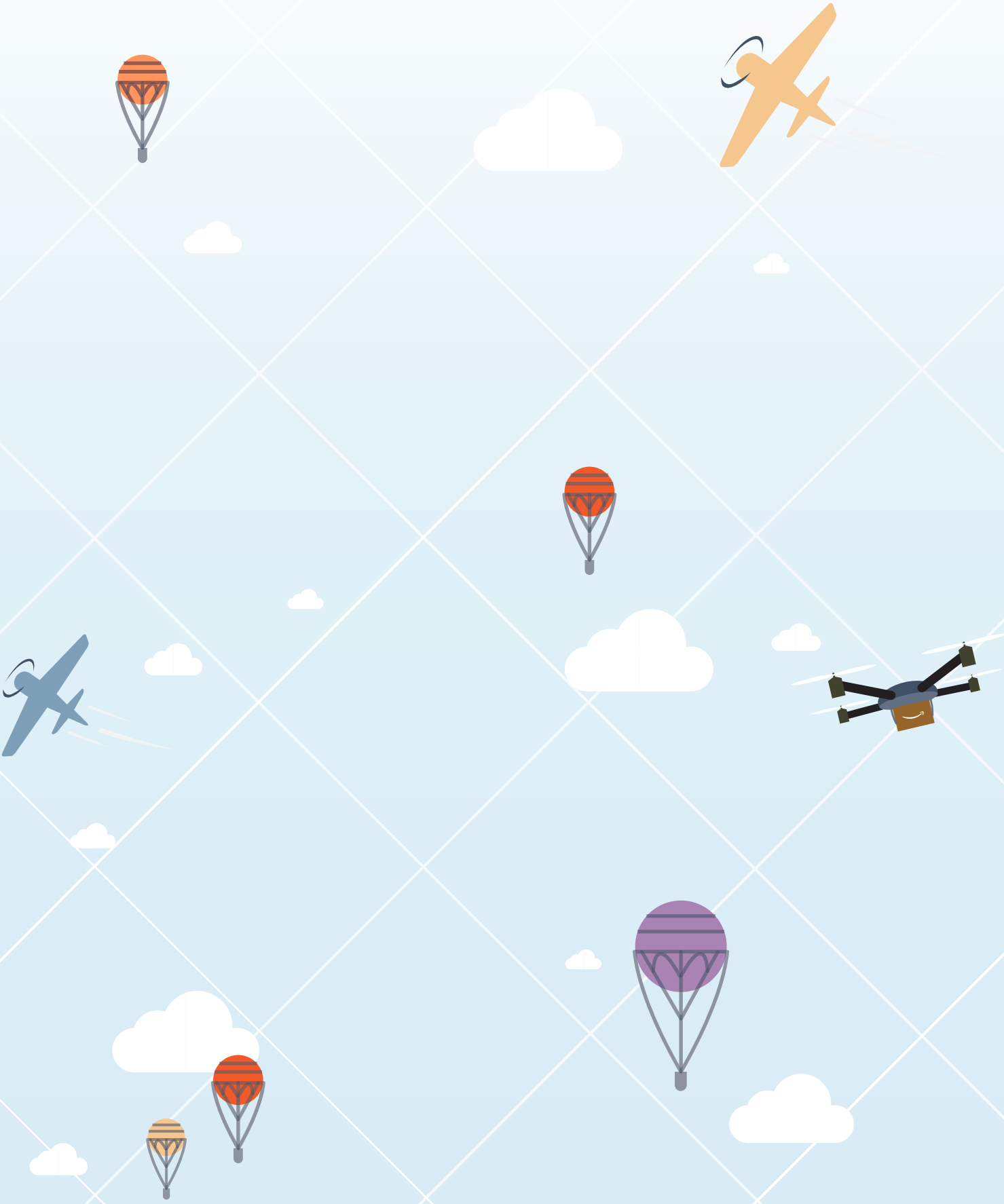
Typical Size: Varies

Service Area: Serves entire community, and in some cases the broader region

Location: Areas of preservation include floodplains along creeks and waterways, riparian and upland wooded areas, and wildlife corridors (see Policy 7.2c. for Open Space Criteria).

5 CHAPTER 5
IMPLEMENTATION PLAN





CHAPTER 5

IMPLEMENTATION PLAN

The City of Reno Master Plan establishes an ambitious vision for the future, as defined through a robust public process. Implementing this vision will require a sustained commitment on the part of City elected and appointed officials, City staff, and the City's many partners in the region over the next ten to twenty years. This chapter establishes a framework to support the implementation of the guiding principles, goals, and policies contained in this Master Plan. It is organized into two parts:

- Priority Initiatives. Outlines a "short list" of key priorities to help advance the community's vision and focus implementation efforts over the next one to two years.
- Implementation Strategies. Contains a comprehensive list of implementation strategies organized by the eight guiding principles that serve as a framework for the citywide goals and policies in the Master Plan.

This chapter is intended to be the most fluid element of the Master Plan. While some of the implementation strategies contained in this chapter are already underway or will be initiated over the next one to three years, some will be carried out over a longer timeframe. Others represent ongoing efforts that will be carried out as part of day-to-day decision-making over the full life of the Master Plan. This chapter should be reviewed on an annual basis to monitor the City's progress; update the status of priority initiatives or add new priority initiatives; review and refine the anticipated timing of longer-term strategies; and add new implementation strategies or remove/refine existing ones, as needed.

ROLE OF THE IMPLEMENTATION PLAN

In addition to conveying a clear commitment to the implementation of the Master Plan, this chapter plays a variety of roles in helping to:

- Set realistic expectations. Implementation of many aspects of the Master Plan will require the allocation of funds and staffing resources—both of which are limited today. It is critical to acknowledge the significant constraints the City faces with respect to the lack of resources and financing tools. It is also critical to acknowledge that while resource limitations will pose constraints in terms of the speed with which some implementation strategies can be carried out, incremental progress can be made. Establishing clear priorities will help ensure that the resources that are available are focused where they will be most impactful in the near-term.
- Foster a culture of collaboration. The Master Plan is comprehensive in its scope. As such, this chapter reflects related plans as well as ongoing efforts and initiatives that have been identified as priorities by various City departments and the City Council independent of the Master Plan process, but that directly support the implementation of the community's vision. Close collaboration among City staff, elected officials, appointed officials, a diverse array of partner entities and organizations, and the community-at-large will be needed to see the ideas and concepts included in the plan come to fruition, and the strategies listed here implemented.
- Reinforce the "cross-cutting" nature of the plan's guiding principles, goals, and policies. The range of issues addressed by the Master Plan is broader than it has been in the past. Along with traditional policy considerations like housing, transportation, parks and open space, land use, and growth management—the Master Plan now incorporates new or expanded policy guidance on issues like local food access, sustainable development, climate change, and community health, among others. The expanded scope of the master plan is reflective of community priorities—as conveyed through the ReImagine Reno process—as well as a stronger focus within the City of Reno organization on issues like sustainability and resiliency. With this expanded focus comes a need to reinforce the "cross-cutting" or interrelated nature of the guiding principles, goals, and policies addressed by the Master Plan.
- Establish a framework for monitoring progress over time. Progress that is made toward achieving the community's visions and goals must be monitored, and the results of that monitoring be made available to the community at large.



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PRIORITY INITIATIVES

Seven initiatives have been identified as key priorities to help advance the community's vision and focus implementation efforts over the next one to two years. Listed in no particular order of importance, they include:

- Develop a Targeted Affordable and Workforce Housing Strategy
- Align the Annexation and Land Development Code with the Master Plan
- Continue to Advance Implementation of the *Downtown Action Plan*
- Demonstrate the City's Commitment to Responsible and Well-Managed Growth
- Develop a City-Focused Economic Development Strategy
- Pursue Opportunities to Increase Flexibility and Available Tools for Funding and Financing Infrastructure and Services
- Complete the City's Sustainability and Climate Action Plan and Commit to Monitoring the City's Progress Toward Established Targets Over Time

A brief explanation of each priority initiative is provided below. Each initiative highlights a specific implementation strategy—or group of implementation strategies—that the City will focus on over the next one to two years. Efforts to advance these initiatives are already underway in several cases. Furthermore, some of the initiatives are cross-cutting in that they work in tandem to help advance the goals and policies of the Master Plan.

Develop a targeted affordable and workforce housing strategy.

PI-A

WHY IS IT IMPORTANT?

The availability of affordable and workforce housing plays a critical role in Reno's quality of life, as well as in the vitality and resilience of the local and regional economy. In recent years, concerns about the rising cost of housing, motel conversions, homelessness, and limitations in the overall housing supply have become more acute. Master Plan goals and policies focus on expanding housing options across the spectrum and establish a foundation for monitoring housing trends over time. Concurrent with the ReImagine Reno process, the City has been exploring a variety of opportunities to address the City's most critical housing needs. However, no formal strategy has been adopted.



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WHAT IT ENCOMPASSES

This priority initiative seeks to advance the City's recent and ongoing efforts through the creation of a targeted, near-term housing strategy designed to facilitate and incentivize the creation of affordable housing units for low income residents and attainable housing for the city's workforce. Formal adoption of the affordable and workforce housing strategy is recommended to help define desired outcomes/targets and guide the allocation of staff time and other resources. (IMP-4.1a)

Related implementation strategies: IMP-4.1b, IMP-4.1c, IMP-4.1d, IMP-4.1e, IMP-4.1g, IMP-4.1i, 4.1j, and 4.1k.

HELPS TO IMPLEMENT:

PI-B Align the Annexation and Land Development Code with the Master Plan

WHY IT'S IMPORTANT

In order for the Land Use Plan and design principles in this Master Plan to be effective, the City's Annexation and Land Development Code must be consistent with the goals and policies of the Plan. State law requires that the process of aligning an updated Master Plan with underlying zoning is initiated within one year of plan adoption.



PHOTO CREDIT: CITY OF RENO

WHAT IT ENCOMPASSES

As a first step following the adoption of the Master Plan, a targeted assessment of the City's Annexation and Land Development Code provisions will be prepared to determine how they support or hinder the implementation of the updated Master Plan. The code assessment will build on the initial focus areas identified as part of the implementation strategies listed below and outline recommended approaches that can then be executed by City staff as part of a broader Annexation and Land Development Code update. In some cases this process will involve the identification and removal of potential barriers to Master Plan implementation; in others, it will involve the creation of new tools or mechanisms to achieve the intent of the Master Plan. This priority initiative encompasses implementation strategies under multiple guiding principles.

Related implementation strategies: IMP-1.2f, IMP-1.3f, IMP-2.1c, IMP-2.2c, IMP-2.5b, IMP-3.1b, IMP-3.1c, IMP-4.1c, IMP-4.3c, IMP-4.4c, IMP-4.4d, IMP-5.3c, IMP-7.1a, IMP-7.1b, IMP-7.1h, IMP-7.2c, IMP-7.4a, IMP-7.5d, and IMP-7.7b.

HELPS TO IMPLEMENT:





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Continue to advance implementation of the Downtown Action Plan

PI-C

WHY IT'S IMPORTANT

Revitalization of the Downtown Reno Regional Center is central to the community's vision. The *Downtown Action Plan* serves as a more tactical guide to addressing community concerns regarding public safety, blight, homelessness, and others. It also provides a framework for targeted physical improvements and overall patterns of development desired within the various downtown districts. The *Downtown Action Plan* was developed concurrent with the Master Plan. As such, many of the implementation strategies under Guiding Principle 3: Thriving Downtown and University District mirror those found in the *Downtown Action Plan*.



PHOTO CREDIT: CITY OF RENO

WHAT IT ENCOMPASSES

This initiative supports ongoing efforts to implement the more programmatic aspects of the *Downtown Action Plan* and highlights additional strategies related to zoning and infrastructure-related considerations in Downtown.

Related implementation strategies: All strategies under Guiding Principle 3, IMP-1.3e, IMP-2.2b, IMP-2.2d

HELPS TO IMPLEMENT:





PHOTO CREDIT: CITY OF RENO

PI-D Demonstrate the City's commitment to responsible and well-managed growth

WHY IT'S IMPORTANT

While many of the land use patterns within the City's sphere of influence have been largely set by past decisions, the goals and policies in this Master Plan convey the community's desire for the City to play a more proactive role in promoting a fiscally responsible and sustainable pattern of development in the future.


PHOTO CREDIT: RSCVA

WHAT IT ENCOMPASSES

This initiative identifies actions to further incentivize infill and redevelopment in priority areas, ensure future greenfield development is consistent with the goals and policies of this Master Plan, and support the City's sustainability initiatives. A key aspect of this initiative is the need for the City to initiate discussions with regional partners on multiple fronts. Priority implementation strategies include:

- Establishing and enforcing a time-limit and phasing policy for planned unit development entitlements, in accordance with NRS 278A.580 (IMP-2.1h)
- Identifying areas that can easily be removed from the sphere of influence and initiating a regional plan amendment (IMP-2.1f);
- Initiating discussions with regional partners to explore the feasibility of establishing a "tiered" sphere of influence that distinguishes and/or potentially removes those areas within the sphere of influence that are unlikely to be absorbed by the City within the 20-year growth horizon due to lack of services, access, market demand, contiguity, or other factors (IMP-2.1g);
- Review and update planned unit development requirements to incorporate more specific guidance to support the goals and policies of this Master Plan with respect to mix of uses, housing types, and other considerations (IMP-2.1c);
- Develop a standard approach, factors, and process for measuring the fiscal impact of large development projects and PUDs. (IMP-2.1d);
- Conducting a more in-depth evaluation of potential infrastructure deficiencies (and estimated costs associated with remedying those deficiencies) in identified infill and redevelopment priority areas (IMP-2.2a);
- Initiating discussions with RTC and other regional partners about the ability to reduce Regional Road Impact Fees for infill development and/or broaden the utilization of these fees to better support infrastructure that supports infill and redevelopment areas. (IMP-2.2f);
- Explore the creation of variable rates for sewer connection fees to better align the cost of new growth with areas generating demand for improvements (IMP2.3g);
- Exploring the establishment of new joint planning areas and evaluating sunsetting of the Reno-Stead Corridor Joint Plan in collaboration with regional partners (IMP-2.4e); and
- Establishing a framework for and providing ongoing support for monitoring of the Master Plan (IMP-2.4a, IMP-4.1h, IMP-8.1b, IMP-8.1e).

Related implementation strategies: IMP-2.1a, IMP-2.1c, IMP-2.3a, IMP-2.3f, IMP-4.2a, IMP-6.2a, IMP-6.2g, IMP-6.2h

HELPS TO IMPLEMENT:

Develop a City-focused economic development strategy

PI-E

WHY IT'S IMPORTANT

The City of Reno works closely with the Economic Development Authority of Western Nevada (EDAWN) and the Governor's Office of Economic Development (GOED) on economic development activities, but currently lacks a strategy to define how regional economic development policies and strategies should be applied at the local level. This Master Plan defines a series of goals and policies to promote a resilient local and regional economy and also defines the types of employment uses (and preferred locations for those uses) the City of Reno wishes to attract. However, additional work is needed to define and execute the City's economic development strategy.



PHOTO CREDIT: CITY OF RENO

WHAT IT ENCOMPASSES

This priority initiative involves the creation of a City-led economic strategy that identifies roles and responsibilities in coordination with regional partners and tailors target industries, priorities, and supporting land area to better reflect Reno's economic development vision. (IMP-1.1a)

Related implementation strategies: Supported by all strategies under Guiding Principle 1: Resilient Local and Regional Economy.

HELPS TO IMPLEMENT:





PHOTO CREDIT: CITY OF RENO

PI-F Pursue opportunities to increase flexibility and available tools for funding infrastructure and services.

WHY IT'S IMPORTANT

Due to current state statutes, tools available for the purposes of funding and financing infrastructure and services are limited. Furthermore, limitations in the tools that do exist hinder their usability. One of the most significant challenges for the City of Reno and other local governments is triggered by time limitations imposed on impact fees that require local governments to refund fees within a ten-year timeframe if the improvements the fees were slated to be used for have not been built. In addition, the depreciation component of property value assessments and taxation rules have a significant impact on revenues to provide public services and facilities. Depreciating revenues from existing development and the inability to raise taxes or locally control taxing powers results in a reliance on new development to maintain revenue levels and leaves the City vulnerable to economic downturns. The need to fund infrastructure to facilitate growth and the general lack of revenue for both improvements to existing infrastructure and public service provision has caused the City to leave many needs unfunded and unimproved.


#RENOLENS | PHOTO CREDIT: SUSIE LANG

WHAT IT ENCOMPASSES

This priority initiative involves the active pursuit of potential changes to state statute for the purposes of increasing flexibility and available tools for funding and financing infrastructure and services, with an immediate focus on changes to regulations regarding impact fees and property tax depreciation. (IMP-2.1d)

Related implementation strategies: IMP-2.1d

HELPS TO IMPLEMENT:


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Complete the City's Sustainability and Climate Action Plan and commit to monitoring the City's progress toward established targets over time

PI-G

WHY IT'S IMPORTANT

As an organization, the City of Reno has taken numerous steps to reduce its impact on the environment, lower its energy bills, and improve quality of life for its residents. These efforts have dramatically increased the percentage of the City's energy that comes from renewable sources and have also yielded energy and financial savings. The City's commitment to sustainability was underscored in August 2015, when the City Council voted unanimously to join the Global Covenant of Mayors, a coalition of mayors and city officials committed to reduce local greenhouse gas emissions, enhance resilience to climate change, and track their progress publicly.

Throughout the ReImagine Reno process, participants expressed support for the City's sustainability initiatives and a desire for the Master Plan to take a stronger stance on sustainability. As a result, Master Plan goals and policies address a range of issues key to promoting a more livable and sustainable community—infill and redevelopment, environmental protection, energy and water conservation, local food access, transit, renewable energy, access to social and human services, housing diversity, economic resilience, sustainable development practices, and many others. However, the Master Plan defers to the City's Sustainability and Climate Action Plan (currently under development) to establish specific targets for greenhouse gas (GHG) emissions, quantify emissions by sector, and outline specific actions that the City may take on its own or through partnerships with others to help achieve these targets.



PHOTO CREDIT: RSCVA

WHAT IT ENCOMPASSES

This priority initiative stresses the importance of completing and committing to implementing and monitoring the City's Sustainability and Climate Action Plan as a companion to the Master Plan. (IMP-2.5a)

Related implementation strategies: IMP-2.5b, IMP-2.5c, IMP-2.5e, IMP-8.5c, IMP-8.6d, IMP-8.6e

HELPS TO IMPLEMENT:

IMPLEMENTATION STRATEGIES

This section contains a comprehensive list of implementation strategies. It should be used as a tool to guide the preparation of City department work programs, capital improvement planning, and the allocation of staff time and other City resources. It should also be used as a reference for community partners interested in supporting plan implementation. Strategies are organized by the eight guiding principles that serve as a framework for the Master Plan and the goals listed under each:

- GP1: Resilient Local and Regional Economy
- GP2: Responsible and Well-Managed Growth
- GP3: Thriving Downtown and University District
- GP4: Vibrant Neighborhoods and Centers
- GP5: Well-Connected City and Region
- GP6: Safe, Healthy, and Inclusive Community
- GP7: Quality Places and Outdoor Recreation Opportunities
- GP8: Effective Government

For each strategy listed, anticipated roles and responsibilities, timing, and resources required are identified, as defined below.

Roles and Responsibilities

For each implementation strategy, the City department or organization responsible for leading the action is identified and coordinating partners are included. The responsible lead and partners are drawn from the lists below.

CITY DEPARTMENTS AND LEADERSHIP

- City Attorney
- City Clerk
- City Council
- City Manager's Office
- Community Development
- Communication and Technology
- Economic Development and Redevelopment
- Finance
- Human Resources
- Parks, Recreation, and Community Services
- Public Safety Dispatch
- Public Works
- Police
- Fire

CITY BOARDS AND COMMISSIONS

- Access Advisory Committee
- Arts and Culture Commission
- Historical Resources Commission
- Neighborhood Advisory Boards (NABs)
- Planning Commission
- Recreation and Parks Commission
- Redevelopment Agency Advisory Board
- Reno Housing Authority
- Reno Tahoe Airport Authority
- Regional Water Planning Commission
- Senior Citizen Advisory Committee
- Special Events Committee
- Urban Forestry Commission
- Washoe County District Board of Health
- Youth City Council

LOCAL GOVERNMENT PARTNERS

- Washoe County
- City of Sparks
- Reno-Sparks Indian Colony (RSIC)
- Pyramid Lake Paiute Tribe (PLPT)
- Storey County

REGIONAL AGENCIES, ORGANIZATIONS, AND SERVICE PROVIDERS

- Truckee Meadows Regional Planning Agency (TMRPA)
- Western Regional Water Commission (WRWC)
- Northern Nevada Water Planning Commission (NNWPC)
- Economic Development Authority of Western Nevada (EDAWN)
- Truckee Meadows Water Authority (TMWA)
- Regional Transportation Commission of Washoe County (RTC)
- Truckee Meadows Fire Protection District (TMFPD)

- Truckee River Flood Management Authority
- Washoe County School District (WCSD)
- University of Nevada-Reno (UNR)
- Truckee Meadows Community College (TMCC)
- Washoe County Health District (WCHD)
- Reno-Sparks Chamber of Commerce
- Reno-Sparks Convention and Visitors Authority (RSCVA)

STATE AND FEDERAL AGENCIES OR ORGANIZATIONS

- Nevada Department of Transportation (NDOT)
- Nevada Department of Employment, Training, and Rehabilitation (DETR)
- Nevada Governor's Office of Economic Development (GOED)
- State Historic Preservation Office (SHPO)
- Federal Emergency Management Agency (FEMA)
- U.S. Forest Service (USFS)

Timing

Anticipated timeframes for completion of the implementation strategies are as follows:

- Near-term: these strategies will be completed within one to two years following the Master Plan's adoption.
- Longer-Term: these strategies will be completed within two to five years following the adoption of the Master Plan.
- Ongoing: these strategies will be carried out through the day-to-day efforts of City staff and others on an ongoing basis.

Strategies may be implemented sooner than the timeframes identified here if the opportunity to do so arises (e.g., grant funding becomes available) or as community priorities change over the Master Plan's planning horizon.

Resources Required

The types of resources needed to implement each of the strategies listed in this chapter are listed to inform preparation, planning, and budgeting for implementing the strategies as well as to help City staff and elected officials identify needs and gaps in the resources currently available. Types of required resources include:

- Staff time. Many strategies will require City staff time for completion or ongoing administration. Some build on City initiatives and efforts currently underway, while others will require staff to allocate time in addition to their current work plans. Where hours are not available to be allocated toward implementation of the Master Plan, hiring additional staff may be needed.
- Outside Support/Funding. Some strategies will require outside support or other specialized services to supplement staff time and expertise. Funding will be needed to hire and pay for such services as part of the implementation of the strategy. This could be achieved either through outside grants or other sources of funding or through the dedication of City resources.
- Regional Collaboration. Some of the strategies will be implemented in partnership with others in the region, such as TMRPA, EDAWN, RTC, WCSD, or others. In some cases, strategies will be initiated by the City. In other cases, strategies reflect ongoing partnerships or initiatives that the City is already engaged in.
- General Fund. General Fund expenditures help to fund many of the programs and services typically associated with local government. The General Fund is also used to pay employee salaries, wages, and benefits. Generally, revenue that is not required to be accounted for in another fund contributes to the General Fund.
- Other Funds. The City has a number of other funds, such as special revenue funds and enterprise funds, which are legally more restrictive in terms of what the money in the fund can be used for. For example, the City's Sanitary Sewer Fund is an enterprise fund that generates revenue through user fees and connection charges, which must be spent on repair, maintenance, and operation of the City's sewer and stormwater system.
- Capital Improvement. Revenues from all of the City's funds are used to support capital projects and the implementation of the City's Capital Improvement Plan (CIP). Funding for the CIP comes from a range of City funds with varying levels of restrictions or requirements governing the types of capital improvement projects they can fund.

Strategy	Responsibility	Timing	Resources
GP 1: RESILIENT LOCAL AND REGIONAL ECONOMY			
1.1: Build strong partnerships and encourage local and regional collaboration on economic development initiatives.			

IMP-1.1a. Develop a targeted, near-term economic development strategy for the City of Reno to promote a resilient local economy and advance above average wage levels that:
• Identifies target industries aligned with the community's vision for Reno including, but not limited to:
  • Information and Technology
  • Advanced Manufacturing
  • Finance and Insurance
  • Professional, Scientific and Technical Business Services
  • Aerospace
• Provides greater clarity regarding EDAWN's target industries that advance City priorities
• Focuses on community development and placemaking as key components of economic development efforts;
• Identifies roles the City can and should play to support local and regional efforts;
• Identifies the role EDAWN can and should play to support City economic development priorities;
• Builds on current City initiatives and tools;
• Specifies the relationship between target industries and Reno's priority growth areas; and;
• Identifies and prioritizes investments in infrastructure and amenities in Reno's employment areas.
PI-E
	Lead: City Manager's Office
	Partners: Economic Development and Redevelopment, Community Development, Public Works
		Near-term	Staff time, Regional collaboration, Outside support/funding (if needed)

IMP-1.1b. Expand capacity within the City to develop, implement, and manage the City's economic development strategy and initiatives. PI-E	Lead: City Manager's Office Support: Economic Development and Redevelopment	Near-term	Staff time
1.2: Promote a diverse and stable economic base.			
IMP-1.2a. Develop a standard incentive package approach and standards of use for attracting and retaining businesses in target industries, including small business loans, rebate of business license fees, coupled with other state incentives, and reduction of development fees or prioritization of capital investments development projects related to attraction and retention of major employers. PI-E	Lead: City Manager's Office Partners: Economic Development and Redevelopment	Near-term	Staff time
IMP-1.2b. Develop a list of priority infrastructure and amenity investments to support employment in regional centers, industrial/logistics areas, innovation areas, and airport transportation areas to integrate into the City's CIP. (see IMP-2.1a) PI-E	Lead: City Manager's Office Partners: Public Works, Community Development, Local Government Partners, RTAA, Service Providers	Near-term	Staff time
IMP-1.2c. Work with EDAWN to develop a strategy to grow Reno's base of outdoor recreation and arts-related businesses and events and promote Reno as a hub for these activities/amenities. PI-E	Lead: City Manager's Office Partners: EDAWN, Reno-Sparks Chamber of Commerce, RSCVA	Near-term	Staff time, Outside support/funding, Regional collaboration

Strategy	Responsibility	Timing	Resources
IMP-1.2d. Coordinate with the Reno-Tahoe Airport Authority (RTAA) on actions that support the attraction of development to the Reno-Stead Airport. As part of these efforts, continue to work with RTAA and the Regional Transportation Commission (RTC) to ensure Moya Boulevard provides primary truck access to the Reno-Stead Airport. PI-E	Lead: Community Development Partners: Public Works, RTAA	Near-term	Staff time, Regional collaboration
IMP-1.2e. Work with the RTAA to explore and evaluate alternative service options and/or financial mechanisms to support services for new development at airport properties. PI-E	Lead: Community Development Partners: Public Works, RTAA	Near-term	Staff time, Regional collaboration
IMP-1.2f. Review and update as needed underlying zoning and development standards as part of the Annexation and Land Development Code to support the implementation of Design Principles for Innovation Areas, Industrial/Logistics Areas, and Airport Transportation Areas. PI-B PI-E	Lead: Community Development Partners: Economic Development and Redevelopment, Planning Commission	Near-term	Staff time
IMP-1.2g. Analyze the City's existing fiber network and identify ways the City can facilitate increased access to fiber for businesses and residents. PI-E	Lead: Public Works Partners: EDAWN	Longer-term	Staff time, Regional collaboration
1.3: Support continued growth of Reno's technology and knowledge-based sectors.			
IMP-1.3a. Work with regional partners and engage the private sector to explore the implementation of initiatives identified in the Department of Transportation (DOT) Smart City application. PI-E	Lead: City Manager's Office Partners: Economic Development and Redevelopment, UNR, RTC	Near-term	Staff time, Regional collaboration
IMP-1.3b. Develop a pilot program to identify ways to encourage testing of new technologies and ideas identified in the DOT Smart City application or through other opportunities. PI-E	Lead: City Manager's Office Partners: Economic Development and Redevelopment	Longer-term	Staff time, Regional collaboration
IMP-1.3c. Encourage mixed-use development in areas designated as regional centers and innovation areas to increase the attractiveness to office users by creating a live, work, play environment with retail and entertainment opportunities for workers and residential uses to increase day and night time vitality. PI-E	Lead: Community Development Partners: Economic Development and Redevelopment, EDAWN	Near-term	Staff time
IMP-1.3d. Identify investments that enhance Reno's quality of life to attract businesses and a talented workforce. PI-E	Lead: City Manager's Office Partners: EDAWN, RSCVA, Reno-Sparks Chamber of Commerce	Near-term	Staff time
IMP-1.3e. Incentivize the attraction of new employers to increase office workers in the Downtown Regional Center through reduction or waiver of fees for development (both adaptive reuse and redevelopment), parking reductions, offset of sewer fees, use of tax increment, and/or tax abatement. PI-C PI-E	Lead: Economic Development and Redevelopment Partners: Community Development	Near-term	Staff time

Strategy	Responsibility	Timing	Resources
IMP-1.3f. Review and update as needed development standards to encourage larger conduit that supports advanced telecommunications utilities (i.e., high-speed internet) and incorporate wireless communications infrastructure as part of new development and major public improvements (i.e., street roadways). PI-B	Lead: Community Development Partners: Public Works, Communications and Technology	Near-term	Staff time, Outside support/ funding
1.4: Support the growth, creation, and retention of local businesses and start-ups.			
IMP-1.4a. Explore and work with partners on the creation or sponsorship of central gathering places that provide space and resources to aspiring/ start-up businesses. PI-E	Lead: City Manager's Office Partners: Economic Development and Redevelopment, UNR, EDAWN, TMCC	Longer-term	Staff time, Regional collaboration
IMP-1.4b. Work with partners to increase awareness regionally and nationally of startup activity in Reno by sponsoring and hosting of an annual start-up event to recognize local start-ups, increasing connections and networking, and/or creating an online forum, webpage, or other means of connecting individuals in the community. PI-E	Lead: City Manager's Office Partners: Economic Development and Redevelopment, EDAWN, UNR, TMCC	Longer-term	Staff time, Regional collaboration
IMP-1.4c. Continue to support and promote the arts through events to showcase the arts community and by incorporating arts into public spaces. PI-E	Lead: Arts and Culture Commission Partners: Communications and Technology; Parks, Recreation, and Community Services	Near-term	Staff time, Regional collaboration
IMP-1.4d. Support local businesses in efforts to revitalize commercial districts through the establishment of business improvement districts and/ or main street programs. PI-E	Lead: Economic Development and Redevelopment Partners: Community Development, GOED	Ongoing	Staff time
1.5: Support the development of a diverse, educated, and adaptable workforce.			
IMP-1.5a. Work with EDAWN to identify the depth of workforce for target industries and identify gaps. Identify strategies to address gaps. PI-E	Lead: City Manager's Office Partners: WCSD, UNR, TMCC, EDAWN, Chamber of Commerce	Near-term	Staff time, Regional collaboration
IMP-1.5b. Work with local and regional partners to align education programs with target industries. PI-E	Lead: City Manager's Office Partners: WCSD, UNR, TMCC, EDAWN, Reno-Sparks Chamber of Commerce	Near-term	Staff time, Regional collaboration
IMP-1.5c. Explore opportunities to encourage entrepreneurship and increase exposure to training and resources in high schools. PI-E	Lead: City Manager's Office Partners: WCSD, UNR, TMCC, EDAWN, Reno-Sparks Chamber of Commerce	Near-term	Staff time, Regional collaboration

Strategy	Responsibility	Timing	Resources
GP 2: RESPONSIBLE AND WELL-MANAGED GROWTH			
2.1: Support a fiscally-responsible growth pattern and annexation policy to maintain and improve existing levels of service for current residents and future generations.			
IMP-2.1a. Establish and maintain a prioritized list of specific infrastructure improvements and public investments needed to support planned growth in the areas defined as priority locations for growth (see Policy 2.1a). PI-D	Lead: Public Works Partners: Community Development, Economic Development and Redevelopment	Near-term	Staff time
IMP-2.1b. Require a fiscal impact analysis be completed as part of large development projects and PUDs, as well as major amendments to PUDs. Develop a standard approach, factors, and process for measuring the fiscal impacts of such projects.	Lead: Community Development Partners: Finance, Public Works, City Manager's Office, Fire, Police, Local Government Partners	Near-term	Staff time, Outside support/ funding
IMP-2.1c. Review and update planned unit development requirements to incorporate more specific guidance to support the goals and policies of this Master Plan (e.g., mix of uses, housing types). PI-B PI-C PI-D	Lead: Community Development Partners: Planning Commission	Near-term	Staff time
IMP-2.1d. Pursue changes to state statute that would increase flexibility and available tools for funding and financing infrastructure and services to support new development, including: • Flexibility for impact fee utilization over a longer timeframe; • Reform of property value assessment and taxation rules to address impact of depreciation calculation; and • Infrastructure financing tools. PI-F	Lead: City Manager's Office Partners: Finance, Community Development, Public Works, Local Government Partners	Longer-term	Staff time
IMP-2.1e. Update the City's *2010-2017 Annexation Program* to align with the goals and policies of this Master Plan.	Lead: Community Development Partners: Public Works, City Manager's Office, Fire, Police	Near-term	Staff time
IMP-2.1f. Identify areas that could transfer from the City's sphere of influence (SOI) to the rural development area (as defined in the *Truckee Meadows Regional Plan*) and initiate a regional plan amendment. PI-D	Lead: City Council Partners: Community Development, TMRPA, City of Sparks, Washoe County	Near-term	Staff time
IMP-2.1g. Initiate discussions with regional partners to explore the feasibility of establishing a "tiered" SOI and a framework for evaluating potential adjustments on an annual or biennial basis. PI-D	Lead: City Council Partners: Community Development, TMRPA, City of Sparks, Washoe County	Near-term	Staff time
IMP-2.1h. Establish and enforce a time-limit and phasing policy for planned unit development entitlements, in accordance with Nevada Revised Statutes (NRS). PI-D	Lead: Community Development Partners: Planning Commission	Near-term	Staff time

Strategy	Responsibility	Timing	Resources
2.2: Encourage infill and redevelopment.			
IMP-2.2a. Develop a consolidated list of improvements needed to facilitate and/or encourage development in different priority locations for infill and redevelopment (see Policy 2.2a) and prioritize capital improvements in these locations as part of the CIP. PI-D	Lead: Public Works Partners: Community Development, Fire, Economic Development and Redevelopment	Near-term/ ongoing	Staff time
IMP-2.2b. Develop a standard set of incentives to encourage infill and redevelopment in priority growth areas that could include reduction or waiver of development fees, offset of sewer fees, and/or use of tax increment. Explore the need to recalibrate existing regulatory incentives (e.g., parking reductions, density) where they are not achieving desired intent. PI-C	Lead: Community Development Partners: Public Works, Finance, City Council, City Manager's Office	Near-term	Staff time
IMP-2.2c. Review and update as needed underlying zoning and development standards in the Annexation and Land Development Code to support the implementation of the Design Principles for Regional Centers, Urban Corridors, and Innovation Areas. Place a particular emphasis on: • Alignment of minimum densities within priority infill and redevelopment areas; • Evaluation of and potential elimination of minimum densities outside of priority infill and redevelopment areas; • Transitions in height/density/intensity adjacent to lower-intensity neighborhoods; • Parking requirements/shared parking; • Support for housing options; and • Use of regulatory incentives where feasible. PI-B	Lead: Community Development Partners: Economic Development and Redevelopment, Public Works, Planning Commission	Near-term	Staff time, Outside support/ funding
IMP-2.2d. Make information regarding existing service levels and potential infrastructure deficiencies/needs in priority locations for infill and redevelopment (see Policy 2.2a) available to developers and property owners considering infill/redevelopment projects and actively work with them to reconcile potential barriers to infill/redevelopment. PI-C	Lead: Community Development Partners: Public Works, Economic Development and Redevelopment	Ongoing	Staff time
IMP-2.2e. Work with RTC and the City of Sparks to implement transit and bicycle improvements in priority locations for infill and redevelopment (see Policy 2.2a).	Lead: Public Works Partners: Community Development	Ongoing	Staff time
IMP-2.2f. Initiate discussions with RTC and other regional partners about the ability to reduce Regional Road Impact Fees for infill development and/or broaden the utilization of these fees to better support infrastructure that supports infill and redevelopment areas. PI-D	Lead: Community Development Partners: Community Development, TMRPA, City of Sparks, Washoe County	Ongoing	Staff time, Regional collaboration
IMP-2.2g. Explore the feasibility of district-level parking programs to support infill and redevelopment efforts and evaluate future updates to parking requirements/shared parking as needed.	Lead: Public Works Partners: Community Development, RTC	Ongoing	Staff time

Strategy	Responsibility	Timing	Resources
2.3: Ensure effective, efficient, and equitable delivery of City services and infrastructure.			
IMP-2.3a. Develop a comprehensive public services, facilities, and infrastructure plan to inform the timing of the City's overall growth strategy. The resulting plan (or plans if conducted incrementally) should project anticipated needs associated with projected development in different quadrants of the City and its SOI (or similar geographies), as well as revenue and expenditure forecasts associated with needs in each geography. The effort(s) should be both cross-departmental and cross-jurisdictional in nature. PI-C PI-D	Lead: City Manager's Office Partners: Public Works, Finance, Community Development	Near-term	Staff time, Outside support/ funding
IMP-2.3b. Develop a standard approach and maintain an annual or biennial assessment of levels of service—using multiple metrics as feasible—in the city's four quadrants (as well as within priority locations for growth (see Policy 2.1a)) and monitor the impact of new development on existing levels of service.	Lead: Community Development Partners: Public Works, Fire, Police, City Manager's Office	Near-term/ ongoing	Staff time
IMP-2.3c. Apply minimum level of service standards requirements consistently in accordance with the Master Plan.	Lead: Community Development Partners: Public Works, Fire, Police, City Manager's Office	Near-term/ ongoing	Staff time
IMP-2.3d. Establish parameters for and consistently require shared maintenance agreements in conjunction with parkland set asides or dedications in new planned unit developments.	Lead: Parks, Recreation, and Community Services Partners: Community Development, City Manager's Office	Near-term/ ongoing	Staff time
IMP-2.3e. Consistently apply restrictions and permitting thresholds for development outside of existing fire service areas, as defined by this Master Plan.	Lead: Fire Partners: Community Development	Ongoing	Staff time
IMP-2.3f. Require fire protection mitigation measures for development outside of existing fire service areas, as defined by this Master Plan. PI-C PI-D	Lead: Fire Partners: Community Development	Ongoing	Staff time
IMP-2.3g. Explore the creation of variable rates for sewer connection fees to better align cost of new growth with areas generating demand for improvements. PI-D	Lead: Public Works Partners: Community Development	Near-term	Staff time
2.4: Collaborate with regional entities and service providers on growth and infrastructure issues.			
IMP-2.4a. Periodically monitor the city's land supply in relation to goals and policies of the Master Plan and make publicly available an inventory of developable employment and residential land by type within the city's sphere of influence. PI-D	Lead: Community Development	Ongoing	Staff time, Outside support/ funding
IMP-2.4b. Actively work with service providers to align planned infrastructure improvements and expansions in levels of service with the city's priority locations for growth (see Policy 2.1a) and guide urban densities into the incorporated cities.	Lead: Public Works Partners: Community Development, Fire, Police, City Manager's Office, City of Sparks, Washoe County, TMWA, WRWC, RTC, NDOT	Ongoing	Staff time

Strategy	Responsibility	Timing	Resources
IMP-2.4c. Approve final maps and building permits only when adequate water capacity is procured by the developer and reserve sewage treatment capacity for final maps and building permits only upon payment of sewer connection fees. For projects where payment of sewer connection fees is delayed until the issuance of a certificate of occupancy, reserve sewage treatment capacity following building permit approval.	Lead: Community Development Partners: Public Works	Ongoing	Staff time
IMP-2.4d. Design new development served by a private water purveyors to support provision of a sustainable source of potable water.	Lead: Community Development Partners: Public Works	Near-term/ ongoing	Staff time
IMP-2.4e Initiate discussions with regional partners regarding joint planning areas and explore sunsetting the Reno-Stead Corridor Joint Plan.	Lead: Community Development Partners: TMRPA, City of Sparks, Washoe County	Near-term	Staff time
2.5: Promote the use of sustainable development practices.			
IMP-2.5a. Support the completion of the Sustainability and Climate Action Plan as a means to: • Establish benchmarks that compare the City of Reno against peer communities on a variety of climate and sustainability metrics (using the STAR Communities Evaluation tool); • Establish specific targets, such as for greenhouse gases (GHG) reduction or the percentage of energy that comes from renewables, that reflect community priorities and help promote a more sustainable and resilient future; and • Support the implementation of the goals and policies contained in this Master Plan.	Lead: City Manager's Office Partners: Community Development, Public Works	Near-term	Staff time
IMP-2.5b. Establish development standards and incentives as part of the Annexation and Land Development Code to support the implementation of the Design Principles for Sustainable Development (see Chapter 3: Area-Specific Policies), as well as the forthcoming Sustainability and Climate Action Plan. PI-B PI-G	Lead: Community Development Partners: Planning Commission, City Manager's Office, Public Works	Near-term	Staff time, Outside support/ funding
IMP-2.5c. Implement recommendations that emerge from the Sustainability and Climate Action Plan upon completion and commit to monitoring the City's progress toward established targets over time. Incorporate tracking of key metrics as part of the City's Open Performance Dashboard. PI-G	Lead: City Manager's Office Partners: Community Development, Public Works	Longer-term/ ongoing	Staff time, Outside support/ funding
IMP-2.5d. Require new developments to include low-impact development (LID) features suitable for Reno's climate and soil conditions as defined by the *Truckee Meadows Structure Controls Design and Low Impact Development Manual* and the adopted LID ordinance.	Lead: Community Development Partners: Public Works	Ongoing	Staff time
IMP-2.5e. Update the City of Reno dashboard on the Global Covenant of Mayor's for Climate & Energy site to incorporate baseline data and targets to reflect the City's progress toward its stated commitment to GHG reduction. PI-G	Lead: City Manager's Office Partners: Community Development, Public Works	Longer-term/ ongoing	Staff time, Outside support/ funding
IMP-2.5f. Work with solid waste providers to provide disposal and recycling services that are aligned with the City's forthcoming Sustainability and Climate Action Plan.	Lead: City Manager's Office Partners: Community Development	Longer-term	Staff time

Strategy	Responsibility	Timing	Resources
GP 3: THRIVING DOWNTOWN AND UNIVERSITY DISTRICT			
3.1: Cultivate a vibrant and livable downtown environment that balances the needs of residents and visitors.			
IMP-3.1a. Dedicate the resources necessary to support the implementation of the *Downtown Action Plan* (*DAP*). PI-C	Lead: City Council Partners: City Manager's Office, Economic Development and Redevelopment	Near-term/ ongoing	Staff time, General Fund, CIP, Outside support/funding, Regional collaboration
IMP-3.1b. Review and update underlying zoning districts and design standards (and redevelopment standards) within the Downtown Regional Center as needed to align them with the downtown district boundaries, the Design Principles for the Downtown Regional Center, and the *DAP*. Place a particular emphasis on: • Allowed uses • Promenade requirements • Street-level treatment • Parking requirements • Potential incentives to support other *DAP* or Master Plan goals (e.g., housing for all, active community spaces) PI-B PI-C	Lead: Community Development Partners: Economic Development and Redevelopment	Near-term	Staff time
IMP-3.1c. Establish and adopt infill design standards for the Powning District in conjunction with other designated conservation districts. PI-B PI-C	Lead: Community Development Partners: Economic Development and Redevelopment	Ongoing	Staff time
IMP-3.1d. Continue to allow most projects within the Downtown Regional Center to proceed without discretionary review by the City of Reno as a means to encourage new development and promote revitalization. Evaluate whether potential project thresholds that would trigger additional review are warranted as part of updates to Downtown Regional Center zoning districts and design standards (see IMP-3.1b). PI-C	Lead: Community Development Partners: Economic Development and Redevelopment	Ongoing	Staff time
IMP-3.1e. Conduct an inventory of historic properties within the Downtown Regional Center and establish a rating of overall historic significance to help guide and target rehabilitation and/or demolition. PI-C	Lead: Community Development Partners: Historical Resources Commission, Planning Commission	Near-term	Outside support/ funding
3.2: Enhance public safety and create inviting streets and public places for people.			
IMP-3.2a. Create a downtown management organization (DMO), as defined by the *DAP*. Assist with initial funding of the DMO in partnership with other businesses and organizations in the short-term and work towards self-sustaining funding in the long-term. PI-C	Lead: City Council Partners: City Manager's Office, Downtown Management Organization	Near-term/ ongoing	Staff time, General Fund, Outside support/ funding

Strategy	Responsibility	Timing	Resources
IMP-3.2b. In collaboration with downtown partners, step up enforcement of the Downtown Property Maintenance Standards as adopted. PI-C	Lead: Community Development Partners: Economic Development and Redevelopment, Downtown Management Organization	Near-term/ ongoing	Staff time
IMP-3.2c. Continue to support and expand staffing for the Downtown Walking Team as part of a more robust community policing initiative. PI-C	Lead: City Manager's Office Partners: Police, City Council, Downtown Management Organization	Near-term/ ongoing	Staff time
IMP-3.2d. Identify and implement solutions to address homelessness through programs and partnerships focused on downtown needs. PI-C	Lead: Community Development Partners: City Manager's Office	Near-term/ ongoing	Staff time, General Fund
IMP-3.2e. Continue to support the Blight Mitigation Fund and establish a goal for upgrading, converting, and/or removing all blighted properties within Downtown within a certain timeframe (e.g. five years). Track progress toward this goal on the City's Open Performance Dashboard (expanded from *DAP*). PI-C	Lead: City Council Partners: City Manager's Office, Downtown Management Organization	Ongoing, longer-term	Staff time, General Fund
IMP-3.2f. Implement *DAP* recommendations related to the environment and experience in Downtown in terms of improving safety and cleanliness, enhancing public spaces, and expanding access and amenities along the Truckee River. PI-C	Lead: Public Works Partners: Community Development, City Manager's Office, Downtown Management Organization	Near-term/ ongoing	Staff time, CIP
IMP-3.2g. Seek opportunities to fill missing sidewalk segments and address other potential pedestrian barriers in Downtown as identified as part of the *Reno Sparks Bicycle and Pedestrian Master Plan* in conjunction with proposed development projects and/or as part of planned maintenance projects. Support the use of public-private partnerships, grants, or other creative strategies to implement improvements beyond those than would otherwise be required. PI-C	Lead: Public Works Partners: Community Development, City Manager's Office, Downtown Management Organization	Ongoing	Staff time, Regional collaboration, CIP
3.3: Promote the continued revitalization of the downtown economy and built environment.			
IMP-3.3a. Support the implementation of *DAP* recommendations related to improving the economy in Downtown as part of the City's economic development strategy (see Policy 1.1a). PI-C	Lead: Public Works Partners: Community Development, City Manager's Office, Downtown Management Organization	Ongoing	Staff time, CIP
IMP-3.3b. Develop a standard set of incentives to encourage infill and redevelopment in Downtown, using the range of options provided in the DAP. PI-C	Lead: Community Development Partners: Public Works, City Council, City Manager's Office	Near-term	Staff time
IMP-3.3c. Explore the creation of a sewer connection fee credit bank/set aside program to offset sewer fees for development in Downtown. PI-C	Lead: Public Works Partners: Community Development, City Manager's Office	Near-term	Staff time

Strategy	Responsibility	Timing	Resources
MP-3.3d. Explore the modification of sewer and other user fees and taxes under City of Reno control to create a disincentive to hold vacant buildings and lots. PI-C	Lead: Community Development Partners: Public Works, City Manager's Office	Near-term	Staff time
MP-3.3e. Explore the creation of a vacant building registration ordinance. PI-C	Lead: Community Development Partners: Public Works, City Manager's Office	Near-term	Staff time
3.4: Strengthen multimodal connections to and within Downtown Reno.			
IMP-3.4a. Implement *DAP* recommendations related to enhancing transportation & parking management, connections and key streets, and bicycle and pedestrian access to the Truckee River. PI-C	Lead: Public Works Partners: Economic Development and Redevelopment, RTC, UNR, Downtown Management Organization	Near-term/ ongoing	Staff time
IMP-3.4b. Evaluate necessary street improvements to facilitate intensification of the Downtown Regional Center as well as the University District within the center. PI-C	Lead: Public Works Partners: RTC, UNR, Community Development	Longer-term	Staff time
IMP-3.4c. Encourage pedestrian safety and traffic calming improvements at Evans Avenue and 9th Street. PI-C	Lead: Public Works Partners: RTC, UNR, Community Development	Longer-term	Staff time
IMP-3.4d. Collaborate with RTC to prioritize traffic calming strategies, increased lighting, additional marked crossings with flashing beacons, and sidewalk widening in Downtown. PI-C	Lead: Public Works Partners: RTC, UNR, Community Development	Longer-term	Staff time
IMP-3.4e. Review and update as necessary the City's on-street parking permit program for the innovation area near the University of Nevada, Reno and surrounding locations to ensure effectiveness and adequate enforcement. Ensure residents that have been granted reductions are ineligible to receive on-street parking permits. PI-C	Lead: Public Works Partners: City Clerk, RTC, UNR, Community Development	Ongoing	Staff time

Strategy	Responsibility	Timing	Resources
GP 4: VIBRANT NEIGHBORHOODS AND CENTERS			
4.1: Encourage a diverse mix of housing options to meet the needs of existing and future residents of all ages, abilities, and income levels.			
IMP-4.1a. Develop a near-term affordable and workforce housing strategy that identifies actions the City can take over the next two to three years to address affordable and workforce housing issues related to cost and supply. Prioritize actions, including, but not limited to: • Confirmation and adoption of working definitions for affordable and workforce housing; • Identify target groups to focus efforts on increasing housing for and support opportunities for the target groups; • Support programs that aid homeless and near homeless populations; • Support actions, programs, and incentives that contribute to the creation and retention of housing affordable to renters earning less than 60 percent of AMI; • Support programs that provide home maintenance assistance aimed at supporting home ownership retention for seniors and other residents earning less than 100 percent of AMI; • Identify regulations and fees that can be reduced or waived to incentivize affordable housing construction and formalize the City's policy regarding available incentives, which could include: development fee reductions or waivers, sewer fee reductions and waivers, reduced development standards, reduced parking requirements, and recalibration of current density or height bonuses; • Identify potential funding sources the City can create and use to support affordable housing projects and reduce transportation costs; • Identify strategies to maximize use of City funds through partnerships with other entities; and • Receive City Council direction and approval of the strategy. PI-A	Lead: Community Development Partners: City Manager's Office, Reno Housing Authority, Non-profit housing agencies	Near-term	Staff time, Regional collaboration/ resources
IMP-4.1b. Establish an inventory of excess City-owned properties and identify parcels that are well-suited for use to achieve the City's housing goals. PI-A	Lead: Community Development Partners: City Manager's Office, Reno Housing Authority	Near-term	Staff time, Regional collaboration/ resources
IMP-4.1c. Adopt an Accessory Dwelling Unit (ADUs) ordinance and design standards, taking into account unit size, parking requirements, design and character, tenure limitations, and other compatibility considerations. PI-A PI-B	Lead: Community Development Partners: Planning Commission	Near-term	Staff time
IMP-4.1d. Develop a standard incentive package, including development fee waivers or reductions and modified development standards (e.g., reduced parking or landscaping), for development projects that provide housing units affordable within the City's target income levels. PI-A	Lead: Community Development Partners: City Manager's Office, Public Works	Near-term	Staff time
IMP-4.1e. Identify and obtain new funding sources (such as a trust fund or other tool) to support the acquisition, construction, or rehabilitation of affordable housing. PI-A	Lead: Community Development Partners: City Manager's Office, City Council	Near-term	Staff time

Strategy	Responsibility	Timing	Resources
IMP-4.1f. Partner with American institute of Architects (AIA) and/or the American Planning Association (APA) to conduct a design competition for smaller homes/ADUs to build community awareness of opportunities for creative housing prototypes that are aligned with the design principles for ADUs.	Lead: Community Development Partners: Planning Commission, APA, AIA, UNR, NABs	Longer-term	Staff time
IMP-4.1g. Solicit developers through RFP or RFI to build housing on city- owned sites that further the City's affordable and workforce housing goals. PI-A	Lead: Community Development Partners: City Manager's Office	Near-term	Staff time, Regional collaboration
IMP-4.1h. Work with area partners to routinely monitor housing trends and identify gaps in types of housing and housing by AMI levels. PI-D	Lead: Community Development Partners: Reno Housing Authority, Non-profit housing agencies	Ongoing	Staff time, Regional collaboration
IMP-4.1i. Identify and implement solutions to address homelessness through programs such as Reno Works. (See also strategies under GP 6, goal 6.1.) PI-A	Lead: Community Development Partners: City Manager's Office	Near-term/ ongoing	Staff time, General Fund
IMP-4.1j. Develop a rehousing program aimed at helping seniors and other special needs populations seeking new housing due to substandard housing conditions and redevelopment. PI-A	Lead: Community Development Partners: Reno Housing Authority	Longer-term	Staff time, Regional collaboration
IMP-4.1k. Increase staff capacity and resources to implement the affordable and workforce housing strategy. PI-A	Lead: City Manager's Office Partners: Community Development	Longer-term	Staff time, General Fund
4.2: Promote the development of new neighborhoods that offer a range of lifestyle options and amenities that meet the short- and long-term needs of the community.			
IMP-4.2a. Develop targets for mixture of new permitted housing types and track progress on increasing diversity annually. PI-C PI-D	Lead: Community Development Partners: TMRPA	Near-term/ ongoing	Staff time
IMP-4.2b. Align residential zoning districts in the Annexation and Land Development Code with Master Plan goals and policies and land use categories and update as necessary to ensure the full spectrum of desired housing types are allowed by right in the locations called for by the plan.	Lead: Community Development Partners: Planning Commission	Near-term	Staff time, Outside support/ funding
4.3: Support continued investment in and ongoing maintenance of infrastructure and amenities in established neighborhoods.			
IMP-4.3a. Define and implement a neighborhood renewal program.	Lead: Community Development Partners: City Council	Near-term	Staff time
IMP-4.3b. Implement Motel Inspection Program.	Lead: Community Development Partners: City Council	Near-term	Staff time
IMP-4.3c. Establish and adopt infill design standards applicable to all types of development for central neighborhoods, with a higher level of consideration given to designated conservation districts. PI-B	Lead: Community Development Partners: Economic Development and Redevelopment	Ongoing	Staff time
IMP-4.3d. Establish and fund a neighborhood improvement program for the NABs with a formal application process that allows neighborhoods to identify and implement priority infrastructure or quality of life improvements on an annual basis.	Lead: City Council Partners: City Manager's Office; Public Works; Community Development; Parks, Recreation, and Community Services	Long-term	Staff time, CIP, General Fund

Strategy	Responsibility	Timing	Resources
IMP-4.3e. Give high priority to the use of CDBG funds for neighborhood conservation and revitalization initiatives.	Lead: Community Development Partners: Parks, Recreation, and Community Services	Ongoing	Staff time
IMP-4.3f. Increase funding for neighborhood code enforcement as resources allow and work with property owners to address blighted properties and improvements that are not being maintained properly by homeowners associations.	Lead: Community Development Partners: City Council	Ongoing	Staff time, General Fund
IMP-4.3g. Monitor the efficacy of the City's on-street parking permit program and expand as needed to include established neighborhoods experiencing parking challenges as a result of their proximity to centers, corridors, or employment areas.	Lead: Public Works Partners: City Council, City Clerk	Ongoing	Staff time
4.4: Encourage the creation of walkable community/neighborhood centers that provide a variety of services and amenities.			
IMP-4.4a. Develop an informational and resource guide for creating neighborhood centers to help direct developers, business owners, and residents in creating and fostering neighborhood commercial districts.	Lead: Community Development Partners: Reno-Sparks Chamber of Commerce	Longer-term	Staff time
IMP-4.4b. Seek opportunities to incorporate new City facilities and services (or satellite facilities to support existing services) as part of existing/future neighborhood centers where aligned with City priorities and the overall mix of uses in the center.	Lead: Police; Fire; Public Works; Parks, Recreation, and Community Services Partners: Community Development	Ongoing	Staff time
IMP-4.4c. Evaluate existing non-residential and mixed-use base districts in the Annexation and Land Development Code and update or expand as needed to specifically support the creation of walkable neighborhood centers in an existing context, as well as a greenfield context. PI-B	Lead: Community Development Partners: Planning Commission	Near-term	Staff time, Outside support/ funding
IMP-4.4d. Evaluate existing base districts in the Annexation and Land Development Code and update or expand as needed to support the implementation of Design Principles for Neighborhood Corridors. PI-B	Lead: Community Development Partners: Planning Commission	Near-term	Staff time, Outside support/ funding
4.5: Encourage pedestrian and bicycle connections as part of new development and integrate into established neighborhoods.			
IMP-4.5a. Work with RTC as part of the *Pedestrian Safety Action Plan* to implement missing sidewalk segments (as identified as part of the Reno Sparks Bicycle and Pedestrian Master Plan) and bike lanes on collector and arterial streets.	Lead: Public Works Partners: RTC, Community Development	Ongoing	Staff time
IMP-4.5b. Engage volunteers (e.g. student interns) and the NABs to assist in developing an inventory of missing sidewalk segments on local streets. Establish a list of priority segments for incorporation into the CIP each year.	Lead: Public Works Partners: Community Development, NABs, UNR	Longer-term	Staff time
IMP-4.5c. Review and update pedestrian access and circulation requirements in the Annexation and Land Development Code and consider establishing a connectivity index or similar strategy to ensure new development and infill/redevelopment fully support the implementation of the pedestrian and bicycle connectivity goals and policies of this Master Plan. Address the unique parameters of different place types in the community, using the design principles as a guide.	Lead: Community Development Partners: Public Works, Planning Commission	Near-term	Staff time

Strategy	Responsibility	Timing	Resources
GP 5: WELL-CONNECTED CITY AND REGION			
5.1: Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes.			
IMP-5.1a. Work with the development community, RTC, and others as applicable to ensure proposed development supports the implementation of *Regional Transportation Plan* priorities.	Lead: Public Works Partners: RTC, Community Development	Ongoing	Staff time
IMP-5.1b. Support NDOT and RTC in their efforts to lobby for and secure state and federal funding for implementation of improvements identified in the Reno-Sparks Freeway Traffic Study.	Lead: City Council Partners: RTC, NDOT, City of Sparks, Washoe County	Ongoing	Staff time
IMP-5.1c. Work with RTC as part of the *Pedestrian Safety Action Plan* to implement missing sidewalk segments (as identified as part of the *Reno Sparks Bicycle and Pedestrian Master Plan*) and bike lanes on collector and arterial streets.	Lead: Public Works Partners: RTC, Community Development	Ongoing	Staff time
IMP-5.1d. Actively participate as part of ongoing or project-specific committees with RTC, NDOT, and other regional partners to clearly communicate and advocate for City priorities.	Lead: City Council Partners: Community Development, Public Works	Ongoing	Staff time
IMP-5.1e. Work with RTC, the City of Sparks, and Washoe County to explore the feasibility of best practice level of service (LOS) approaches such as LOS metrics for all travel modes and eliminating LOS based on vehicle miles traveled for priority infill/redevelopment areas.	Lead: Public Works Partners: RTC, Community Development	Ongoing	Staff time
IMP-5.1f. Look to establish an alternative major transportation route from the North Valleys to central Reno.	Lead: Public Works Partners: RTC, Community Development	Longer-term	Staff time
5.2: Actively manage transportation systems and infrastructure to improve reliability, efficiency, and safety.			
IMP-5.2a. Improve traffic flow with traffic system signal optimization.	Lead: Public Works Partners: RTC	Near-term	Staff time
IMP-5.2b. Develop a bridge inspection and maintenance program.	Lead: Public Works Partners: RTC	Near-term	Staff time
IMP-5.2c. Continue Neighborhood Street Improvement Program.	Lead: Public Works Partners: RTC	Ongoing	Staff time, CIP
IMP-5.2d. Require tentative map applications to document, where applicable, a "Safe Route to School" plan, clearly showing the recommended pedestrian and bicycle routes to school.	Lead: Community Development Partners: Public Works	Ongoing	Staff time
IMP-5.2e. Evaluate the redirection of existing and creation of new financial mechanisms to support the integration of road safety improvements (e.g., speed undulations, pedestrian activated crossings, speed radars, etc.) where needed in both growing and established areas.	Lead: Public Works Partners: Community Development, RTC	Ongoing	Staff time
IMP-5.2f. Continue to prioritize actions to improve road safety for all users.	Lead: Public Works Partners: RTC	Ongoing	Staff time
5.3: Facilitate the movement of goods and services throughout the region via truck, air, and rail.			
IMP-5.3a. Work with NDOT, RTC, and other partners to implement the recommendations of the Nevada Freight Program Assessment-Statewide.	Lead: NDOT Partners: RTC, Public Works, Local Government Partners	Ongoing	Staff time
IMP-5.3b. Collaborate with the RTAA on periodic updates to and implementation of RTAA master plans for the Reno-Tahoe International Airport (RTIA) and Reno-Stead Airport.	Lead: Community Development Partners: City Manager's Office	Ongoing	Staff time

Strategy	Responsibility	Timing	Resources
IMP-5.3c. Collaborate with the RTAA on updates to city policies and regulations as applicable to ensure they will not limit airport operations or impede implementation of RTAA master plans for either airport. PI-B	Lead: Community Development Partners: City Manager's Office	Ongoing	Staff time
IMP-5.3d. Maintain and make available an updated truck route map and work with mapping services to integrate the updated map information.	Lead: Community Development Partners: Public Works	Ongoing	Staff time
5.4: Encourage the use of transit, car or van pools, bicycling, walking, and other forms of alternative transportation.			
IMP-5.4a. Collaborate with RTC on the alignment of *Regional Transportation Plan* goals and recommendations, transit service planning, and other initiatives in support of the City's priority locations for growth (see Policy 2.1a.).	Lead: Community Development Partners: RTC, Public Works	Ongoing	Staff time
IMP-5.4b. Concentrate transit-oriented development patterns, densities, and uses in identified Priority Locations for Infill and Redevelopment (see Policy 2.2a) and support transit-oriented and/or supportive development in other locations consistent with Structure Plan place types and design principles (see Chapter 3: Area-Specific Policies).	Lead: Community Development Partners: RTC, Public Works	Ongoing	Staff time
IMP-5.4c. Prioritize sidewalk and bike lane improvements in locations that will improve access to existing and planned BRT routes, as well as other bus routes with high ridership.	Lead: Public Works Partners: RTC, Community Development	Ongoing	Staff time, CIP
IMP-5.4d. Offer incentives to City of Reno employees who participate in trip-reduction programs sponsored by RTC.	Lead: City Manager's Office Partners: RTC, Community Development	Ongoing	Staff time
IMP-5.4e. Work with RTC, the City of Sparks, and Washoe County to study the feasibility of formalizing increased transit use during periods of high air pollution levels.	Lead: City Manager's Office Partners: Community Development, RTC, WCHD	Ongoing	Staff time
5.5: Anticipate and plan for the implications and opportunities associated with connected vehicles, autonomous vehicles, and the expected transition from personal car ownership to mobility-as-a-service.			
IMP-5.5a. Organize educational opportunities for the public to learn about the future of automated vehicles and the City's plans to address this new technology as it develops.	Lead: NDOT Partners: Public Works, Community Development, UNR, Communications and Technology	Near-term	Staff time
IMP-5.5b. Explore ways to participate as a test site for autonomous vehicles as the technology develops and continue to support economic development initiatives related to the development and testing of unmanned aerial vehicle (UAVs or drones) technology in the city.	Lead: Public Works Partners: Economic Development, EDAWN, RTC, RTAA	Near-term	Staff time, Regional collaboration
IMP-5.5c. Work with regional partners to develop a shared vision for the use of autonomous vehicles (AVs) in the Truckee Meadows region and develop an action plan for regulating AVs, creating standards for AV infrastructure and sharing and collecting data related to the use of AVs, or the region's transportation network. Ensure the action plan is updated periodically to reflect advances in the technology or other changes.	Lead: Public Works Partners: Community Development, RTC, City of Sparks, Washoe County, TMRPA, UNR	Near-term	Staff time, Regional collaboration
IMP-5.5d. Implement key components of the Smart Roadway program from Reno's Department of Transportation Smart City application—a concept designed to improve the safety and efficiency of traffic management and explore the interaction and benefits of CVs/AVs in an urban environment.	Lead: Public Works Partners: City Council	Longer-term	Staff time, Capital Improvement
IMP-5.5e. Develop regulations for autonomous vehicles, specifically surrounding safety concerns and autonomous vehicle infrastructure as the use of AVs in the City grows. Periodically update/revise these regulations based on best practices or advances in the use or regulation of AVs.	Lead: Public Works Partners: Community Development, Planning Commission, RTC	Longer-term	Staff time

Strategy	Responsibility	Timing	Resources
GP 6: SAFE, HEALTHY, AND INCLUSIVE COMMUNITY			
6.1: Provide high-quality community safety and emergency response services.			
IMP-6.1a. Develop a more robust community policing initiative that leverages technology and information.	Lead: Police Partners: City Manager's Office, City Council, Communications and Technology	Near-term/ ongoing	Staff time
IMP-6.1b. Develop and implement a plan for identifying and addressing infrastructure replacement and maintenance needs related to public safety services.	Lead: Police Partners: City Manager's Office, City Council, Communications and Technology	Near-term	Staff time
IMP-6.1c. Increase police resources and personnel to increase ability to do neighborhood patrols.	Lead: Police Partners: City Manager's Office, City Council, NABs	Near-term/ ongoing	Staff time
IMP-6.1d. Continue Reno Crime-Free Multi-Housing Program.	Lead: Community Development Partners: Police	Near-term/ ongoing	Staff time
IMP-6.1e. Address aging infrastructure.	Lead: Police Partners: City Manager's Office, City Council	Near-term	General fund, CIP
IMP-6.1f. Continued expansion of paramedic/ALS medical services provided to the community.	Lead: Fire Partners: City Manager's Office, City Council	Ongoing	Staff time
IMP-6.1g. Develop and implement a multi-year plan for infrastructure replacement, including fire stations and apparatus.	Lead: Fire Partners: City Manager's Office, City Council, Communications and Technology	Ongoing, Long-term	Staff time, CIP, General Fund
IMP-6.1h. Increase staffing levels ensuring all fire stations are fully staffed.	Lead: Fire Partners: City Manager's Office, City Council	Ongoing	Staff time
IMP-6.1i. Revise and modify service areas and beats to better reflect and align with current service levels and approaches, the Land Use Plan, and the quadrant-based approach for assessing level of service standards and fiscal impacts established by this Master Plan.	Lead: Police Partners: City Manager's Office	Near-term, Ongoing	Staff time
IMP-6.1j. Locate a police station or sub-station in all four quadrants of the city with goal of making them open to the public as staffing resources allow. Co-locate sub-stations with other municipal services and in other City-owned facilities when possible to reduce cost of operation.	Lead: Police Partners: City Manager's Office, Communications and Technology	Long-term, ongoing	Staff time
6.2: Promote a safe and more resilient community.			
IMP-6.2a. Evaluate development proposals on a case-by-case basis regarding the need for a wildlands interface plan. PI-C PI-D	Lead: Fire Partners: Community Development Fire, Planning Commission	Ongoing	Staff time
IMP-6.2b. Develop and implement measures to minimize fire hazards in open and sagebrush areas. (From current MP- see IMP-6.2a)	Lead: Fire Partners: Community Development	Ongoing	Staff time
IMP-6.2c. Encourage the installation of sprinkler systems for all new single-family units located outside of existing fire service areas to reduce the cost of building, operating, and maintaining new fire stations.	Lead: Fire Partners: Community Development	Ongoing	Staff time

Strategy	Responsibility	Timing	Resources
IMP-6.2d. Expand fire prevention and community outreach programs.	Lead: Fire Partners: City Manager's Office, City Council	Ongoing	Staff time
IMP-6.2e. Adopt the State Fire Marshal Standards for the Wildland Urban Interface (WUI) as part of City code and consider designating a WUI overlay as part of this process.	Lead: Fire Partners: Community Development, Planning Commission	Longer-term	Staff time
IMP-6.2f. Review and update floodplain management ordinances, including the Critical Flood Zone 1 ordinance, as needed in conjunction with efforts to update drainageway definitions and policies (see Policy 7.1e and related strategies).	Lead: Public Works Partners: Community Development, Planning Commission	Near-term	Staff time
IMP-6.2g. Review and update stormwater management and floodplain management ordinances for closed basins as needed to address stormwater run-off retention calculations and mitigation strategies, including but not limited to, detention and retention of stormwater.	Lead: Public Works Partners: Community Development, Planning Commission	Near-term	Staff time, Outside support/ funding
IMP-6.2h. Initiate discussions with regional partners to review and update the Truckee Meadows Regional Drainage Manual in collaboration with regional partners. PI-D	Lead: Public Works Partners: Community Development, Planning Commission	Near-term, Ongoing	Staff time, Regional collaboration
IMP-6.2i. Work with partners to address stormwater management on a citywide or preferably regional level and potentially establish a stormwater management utility to serve Reno residents. PI-D	Lead: Public Works Partners: Truckee River Flood Management Authority, Local Government Partners	Longer-term	Staff time, Regional collaboration, Outside support/ funding, Other funds
IMP-6.2j. Explore the feasibility of developing a seismic retrofit assistance program focusing on existing unreinforced masonry buildings.	Lead: Community Development Partners: FEMA, UNR	Near-term	Staff time
IMP-6.2k. In coordination with local and regional partners, explore the feasibility of establishing centers for residents during periods of hazardous air quality due to fire or extreme heat events.	Lead: City Council Partners: City Manager's Office, Community Development, WCHD	Longer-term	Staff time
IMP-6.2l. Develop heat management resources in coordination with local and regional partners (see Policy 6.2L).	Lead: Development Services Partners: Local Government Partners, City Manager's Office, Parks and Recreation	Near-term	Staff time
6.3: Support active lifestyles among residents of all ages.			
IMP-6.3a. Develop a comprehensive Parks and Recreation Master Plan to: • Establish an updated inventory of facilities (aligned with categories and targets established by the City of Reno Master Plan) • Reflect the availability of new tools for acquisition, maintenance, and funding (as applicable); and • Identify near-term/long-term priorities.	Lead: Parks, Recreation, and Community Services Partners: Recreation and Parks Commission, NABs, Senior Citizen Advisory Committee, Youth City Council, Community Development	Near-term	Staff time, Outside support/ funding
IMP-6.3b. Continue to support city-programs that promote health and wellness for residents of all ages.	Lead: Parks, Recreation, and Community Services Partners: Community Development, City Manager's Office, City Council	Ongoing	CIP, General Fund

Strategy	Responsibility	Timing	Resources
6.4: Encourage health and wellness through access, education, and prevention.			
IMP-6.4a. In partnership with local homelessness related service providers, identify, and explore the feasibility of social impact funding/ bonding programs to address and increase access to capital for homelessness.	Lead: City Manager's Office Partners: Police, Reno Housing Authority, Non-profit housing agencies, Homeless service providers, Local health providers	Long-term	Staff time, Regional collaboration
IMP-6.4b. Encourage year-end reports from all service providers funded by the Washoe County *HOME* Consortium.	Lead: City Council Partners: City Manager's Office, Community Development	Ongoing	Staff time, Regional collaboration
IMP-6.4c. Continue to support the implementation of the regional plan entitled "*Housing For All: A Plan to End Homelessness,*" in collaboration with partner agencies and jurisdictions.	Lead: Community Development Partners: City Manager's Office, City Council	Ongoing	Staff time, Regional collaboration
6.5: Increase the availability of and access to fresh, healthy, and local food.			
IMP-6.5a. Review and update Annexation and Land Development Code provisions with an eye toward identifying and removing potential barriers to local food production (including hydroponics and other emerging technologies), processing, and sales.	Lead: Community Development Partners: City Manager's Office, WCHD	Near-term	Staff time, Outside support/ funding
IMP-6.5b. Support the efforts of partner organizations, community groups, and volunteers in developing and maintaining an inventory of local food assets.	Lead: City Manager's Office Partners: WCHD	Ongoing	Staff time, Regional collaboration
IMP-6.5c. Convene a meeting of food policy advocates with the intention of establishing a framework for organizing various initiatives and interests surrounding food policy and identifying a champion (or group of champions) within the region with the capacity and funding to serve as a resource going forward.	Lead: City Manager's Office Partners: WCHD	Near-term	Staff time, Regional collaboration
6.6: Foster a culture of inclusivity—embracing and respecting the diversity of Reno's residents.			
IMP-6.6a. Actively seek passage of progressive humane legislation on the state level. (Current MP)	Lead: City Council Partners: Human Rights Commission, City Manager's Office, Access Advisory Committee	Ongoing	Staff time
IMP-6.6b. Continue to support a range of adaptive and inclusion programs as part of the Parks, Recreation, and Community Services Department.	Lead: City Council Partners: City Manager's Office; Access Advisory Committee; Parks, Recreation and Community Services Department	Ongoing	Staff time
IMP-6.6c. Update the City of Reno Americans with Disabilities Act (ADA) transition plan, including City facilities and rights of way.	Lead: Parks, Recreation and Community Services Department Partners: Public Works, Access Advisory Committee	Ongoing	Staff time, CIP
6.7: Advocate for a strong and successful education system, and lifelong learning opportunities.			
IMP-6.7a. Work with local, state, and regional partners to lobby for a sustainable funding source for K-12 education.	Lead: City Council Partners: Community Development	Ongoing	Staff time
IMP-6.7b. Continue to expedite processing time for school sites that require a master plan or zoning amendment, particularly those that occur as part of PUD amendments.	Lead: Community Development Partners: WCSD, Planning Commission	Ongoing	Staff time
IMP-6.7c. Work with WCSD on the adaptive reuse and/or disposition of schools within established neighborhoods to ensure future uses are compatible with surrounding uses.	Lead: Community Development Partners: WCSD, NABs	Ongoing	Staff time

Strategy	Responsibility	Timing	Resources
GP 7: QUALITY PLACES AND OUTDOOR RECREATION OPPORTUNITIES			
7.1: Conserve and protect Reno's natural resources and environment.			
IMP-7.1a. Update Annexation and Land Development Code requirements to address distinctions (and similarities) in the values, ecosystem functions, and maintenance requirements associated with natural major drainageways versus artificial major drainageways. The update should consider: • Allowing the relocation of natural major drainageways only for ephemeral and intermittent streams. • Addressing hydro-modification through appropriate grade control and other stabilization, especially with respect to vertical channel stability. • Prohibiting landscaping of drainageways that would impair drainage functions. • Requiring mitigation for all permissible encroachments. • Requiring the use of best maintenance practices which include leaving woody vegetation, cattails, and other flow impediments in place, where appropriate, based on type of drainageway and condition. PI-B	Lead: Public Works Partners: Community Development; Parks, Recreation, and Community Services; Planning Commission	Near-term	Staff time
IMP-7.1b. Continue efforts to update and maintain a list of major drainageways that should be prioritized for improvements that address stormwater runoff, promote natural infiltration of runoff, reduce erosion, prevent sedimentation, and/or reduce expenditure of public funds. As part of these efforts, leverage updates to the *Watershed Management and Protection Plan and Source Water Protection Plan*. PI-B	Lead: Public Works Partners: Parks, Recreation, and Community Services	Ongoing	Staff time
IMP-7.1c. Develop and maintain a map of major drainageways.	Lead: Public Works Partners: Community Development	Near-term	Staff time, Regional Collaboration
IMP-7.1d. Review and update as needed mitigation requirements for stormwater runoff and other non-point sources of water pollution within the environs of the Truckee River and its tributaries.	Lead: Community Development Partners: Public Works, Planning Commission	Near-term	Staff time
IMP-7.1e. Review the operation of sewage treatment plants, and where technically, economically, and legally possible, modify so that the effluent is used to create, maintain, restore, or enhance wetlands and/or irrigate parks.	Lead: Public Works Partners: Parks, Recreation, and Community Services	Longer-term	Staff time
IMP-7.1f. Refer development applications that may impact threatened or endangered species and/or wildlife migration corridors to the appropriate agency for review and comment.	Lead: Community Development Partners: Planning Commission, NDOW, USFS, BLM	Ongoing	Staff time, Outside support/ funding
IMP-7.1g. Explore opportunities to maintain or increase healthy wildlife habitats on private property that support sensitive species through the State's Private Lands for Wildlife program (from OS&G Plan).	Lead: Community Development Partners: NDOW, Community Partners	Longer-term	Staff time, Outside support/ funding, Regional collaboration
IMP-7.1h. Work with TMWA to update the City's development review process, zoning code, and Master Plan Land Use Map to prevent the location of development or uses that could potentially contaminate groundwater resources within identified wellhead/source water protection areas (WHPAs/SWPAs). PI-B	Lead: Community Development Partners: TMWA, Public Works, Planning Commission	Near-term	Staff time

Strategy	Responsibility	Timing	Resources
IMP-7.1i. Work with TMWA, residents, businesses and other property owners to raise awareness of identified wellhead protection areas and discourage practices or activities within these areas that could contaminate groundwater or otherwise threaten the quality of water drawn from TMWA's wells and other public water system wells.	Lead: Community Development Partners: Public Works, TMWA, WCHD	Ongoing	Staff time, Regional Collaboration
IMP-7.1j. Encourage site design features, such as low-impact development techniques, that minimize impermeable surfaces, support treatment of stormwater runoff, and/or facilitate groundwater infiltration except within wellhead protection areas.	Lead: Community Development Partners: Public Works, TMWA	Ongoing	Staff time
7.2: Establish an interconnected network of open space, greenways, and trails.			
IMP-7.2a. Identify and prioritize for acquisition, easements, or cooperative management arrangements with ditch companies, ditches that: • Can provide connectivity to other open space areas, such as portions of Steamboat and Highland ditches; and • Have the capacity to provide connectivity to other open space areas, such as City-owned drainageways.	Lead: Community Development Partners: Parks, Recreation and Community Services; Public Works	Longer-term	Staff time
IMP-7.2b. Work with local and regional partners to map actual alignments (a.k.a., "true trail alignments") of the conceptual trails and connections identified on the greenways and open space map contained in this Master Plan.	Lead: Parks, Recreation, and Community Services Partners: Community Development, Public Works	Near-term	Staff time, Regional collaboration
IMP-7.2c. Update the Annexation and Land Development Code to include open space and greenways design standards, including building setbacks, lighting, fencing, signage, landscaping without invasive species, and irrigation. PI-B	Lead: Community Development Partners: Parks, Recreation, and Community Services, Planning Commission	Near-term	Staff time, Outside support/ funding
IMP-7.2d. Clarify the use of the term "open space" in all City documents to conform to the definition provided in this plan.	Lead: Community Development Partners: Parks, Recreation, and Community Services	Near-term	Staff time
IMP-7.2e. Continue to responsibly accept donation/dedication of privately owned properties consistent with adopted City policies and procedures for processing donations of private land. Explore the creation of conservation easements.	Lead: Parks, Recreation, and Community Services Partners: Community Partners	Ongoing, Near-term	Staff time
IMP-7.2f. Collaborate with partner agencies and organizations within the region, as well as at the state and federal level to support increased access to outdoor opportunities for residents throughout the Truckee Meadows.	Lead: Parks, Recreation, and Community Services Partners: Community Development, City of Sparks, Washoe County, State and Federal Agencies	Ongoing	Staff time, Regional collaboration
IMP-7.2g. Work with land trusts and other potential partners to support the conservation of private lands for open space, agricultural, or resource protection purposes. In addition, expand the City's partnership with the Nevada Land Trust and other conservation groups for conservation projects in the Reno-Sparks area. As needed, explore the establishment of other community land trusts to further support conservation efforts.	Lead: Parks, Recreation, and Community Services Partners: Community Partners	Ongoing	Staff time, Regional collaboration
IMP-7.2h. Work to develop a formal Open Space program with a dedicated funding source that acquires and manages open space, greenways, and trails to support expansion of the City's open space, greenways, and trails network.	Lead: Parks, Recreation, and Community Services Partners: Community Partners, Local Government Partners	Longer-term	Staff time, Outside support/ funding, Regional collaboration

Strategy	Responsibility	Timing	Resources
7.3: Maintain access to public lands at the urban/rural interface.			
IMP-7.3a. Review development applications for potential open space areas, corridors, access points to public lands, and buffers as identified in this plan and require that those areas be protected and allow for public access as a condition of approval.	Lead: Community Development Partners: Planning Commission; Parks, Recreation, and Community Services	Ongoing	Staff time, Outside support/ funding
IMP-7.3b. As annexation occurs and master plan land uses are assigned, protect high value open space areas in accordance with this plan.	Lead: Community Development Partners: Parks, Recreation, and Community Services; Planning Commission	Ongoing	Staff time
IMP-7.3c. Work with federal land management agencies to identify, formalize, or develop access points to public lands.	Lead: Parks, Recreation, and Community Services Partners: Community Development, USFS, BLM, Washoe County	Ongoing	Staff time, Capital Improvement, Regional collaboration
7.4: Increase Reno's profile as a center of arts and culture.			
IMP-7.4a. Review and update the Annexation and Land Development Code to: • Evaluate the addition of live/work spaces in appropriate locations; and • Allow art in streetscapes and required landscape areas where appropriate. PI-B	Lead: Community Development Partners: Reno Arts and Culture Commission, Planning Commission	Near-term	Staff time
IMP-7.4b. Update Reno Arts and Culture Commission planning documents (i.e. Arts and Cultural Master Plan or strategic goals) as appropriate to: • Work with other governments and quasi-governmental agencies to include public art in their projects located within the city limits; • Utilize public art to designate districts and/or their entrances and to define Reno's sense of place and enhance visitor navigation; • Continue to assist in the selection of public art for all new facilities and parks; • Develop a public art grant program for private developers utilizing qualified arts non-profit organizations; • Improve access to healthcare and affordable housing opportunities located in the City's priority locations for infill and redevelopment to help retain creative individuals; • Examine processes and regulations to determine how the arts can further support City services and community priorities; • Encourage cultural festivals which showcase Reno's vibrant cultural diversity; • Encourage diversity in the City's galleries; • Develop an arts and culture awareness campaign for the City's website; • Support programs in the Parks, Recreation, and Community Services Department that provide lifelong learning opportunities for arts education; • Encourage applicants to the Arts and Culture Grants Program to include an arts education component to their events and programs. • Encourage the Reno Arts and Culture Commission to reevaluate the Arts Grants Program annually to direct the use of these funding mechanisms to advance the goals in this document, the Cultural Master Plan, and the Public Art Master Plan; and • Encourage the Reno Arts and Culture Commission to assign commissioners to attend the Washoe County School District Board meetings to provide information regarding the importance of adding art and music to their STEM program.	Lead: Reno Arts and Culture Commission and the Cultural Affairs Staff of the City Manager's Office Partners: Community Development; Public Works; Parks, Recreation and Community Services; non-profit arts organizations	Near-term	Staff time, Outside support/ funding, Regional collaboration

Strategy	Responsibility	Timing	Resources
IMP-7.4c. Work to increase funding for arts and culture by: • Evaluating the feasibility of linking funding for arts and culture to population or some other factor; and • Exploring mechanisms to increase funds allocated to the Public Art Grant Fund.	Lead: City Manager's Office Partners: Reno Arts and Culture Commission	Near-term	Staff time, Outside support/ funding
IMP-7.4d. Include arts and culture in City messaging regarding Reno's creative economy, revitalization efforts, and quality of life.	Lead: City Manager's Office Partners: Communication and Technology, Reno Arts and Culture Commission	Ongoing	Staff time
IMP-7.4e. Regularly update the Americans for the Arts economic impact study.	Lead: City Manager's Office Partners: Reno Arts and Culture Commission	Ongoing	Outside support/ funding
IMP-7.4f. Encourage service and special event organizations that receive City funding to include educational offerings related to their event.	Lead: City Manager's Office Partners: Reno Arts and Culture Commission	Near-term	Staff time
7.5: Protect and preserve Reno's heritage and historic assets.			
IMP-7.5a. Work with the SHPO to: • Maintain the City's Certified Local Government (CLG) status in order to continue securing funds for historic preservation activities; • Provide training to members of the Historical Resources Commission on their role in city government, applicable legal frameworks, and planning policy procedures; and • Promote the Federal Rehabilitation Tax Credit program for eligible commercial properties listed in the National Register of Historic Places.	Lead: Community Development Partners: Historical Resources Commission, State Historic Preservation Office	Ongoing	Staff time
IMP-7.5b. Regularly update the inventory of potentially eligible historic properties and associated survey forms using available funds, such as annual Historic Preservation Fund grant funding through SHPO.	Lead: Community Development Partners: Historical Resources Commission, State Historic Preservation Office	Ongoing	Staff time, Outside support/ funding
IMP-7.5c. Develop a mechanism to identify and rank historic-age properties in a non-regulatory manner and make this information available via a public-facing GIS viewer to: • Provide enhanced resources to property owners, developers, architects, and City staff; • Assist the Historical Resources Commission and City staff in pursuing the addition of properties to the City Register; • Assist the Historical Resources Commission in identifying historically important buildings in need of rehabilitation and entice preservation developers; and • Ensure survey information relating to historic resources in the City is available to the public and other interested parties.	Lead: Community Development Partners: Historical Resources Commission, Historic Reno Preservation Society	Long-term	Staff time, Outside support/ funding

Strategy	Responsibility	Timing	Resources
IMP-7.5d. Review and update the Annexation and Land Development Code to: • Revise and clarify the powers and duties of the Historical Resources Commission to assist in reconfirming the commission's purpose; • Modify the composition of the Historical Resources Commission to include representation of other professionals and the public; • Revise and simplify the City Register designation process, clarify the eligibility criteria, and include historical integrity as a consideration; • Develop an administrative certificate of appropriateness (COA) process to streamline the review of minor exterior modifications to properties on the City Register; • Develop a demolition by neglect provision and clarify findings to obtain a demolition certificate for properties on the City Register; • Integrate the goals of the Historical Resources Commission with broader adaptive reuse policy to incentivize the use and preservation of existing buildings stock in new and creative ways; • Revise incentives available to properties listed on the City Register to further encourage addition of properties; • Develop incentives for properties listed on the City Register to assist property owners in the protection of historic character in neighborhoods and to developers as tools to redevelop valuable historic building stock, such as a revolving loan fund; • Develop a process to review the effects development projects may have on nearby historic resources included in the Historic Register; and • Develop mitigation measures deemed appropriate to lessen the impact on the public as a result of the loss or alteration of an historic resource. PI-B	Lead: Community Development Partners: Historical Resources Commission, State Historic Preservation Office, City Council, Planning Commission	Near-term	Staff time, Outside support/ funding
IMP-7.5e. Develop design guidelines for the COA process.	Lead: Community Development Partners: Historical Resources Commission, State Historic Preservation Office	Near-term	Staff time

Strategy	Responsibility	Timing	Resources
IMP-7.5f. Develop a near-term strategic plan for the Historical Resources Commission that identifies actions the HRC can take to address historical resource issues, including but not limited to: • Advocate for the reinstatement of an annual budget for the Historical Resources Commission and increased staff time to assist the historic preservation program; • Strive to protect historic resources that are City-owned property; • Expand the Historic Resources Commission's annual award program to encourage and recognize excellence in historic preservation in the community; • Develop a historic marker program to interpret, educate, and promote the region's history and to foster heritage tourism; • Increase understanding of historic preservation goals in non-historic preservation-related departments and commissions; • Actively pursue new listings to the City Register through outreach to private property owners of potentially eligible properties listed in the National Register of Historic Places; • Actively reach out to private developers to promote and facilitate investment in historic rehabilitation, especially in commercial buildings; • Develop and make available educational materials about preservation principles and techniques, the Secretary of the Interior Standards for Historic Preservation, the City Register of Historic Places, and other historic preservation programs; • Develop and distribute a preservation toolkit explaining a variety of preservation techniques and preservation policies unique to the City of Reno; • Monitor best practices across the wide array of programs that support historic preservation, from the Historical Resources Commission's technical preservation responsibilities to community planning, communications, the arts, tourism, and interpretive preservation; and • Establish heritage partnerships and networks with local, state, and national historic preservation and tourism organizations.	Lead: Historical Resources Commission Partners: Community Development, Historic Reno Preservation Society, State Historic Preservation Office, EDAWN, RSCVA	Near-term	Staff time, Outside support/ funding, Regional collaboration
7.6: Improve the quality of the public realm (e.g. parks, public spaces, streets) through context-sensitive design, targeted investment, and regular maintenance.			
IMP-7.6a. Support reducing the number of billboards within city limits and periodically review standards for electronic signs.	Lead: Community Development Partners: Planning Commission	Ongoing	Staff time
IMP-7.6b. Review and update design standards for signs within defined centers and corridors to promote signs oriented to the pedestrian scale rather than automobiles.	Lead: Community Development Partners: Planning Commission	Near-term	Staff time, Outside support/ funding
IMP-7.6c. Develop maintenance and improvement plans for parks, plazas, and other significant public spaces that are managed or maintained by the City. Ensure that, where possible, such plans acknowledge and incorporate special considerations for or take advantage of any unique site features or characteristics, such as historic resources.	Lead: Public Works, Parks, Recreation, and Community Services Partners: Community Development, Planning Commission	Longer-term	Staff time, Outside support/ funding
IMP-7.6d. Review crime statistics to identify City-owned or managed public spaces that are hot-spots for crime. Conduct safety audits of these locations and evaluate the potential for implementing crime prevention through environmental design (CPTED) or other crime prevention design features or principles through future upgrades or maintenance of the public space. Ensure users of these sites or locations are included in the process.	Lead: Community Development Partners: Police; Planning Commission; Public Works; Parks, Recreation, and Community Services	Longer-term	Staff time, Outside support/ funding

Strategy	Responsibility	Timing	Resources
IMP-7.6e. Develop a detailed set of roadway design standards that take into account uses and unique considerations, such as trees, present the City's centers, corridors, neighborhoods, and employment areas, as identified on the Structure Plan map included in the Master Plan. Work with RTC to ensure these standards are applied to regional roadways not managed by the City of Reno.	Lead: Community Development Partners: Planning Commission; Public Works; RTC; Parks, Recreation, and Community Services	Near-term	Staff time, Regional collaboration
IMP-7.6f. Continue to improve park maintenance and expand the number of parks that meet the maintenance standards annually.	Lead: Parks, Recreation, and Community Services Partners: City Council	Ongoing	Staff time, General Fund, Capital Improvement
7.7: Increase tree canopy and green infrastructure within the city.			
IMP-7.7a. Continue to expand community support for maintaining and enhancing the city's tree canopy.	Lead: Parks, Recreation, and Community Services Partners: Urban Forestry Commission	Ongoing	Staff time
IMP-7.7b. Review, update, and modify tree planting specifications and retention requirements as part of the Annexation and Land Development Code as needed to support maintenance and enhancement of the city's tree canopy. PI-B	Lead: Community Development Partners: Parks, Recreation, and Community Services; Urban Forestry Commission, Planning Commission	Near-term	Staff time
IMP-7.7c. Adopt landscaping standards for public street projects, with a focus on major streets and gateways. (From *Urban Forestry Management Plan*)	Lead: Community Development Partners: Public Works, Parks, Recreation, and Community Services Urban Forestry Commission	Near-term	Staff time
IMP-7.7d. Provide periodic opportunities for the community to participate in, and/or initiate tree-planting efforts in both public and private spaces such as parks, open space, and public rights-of-way.	Lead: Parks, Recreation, and Community Services Partners: Public Works, Urban Forestry Commission	Near-term	Staff time, General Fund
IMP-7.7e. Continue implementing the tree replacement/replanting program three to five years in advance of roadway improvement projects when there is proposed removal of mature trees.	Lead: Public Works Partners: Parks, Recreation, and Community Services; RTC; Urban Forestry Commission	Ongoing	Staff time, General Fund, Capital Improvement

Strategy	Responsibility	Timing	Resources
GP 8: EFFECTIVE GOVERNMENT			
8.1: Align day-to-day decision-making and budgeting with the implementation of the Master Plan.			
IMP-8.1a. Include an assessment and/or discussion of conformance with the Master Plan in staff reports provided to the City Council, Planning Commission, and other boards and commissions as applicable.	Lead: City Manager's Office Partners: City Departments; City Council	Ongoing	Staff time
IMP-8.1b. Continue to develop and add metrics to the Open Performance Reno dashboard. Add new metrics that provide a means for ongoing assessment and monitoring of the Master Plan's implementation. PI-D	Lead: Communication and Technology Partners: Community Development	Near-term	Staff time
IMP-8.1c. Incorporate implementation of the Master Plan into the City's annual budget development process. Explore the feasibility of including implementation of the Master Plan as a budget guiding principle and integrating the goals, policies, and implementation strategies of the Master Plan into departmental budget development.	Lead: City Council Partners: Finance; City Departments	Near-term	Staff time
IMP-8.1d. Integrate implementation of the Master Plan into the City's Capital Improvement Plan. Explore ways to utilize the goals, policies, and implementation strategies of Master Plan in CIP project selection improvement plan document.	Lead: City Manager's Office Partners: City Departments	Near-term	Staff time
IMP-8.1e. Dedicate the appropriate level of staffing (e.g. hiring a long-range planner, or similar position,) to overseeing the implementation of the Master Plan, including coordinating with other City departments, other local governments, regional agencies, and other partners. PI-D	Lead: Community Development Partners: City Manager's Office, City Council	Near-term	Staff time, General Fund
IMP-8.1f. Initiate a formal process to guide monitoring Master Plan implementation that outlines frequency, community and stakeholder engagement, and review processes.	Lead: Community Development Partners: City Manager's Office, City Council	Ongoing	Staff time
8.2: Enhance teamwork, cooperation, problem-solving, and transparency within the City organization.			
IMP-8.2a. Establish inter-departmental teams or working groups within the City to ensure decision-making and long-range planning efforts are coordinated across departments; that data, reports, and studies are reviewed by and shared with relevant departments, and that policies adopted, decisions made, or projects planned by one department do not conflict with those of other departments or the guiding principles, goals, and policies of the Master Plan.	Lead: City Manager's Office Partners: City Departments	Ongoing	Staff time
IMP-8.2b. Include a summary of the Capital Improvement Projects Committee project prioritization process so that the public may understand why projects were or were not funded through that year's CIP.	Lead: City Manager's Office Partners: Clerk	Ongoing	Staff time
IMP-8.2c. Review existing City boards and commissions to assess whether the role of each body needs to be clarified among appointed members, staff, City Council, or in the ordinances establishing each board and commission.	Lead: City Manager's Office Partners: Department Liaisons, City Boards and Commissions, City Council	Near-term	Staff time
IMP-8.2d. Continue to utilize the Ethics Commission as an independent body to issue advisory opinions, investigate complaints, and publish findings and recommendations regarding violations of the City's ethics code by elected and appointed officials, as well as staff.	Lead: City Council Partners: City Manager's Office, City Attorney, Civil Service Commission	Ongoing	Staff time
IMP-8.2e. Review and update as needed the City's ethics code, and other ethics provisions and regulations applying to City staff, elected officials (including candidates for elected positions), and appointed officials.	Lead: City Attorney's Office Partners: City Manager's Office, Civil Service Commission	Near-term	Staff time

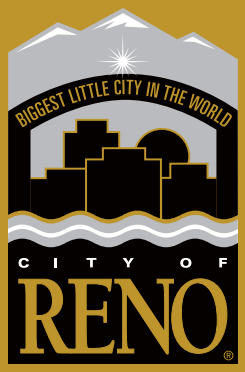
Strategy	Responsibility	Timing	Resources
IMP-8.2f. Develop an ethics training program focused on the selection and hiring of employees.	Lead: City Attorney's Office Partners: Civil Service Commission	Near-term	Staff time
8.3: Develop and support leadership that reflects the diversity of the community.			
IMP-8.3a. Create and maintain a consolidated list of City staff who are able to speak languages other than English. Make this list available to the public, along with information about language spoken and City department, so that non-English speakers may get in contact with appropriate multi-lingual staff.	Lead: Human Resources Partners: City Departments	Near-term	Staff time
IMP-8.3b. Explore programs to assess the multi-lingual capacity of City staff and investigate opportunities to provide language instruction or similar opportunities for staff interested in learning another language.	Lead: Human Resources Partners: City Departments	Near-term	Staff time
IMP-8.3c. Regularly collect demographic and socio-economic data on current members of City commissions and boards and compare to citywide statistics to understand how reflective the board's or commission's membership is of the community as a whole.	Lead: City Manager's Office Partners: City Boards and Commissions	Near-term	Staff time
IMP-8.3d. Work with community groups, non-profits, regional service providers, commonly served populations, and minority populations to understand ways the City can change, update, or revise programs and services to better serve the City's diverse population.	Lead: City Manager's Office Partners: Parks, Recreation and Community Services; Police; Fire; Community Partners	Longer-term	Staff time, Outside support/ funding, Other funds, Regional collaboration
IMP-8.3e. Explore the feasibility of providing regular cultural competency courses, trainings, or similar educational opportunities to City staff, appointed officials, and elected officials, especially those who come into contact with minority populations through their day-to-day responsibilities.	Lead: Human Resources Partners: City Manager's Office	Longer-term	Staff time
IMP-8.3f. Develop and adopt a non-discrimination ordinance to prevent discrimination on the basis of ability, age, culture, economic status, gender identity, national origin, race, religion, and sexual orientation, including economic, racial, cultural, and individual differences in the provision of City services, the administration of City programs, and the hiring of City staff. In addition, ensure the ordinance includes requirements for companies that are hired or contracted with by the City to provide the same protections to their employees.	Lead: City Council Partners: City Attorney, Civil Service Commission	Near-term	Staff time
IMP-8.3g. Develop and adopt a hate crime ordinance to enhance penalties for crimes committed within the city out of bias or prejudice towards a particular group or class.	Lead: City Council Partners: City Attorney	Near-term	Staff time
IMP-8.3h. Utilize the Human Rights Commission to advise City Council on ways that current or proposed ordinances, policies, or other action by the City can further the elimination of prejudice and discrimination. Additional duties should include the review of complaints of discrimination involving City departments or City services, and education and community outreach on issues related to human rights, discrimination, and Reno's diverse populations.	Lead: City Council Partners: City Manager's Office	Ongoing	Staff time

Strategy	Responsibility	Timing	Resources
8.4: Encourage broad and meaningful citizen engagement.			
IMP-8.4a. Continue to facilitate interaction and communication between residents and City employees through the NABs and other programs such as the Reno Citizen's Institute (RCI).	Lead: City Manager's Office Partners: All departments, City Council	Ongoing	Staff time
IMP-8.4b. Explore ways to expand "virtual" or digital participation in public meetings, particularly NAB meetings, allowing residents to attend and participate in such meetings without attending in-person.	Lead: City Clerk Partners: Communications and Technology	Near-term	Staff time
IMP-8.4c. Support NABs in efforts to identify and recognize neighborhoods within the City wards as determined necessary by each NAB.	Lead: City Manager's Office Partners: City Departments	Ongoing	Staff time
IMP-8.4d. Develop a framework or set of guidelines providing staff with direction on when to employ particular community engagement approaches (e.g., inform, consult, involve, partner). Include examples of engagement activities or techniques that could be used under each approach.	Lead: City Manager's Office Partners: City Departments	Longer-term	Staff time, Outside support/ funding
IMP-8.4e. Provide training or learning opportunities to City staff to advance their knowledge and experience with facilitating public meetings, community engagement approaches, or other methods for involving the public in decision-making in a meaningful way.	Lead: Human Resources Partners: City Manager's Office	Longer-term	Staff time, General Fund
IMP-8.4f. Evaluate and identify opportunities to introduce more participatory processes, such as community dialogues, small-group meetings, or online discussion groups, into existing decision-making procedures in order to increase the number of ways and approaches taken by the City to engage with the public.	Lead: City Manager's Office Partners: City Departments	Longer-term	Staff time
IMP-8.4g. Develop a framework for creating citizen task forces comprised of interested residents with backgrounds in a particular topic to assist staff in researching and developing strategies to address issues of community importance when they arise. The framework should include: • A process to assess whether or not the issue should be directed to an existing board or commission; and • Purpose and timeframe of the task force.	Lead: City Manager's Office Partners: City Council, City Departments	Near-term	Staff time
8.5: Continually seek opportunities to increase the efficiency of City facilities and the effectiveness of government programs and City services.			
IMP-8.5a. Select a provider/platform for conducting statistically valid community surveys. Work with City departments, City Council, and City boards and commissions to develop questions that help the City, elected officials, and appointed officials improve service provision, City programs, and governance.	Lead: City Manager's Office Partners: City Council, City Departments, Boards and Commissions	Near-term	Staff time
IMP-8.5b. Continue to identify and evaluate options for creating ongoing, long-term sources of revenue to support a dedicated capital projects fund to supplement the revenue currently set aside from the General Fund.	Lead: Finance Partners: City Manager's Office; City Council	Ongoing	Staff time
IMP-8.5c. Consider adopting sustainable procurement guidelines for products and services purchased by the City, including vehicles in the City's fleet. Ensure that energy or environmental impacts purchases may create are considered in procurement decisions. PI-G	Lead: Public Works Partners: City Manager's Office	Near-term	Staff time
IMP-8.5d. Periodically evaluate the efficiency of existing City facilities and infrastructure to assess whether the efficiency of these facilities in terms of water and energy usage could be improved. Priority should be given to measures that would reduce operating expenses.	Lead: Public Works Partners: City Manager's Office	Ongoing	Outside support/ funding, General Fund

Strategy	Responsibility	Timing	Resources
IMP-8.5e. Develop a customer service survey or other mechanism to gauge satisfaction with the provision of City services and the customer service experience provided by City staff. Use the results to identify areas for improvement.	Lead: City Manager's Office Partners: Communications and Technology	Near-term	Staff time, General Fund
IMP-8.5f. Continue to pursue and implement programs, such as ONE and the Electronic Document Review process, that use technology to improve the efficiency and customer service experience for City customers.	Lead: Communications and Technology Partners: City Manager's Office	Ongoing	Staff time, General Fund, Capital Improvement
8.6: Collaborate with local, regional, and state partners on issues of mutual significance.			
IMP-8.6a. Facilitate regular meetings between the City Council, City leadership, residents, and legislators representing Reno in the State Legislature to raise awareness of issues and challenges facing the City, as well as to discuss changes to state laws, programs, or agencies that would enable or assist the City in addressing these challenges and/or implementing the Master Plan.	Lead: City Manager's Office Partners: City Council, City Departments	Ongoing	Staff time
IMP-8.6b. Work with other local governments, regional agencies, non-profits, and other organizations to develop strategic plans, or similar, for addressing issues or regional significance, such as housing affordability or an aging population.	Lead: City Manager's Office Partners: City of Sparks; Washoe County; Regional Agencies, Organizations, and Service Providers; State and Federal Agencies; Community Partners	Ongoing	Staff time Regional collaboration
IMP-8.6c. Initiate discussions with regional partners to explore representation on boards and commissions that enhance focus on urban policy issues and opportunities.	Lead: City Council Partners: City of Sparks; Washoe County; Regional Agencies, Organizations, and Service Providers	Near-term	Staff time
IMP-8.6d. Develop an Open Data policy providing a framework for making City data (including spatial data) available to the public and others in the region. PI-G	Lead: Communications and Technology Partners: City Attorney, City Departments	Near-term	Staff time
IMP-8.6e. Continue to work with groups such as Code for Reno to maintain the Open Data Reno platform for sharing and creating publicly accessible data. Work to consolidate City platforms and data dashboards so that data can be found in one place rather than across multiple dashboards, websites, or pages on the City's website. PI-G	Lead: Communications and Technology Partners: City of Sparks, Washoe County, TMRPA, TMWA, Community Partners	Ongoing	Staff time

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planning for the future


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APPENDIX A:
TECHNICAL RESOURCES



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TECHNICAL RESOURCES

The following were used to inform discussions during the ReImagine Reno process, and ultimately the goals, policies, and strategies that are included in the Master Plan:

Community Profile Report (January 2016)

This report examines current and future trends and forces affecting the City of Reno with respect to population, housing, the economy and employment, water, sewer and wastewater, transportation, education and schools, health, and hazards and public safety. It also includes two memorandums prepared by Economic and Planning Systems:

- Appendix A: Fiscal Impacts Findings and Analyses
- Appendix B: Economic, Demographic, & Market Framework.

Housing Demand Forecast and Needs Assessment Report (August 2016)

This report provides a forecast of housing and land demand over the next 20 years, and an analysis of the City's housing gaps and needs. It was used to help inform the development of housing-related policies and strategies for the updated Master Plan, as well as the Land Use Plan.

Economic Demand Forecast and Needs Assessment Report (August 2016)

This report identifies future economic opportunities for the City, estimates the impact on demand for new development and land for the City, and identifies economic needs the City can address through the Master Plan. It was used to help inform the development of economic and employment-related policies and strategies for the updated Master Plan, as well as the Land Use Plan.

Master Plan Assessment (January 2016)

This report provided as assessment of the City's current Master Plan (as of 2015), highlighted best practices in comprehensive plans from around the country, and provided specific recommendations for improvement.

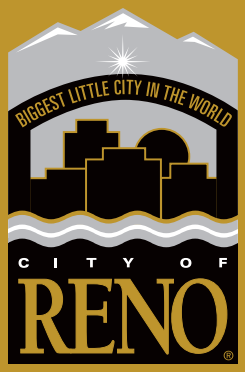
Phase I – Executive Summary (January 2016)

This report provides a high level overview of key findings and recommendations that emerged from Phase I of the ReImagine Reno process.

Fiscal Impact Analysis for Key Policy Choices – December 2016

This analysis outlines the fiscal impacts associated with various land use scenarios and was utilized to inform key policy choices related to employment, housing, and infill/redevelopment priorities for the updated Master Plan.

Copies of all documents listed in Appendix A are available at Reno.Gov/ReImagineReno.

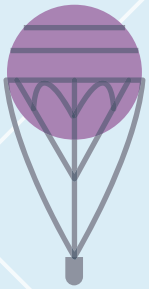

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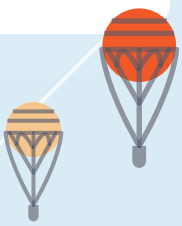
REIMAGINE RENO

APPENDIX B:
REIMAGINE RENO SUMMARY









ReImagine Reno Timeline

April 2015

Phase I of *ReImagine Reno* begins.

Phase I focus groups begin. A total of 29 focus groups are held reaching a range of stakeholder groups.

July 2015

Phase I online community survey launches. More than 4,000 people respond during the three months it was open.

ReImagine Reno "road show" presentations begin, reaching an additional 1,000 people.

October 2015

Phase I community engagement activities conclude.

January 2016

The findings from Phase I are presented to a joint meeting of the Reno City Council and Planning Commission. Both bodies unanimously accept the results, and the recommendations included in the Master Plan Assessment (see Appendix A).

April 2016

Phase II of *ReImagine Reno* kicks off publicly with the release of the draft guiding principles and goals. A public focus group and online survey on the guiding principles and goals are held to gather public feedback on these parts of the Master Plan.

February 2017

Two open houses are held to present the draft design principles included in the area-specific policies of the Master Plan. An online survey provides additional opportunities for the community to review and provide feedback on the draft.

April 2017

A series of topic-specific community meetings and open houses are held to present the draft citywide policies included in the Master Plan. An online survey provides additional opportunities for the community to review and give feedback on the draft.

July 2017

Two open houses are held to present the draft implementation plan included in the Master Plan. An online survey provides additional opportunities for the community to review and give feedback on the draft.

August 2017

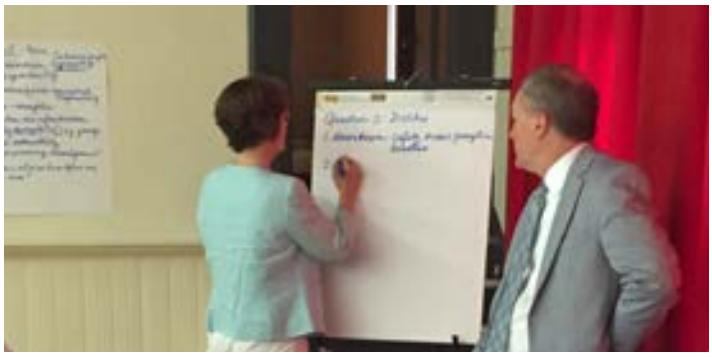
A series of meetings with the Neighborhood Advisory Boards are held to present a complete draft of the Master Plan.

October 2017

The Master Plan is presented to the Planning Commission.

December 2017

The Master Plan is adopted by the Reno City Council.



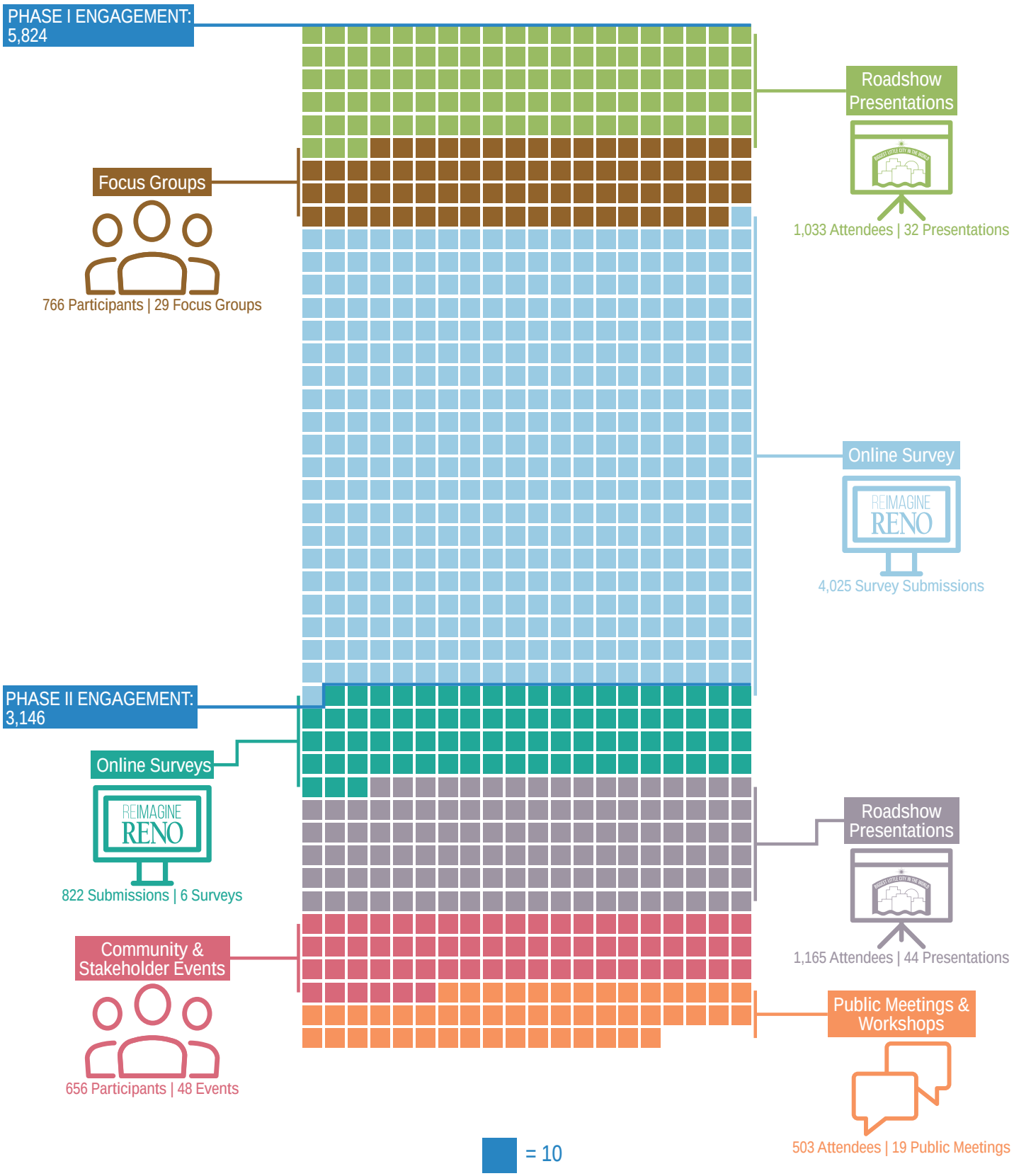


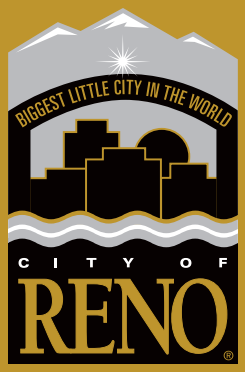






ReImagine Reno Public Engagement Summary




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APPENDIX C:
HOUSING RESOURCES



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HOUSING RESOURCES

Nevada Revised Statues (NRS) require cities located in larger counties to develop a housing plan as part of the City's adopted Master Plan. NRS 278.160 specifies eight required housing plan components and NRS 278.235 also requires housing plans include at least six measures to maintain and develop attainable housing that meets the needs of the community. To support the drafting of housing-related policies and implementation strategies included in this Master Plan, the following technical documents were utilized:

- City of Reno *Housing Demand Forecast and Needs Assessment*, 2016
- *Consolidated Plan* for the City of Reno and Washoe County HOME Consortium, 2015
- *Analysis of Impediments to Fair Housing Choice*, City of Reno, City of Sparks and Washoe County, 2016

The Housing Demand Forecast and Needs Assessment can be found in Appendix A and both the Consolidated Plan and the Analysis of Impediments, as amended, are incorporated by reference as part of this Master Plan. The Consolidated Plan and Analysis of Impediments are continually updated as part of federal requirements to receive federal housing and community development block grant funding and provide key technical data related to housing. To avoid duplication, the Housing Demand Forecast and Needs Assessment was prepared to supplement the information in these documents with a forecast of housing and land demand over a 20 year planning horizon. Additionally, the 2025 Housing Demand Forecast and Needs Assessment was recently adopted, and supports the existing policies in the master plan as they are still applicable to our needs as a City.

Acknowledging that multiple sources of information were used to prepare the housing-related policies and implementation strategies included in this Master Plan and meet the statutory requirements set forth in NRS for housing plans, the following tables summarize how the Master Plan meets each of the eight housing plan components identified in NRS 278.160 and which measures identified in NRS 278.235 are addressed in this Master Plan.

Table 1: Housing Element Components

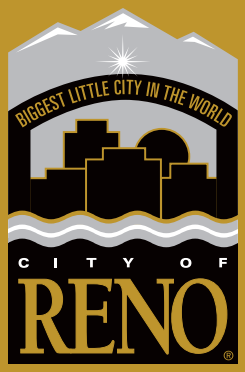
Housing Element Requirement (NRS 278.160)	Master Plan Location
Inventory of housing conditions and needs, and plans and procedures for improving housing standards and providing adequate housing to individuals and families in the community, regardless of income level	• 2016 Housing Demand Forecast and Needs Assessment (see Appendix A) - recently updated in 2025 • 2015 Consolidated Plan, Needs Assessment • Chapter 2: Citywide Policies, Guiding Principle 4
Inventory of existing affordable housing that is available to rent or own, housing that is subsidized either directly or indirectly by the State, an agency or political subdivision of the State, or the Federal government or agency of the Federal government, and housing that is accessible to persons with disabilities	• 2015 Consolidated Plan, Needs Assessment • 2016 Analysis of Impediments
Analysis of projected growth and the demographic characteristics of the community	• 2016 Housing Demand Forecast and Needs Assessment (see Appendix A) - recently updated in 2025
Determination of the present and prospective need for affordable housing in the community	• 2016 Housing Demand Forecast and Needs Assessment (see Appendix A) - recently updated in 2025 • 2015 Consolidated Plan, Housing Market Analysis
Analysis of any impediments to the development of affordable housing and the development of policies to mitigate those impediments	• 2015 Consolidated Plan, Strategic Plan • 2016 Analysis of Impediments • Chapter 2: Citywide Policies, Guiding Principle 4

Housing Element Requirement (NRS 278.160)	Master Plan Location
Analysis of the characteristics of the land that is suitable for residential development that includes: • A determination of whether the existing infrastructure is sufficient to sustain the current needs and projected growth of the community • An inventory of available parcels that are suitable for residential development and any zoning, environmental and other land-use planning restrictions that affect such parcels	• 2016 Housing Demand Forecast and Needs Assessment (see Appendix A) • Chapter 4: Growth and Reinvestment Framework
Analysis of the needs and appropriate methods for the construction of affordable housing or the conversion or rehabilitation of existing housing to affordable housing	• 2016 Housing Demand Forecast and Needs Assessment (see Appendix A) - recently updated in 2025 • 2015 Consolidated Plan, Strategic Plan • Chapter 2: Citywide Policies, Guiding Principle 4 • Chapter 5: Implementation Plan, Guiding Principle 4
A plan for maintaining and developing affordable housing to meet the housing needs of the community for a period of at least 5 years	• 2015 Consolidated Plan, Strategic Plan • Chapter 2: Citywide Policies, GP4 • Chapter 5: Implementation Plan, Guiding Principle 4

Table 2: Measures to Maintain Existing and Develop New Attainable Housing Opportunities

Measures Identified in NRS 278.235	Master Plan Location
At the expense of the city or county, as applicable, subsidizing in whole or in part impact fees and fees for the issuance of building permits	• Chapter 5: Implementation Plan, Guiding Principle 4
Selling land owned by the city or county, as applicable, to developers exclusively for the development of attainable housing at not more than 10 percent of the appraised value of the land, and requiring that any such savings, subsidy or reduction in price be passed on to the purchaser of housing in such a development	• Chapter 5: Implementation Plan, Guiding Principle 4
Donating land owned by the city or county to a nonprofit organization to be used for attainablehousing	• Chapter 5: Implementation Plan, Guiding Principle 4
Leasing land by the city or county to be used for attainable housing	--

Measures Identified in NRS 278.235	Master Plan Location
Requesting to purchase land owned by the Federal Government at a discounted price for the creation of attainable housing pursuant to the provisions of section 7(b) of the Southern Nevada Public Land Management Act of 1998	--
Establishing a trust fund for affordable housing that must be used for the acquisition, construction or rehabilitation of attainable housing	• Chapter 5: Implementation Plan, Guiding Principle 4
Establishing a process that expedites the approval of plans and specifications relating to maintaining and developing attainable housing	--
Providing money, support or density bonuses for attainable housing developments that are financed, wholly or in part, with low-income housing tax credits, private activity bonds or money from a governmental entity for attainable housing, including, without limitation, money received pursuant to 12 U.S.C §1701q and 42 U.S.C §8013	• Chapter 5: Implementation Plan, Guiding Principle 4
Providing financial incentives or density bonuses to promote appropriate transit-oriented housing developments that would include an attainable housing component	--
Offering density bonuses or other incentives to encourage the development of attainable housing	• Chapter 5: Implementation Plan, Guiding Principle 4
Providing direct financial assistance to qualified applicants for the purchase or rental of attainablehousing	• Chapter 5: Implementation Plan, Guiding Principle 4
Providing money for supportive services necessary to enable persons with supportive housing needs to reside in attainable housing in accordance with a need for supportive housing identified in the 5-year consolidated plan adopted by the United States Department of Housing and Urban Development for the city or county pursuant to 42 U.S.C. § 12705 and described in 24 C.F.R. Part 91.	• Chapter 5: Implementation Plan, Guiding Principle 4


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APPENDIX D:
NEIGHBORHOOD PLAN SUPPLEMENT



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NEIGHBORHOOD PLAN SUPPLEMENT

As part of the ReImagine Reno process, policies were developed to provide stronger policy guidance and application of best practices for neighborhoods citywide. These policies build on the foundation established by the various neighborhood plans the City has adopted over time and allow a number of the City's older neighborhood plans (most of which have largely been implemented) to be retired. Neighborhood-specific policies—or design principles—are included in Chapter 3 of the Master Plan and include general neighborhood design principles (applicable to all types of neighborhoods), as well as design principles specific to neighborhoods in different parts of the City (Central, Outer, and Foothills).

In addition to the neighborhood-specific policies in Chapter 3, the following neighborhood plans set forth further policy requirements that have been carried forward as part of the Master Plan. Copies of these neighborhood plans can be found online at Reno.Gov/ReImagineReno.

- Country Club Acres
- Greenfield
- Mortensen-Garson
- Northeast
- Wells Avenue
- West University

To maximize the City's limited resources and maintain a more user-friendly Master Plan, the City does not intend to develop additional neighborhood plans in the future. Rather, the intent is to focus the City's limited resources on strategies and improvements over time (e.g., updates to the City's Annexation and Land Development code, developing design standards for conservation districts, addressing sidewalk improvements) that will help implement the design principles as they apply in different neighborhoods.

This supplement summarizes how the policies established in each neighborhood plan are reflected in the Master Plan and updated Master Plan land use categories were applied. For each plan, the supplement highlights relevant neighborhood policies, outlines applicable design principles found in Chapter 3, and describes how either former citywide land use categories or neighborhood plan land use categories are reflected on the Land Use Plan map. In addition, a consolidated land use and zoning conformance table is provided for each plan. While the neighborhood plans listed are being maintained in their entirety, information provided in this supplement supersedes the equivalent information in the adopted neighborhood plan.

Country Club Acres Neighborhood Plan

Neighborhood Plan Land Use



Master Plan Land Use



Neighborhood Plan Policies

The Country Club Acres Neighborhood Plan was developed to support the neighborhood's primarily single family residential character. To limit the potential for future changes to the residential neighborhood, the plan identifies three neighborhood plan land use designations and a limited number of conforming zoning districts.

Which design principles apply?

General Design Principles for Neighborhoods & Design Principles for Central Neighborhoods

How is the Neighborhood Plan **reflected in the Master Plan**

The Master Plan land use designations in the current Country Club Acres Neighborhood Plan have been translated to the citywide master plan land use categories using adopted zoning districts as shown.

Country Club Acres Neighborhood Plan

Land Use and Conforming Base Zoning Districts

Master Plan Land Use designations were applied to the Country Club Acres Neighborhood Plan area using adopted zoning districts. However, the Country Club Acres Neighborhood Plan designations are carried forward and the following table identifies zoning districts that conform to the Master Plan Land Use designations and Country Club Acres Neighborhood Plan designations.

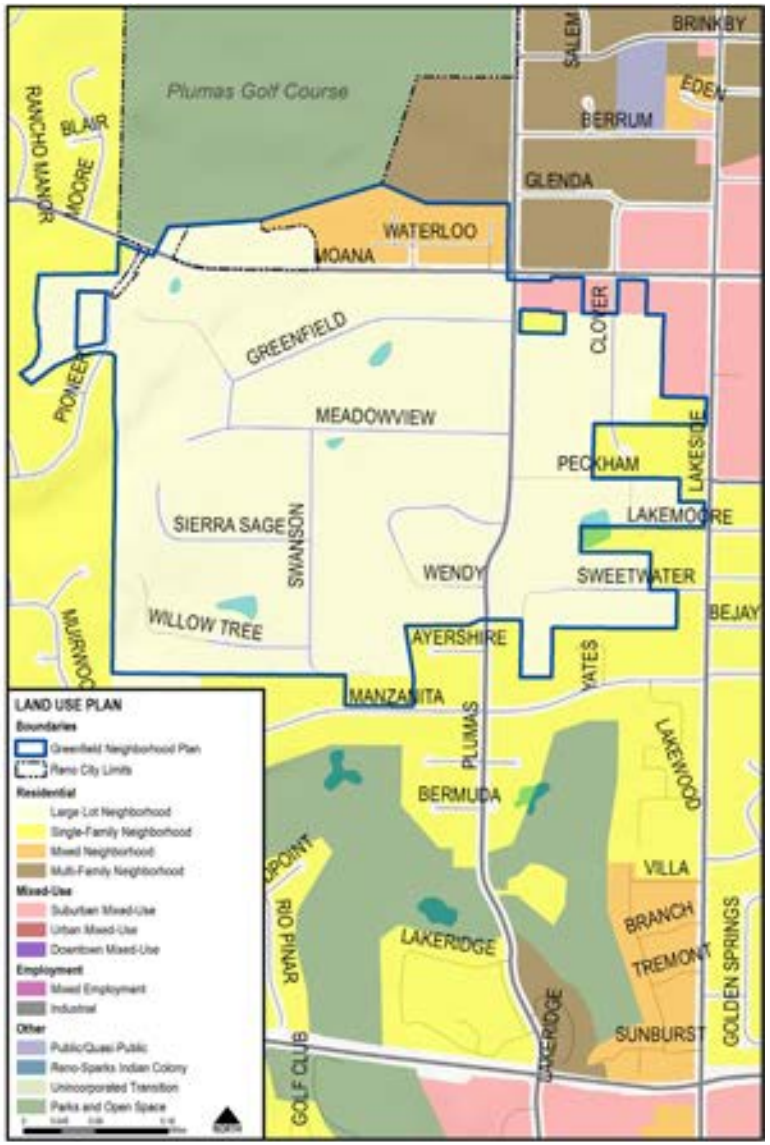
Master Plan Land Use Designations	Country Club Acres Neighborhood Plan Designations	Conforming Base Zoning Districts
Single-Family Neighborhood	Country Club Acres Neighborhood/Residential District	• SF5: Single Family Residential (5 units per acre) • SF8: Single Family Residential (8 units per acre) • PUD: Planned Unit Development • PF: Public Facilities • PGOS: Parks, Greenways, and Open Space
Mixed Neighborhood	Country Club Acres Neighborhood/Transitional District	• SF5: Single Family Residential (5 units per acre) • SF8: Single Family Residential (8 units per acre) • MF14: Multifamily – (14 dwelling units per acre) • PO: Professional Office • PUD: Planned Unit Development • PF: Public Facilities • PGOS: Parks, Greenways, and Open Space
Public/Quasi-Public	Country Club Acres Neighborhood/Public Facility District	• All single-family zoning designations listed above • PF: Public Facilities • PGOS: Parks, Greenways, and Open Space

Greenfield Neighborhood Plan

Neighborhood Plan Land Use



Master Plan Land Use



Neighborhood Plan Policies

The Greenfield Neighborhood Plan was developed to maintain the area's primarily single family residential character. To preserve this character the plan's policies promote large lots with a maximum density of one dwelling unit per acre, prohibit the subdivision of existing parcels to less than an acre in size, and limit the location of certain public improvements such as sidewalks, street lights, curb and gutter. The plan also limits commercial uses to certain parcels fronting Moana Lane.

Which design principles apply?

General Design Principles for Neighborhoods & Design Principles for Central Neighborhoods

How is the Neighborhood Plan **reflected in the Master Plan**

Master Plan land use designations have been applied to the Greenfield Neighborhood Plan area using the Greenfield Neighborhood Plan Overlay District as shown.

Greenfield Neighborhood Plan

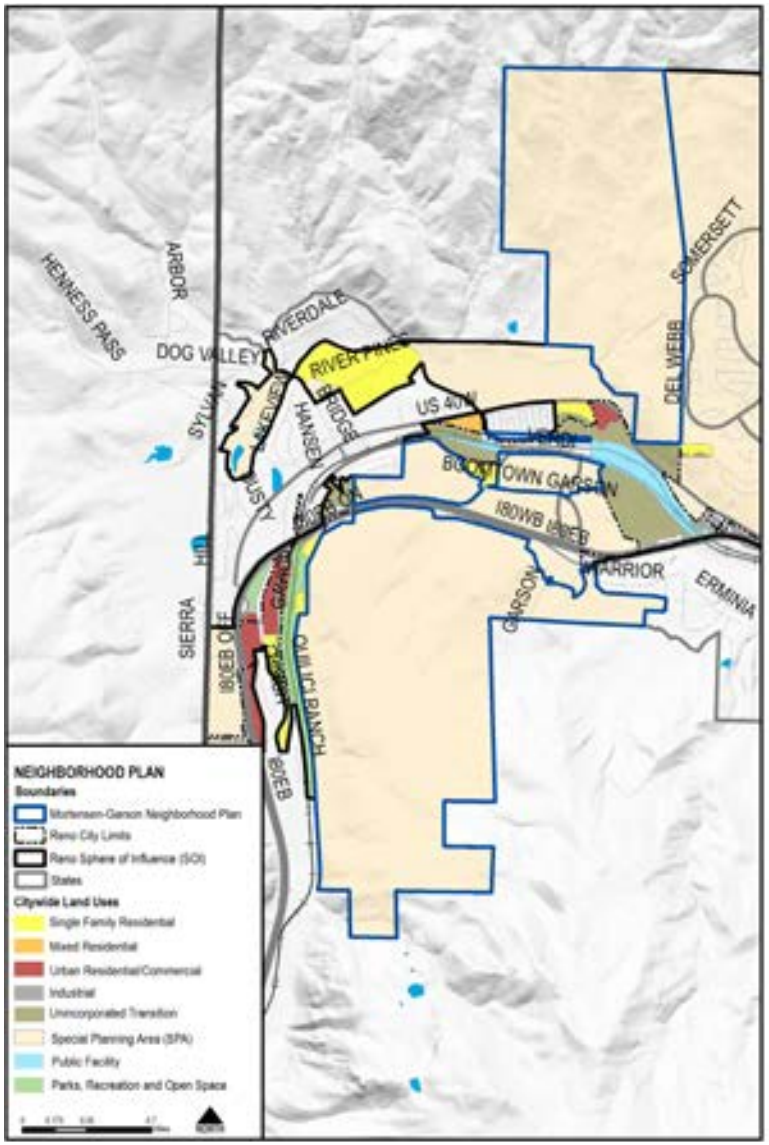
Land Use and Conforming Base Zoning Districts

Master Plan Land Use designations were applied to the Greenfield Neighborhood Plan area using the Greenfield Neighborhood Planning Area Overlay District. Currently, properties located in the Greenfield Neighborhood Plan have no base zoning districts adopted. In the future, these areas will be zoned using the conforming zoning districts listed below. The Greenfield Neighborhood Planning Area Overlay District will not be impacted by the application of these base zones.

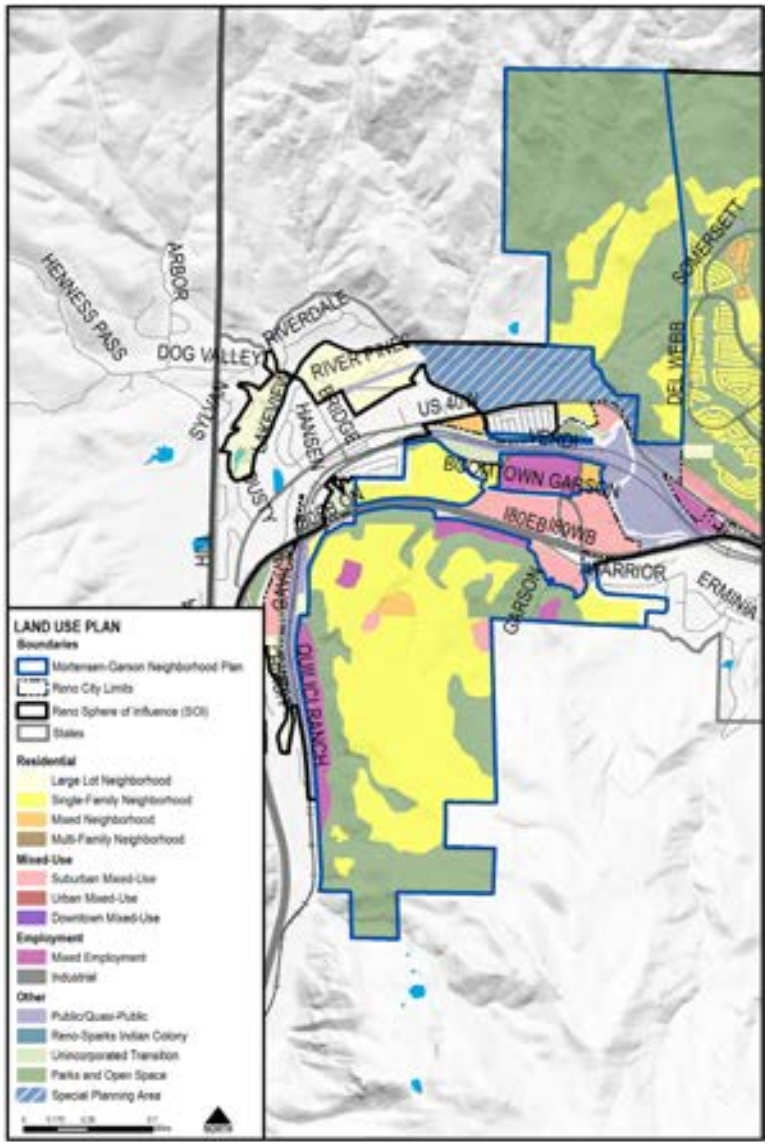
Master Plan Land Use Designations	Conforming Base Zoning Districts
Large Lot Neighborhood	• LLR2.5: Large Lot Residential (2.5 acres) • LLR1: Large Lot Residential (1 acre)
Mixed Neighborhood	• PUD: Planned Unit Development
Suburban Mixed Use	• PO: Professional Office

Mortensen-Garson Neighborhood Plan

Neighborhood Plan Land Use



Master Plan Land Use



Neighborhood Plan Policies

The Mortensen-Garson Neighborhood Plan was developed to preserve the spirit of the Mortensen-Garson Development Standards Handbook as translated to the Mortensen-Garson Overlay Zoning District. This overlay zoning district provides for a mix of housing, parks, open space, civic, commercial, and retail uses. The plan also identifies conforming zoning districts consistent with the Mortensen-Garson Overlay Zoning District.

Which design principles apply?

General Design Principles for Neighborhoods & Design Principles for Foothill Neighborhoods

How is the Neighborhood Plan **reflected in the Master Plan**

Master Plan land use categories have been applied to the area in the Mortensen-Garson Neighborhood Plan using the zoning designations identified in the Mortensen-Garson Overlay Zoning District as shown.

Mortensen-Garson Neighborhood Plan

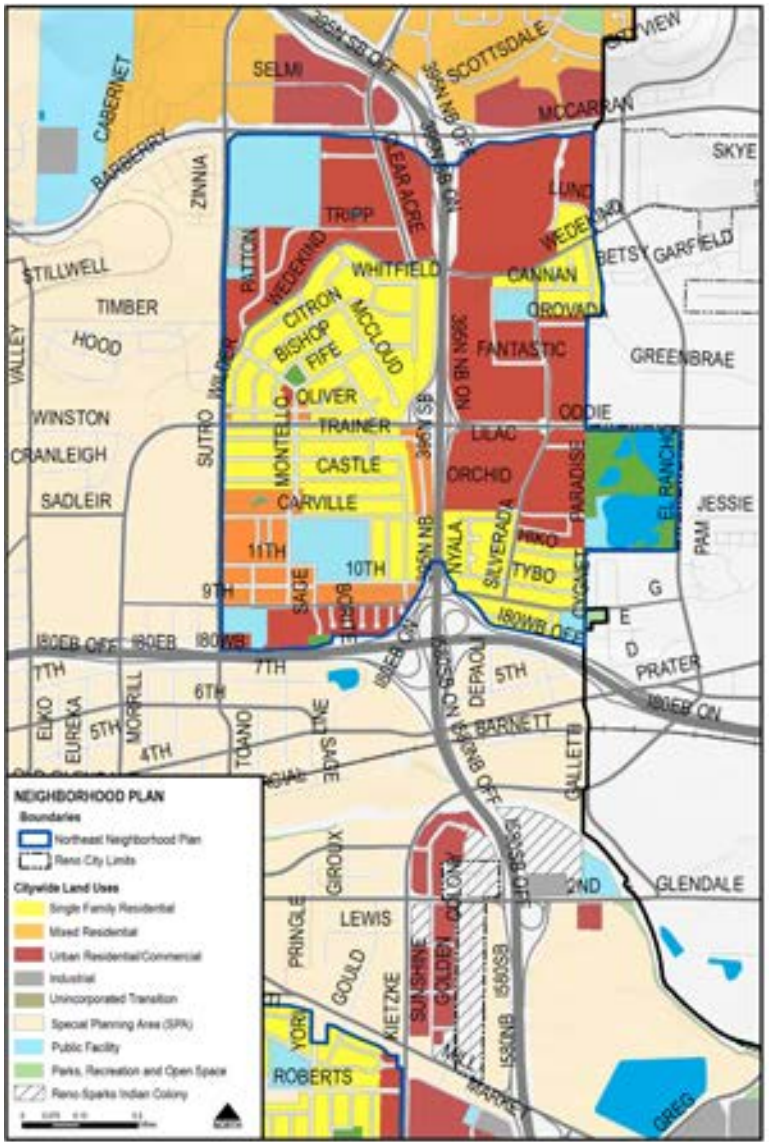
Land Use and Conforming Base Zoning Districts

Master Plan Land Use designations were applied to the Mortensen-Garson Neighborhood Plan area using adopted zoning districts. The following table identifies how a limited number of allowed zoning districts established in the Mortensen-Garson Neighborhood Plan conform to the Master Plan Land Use designations.

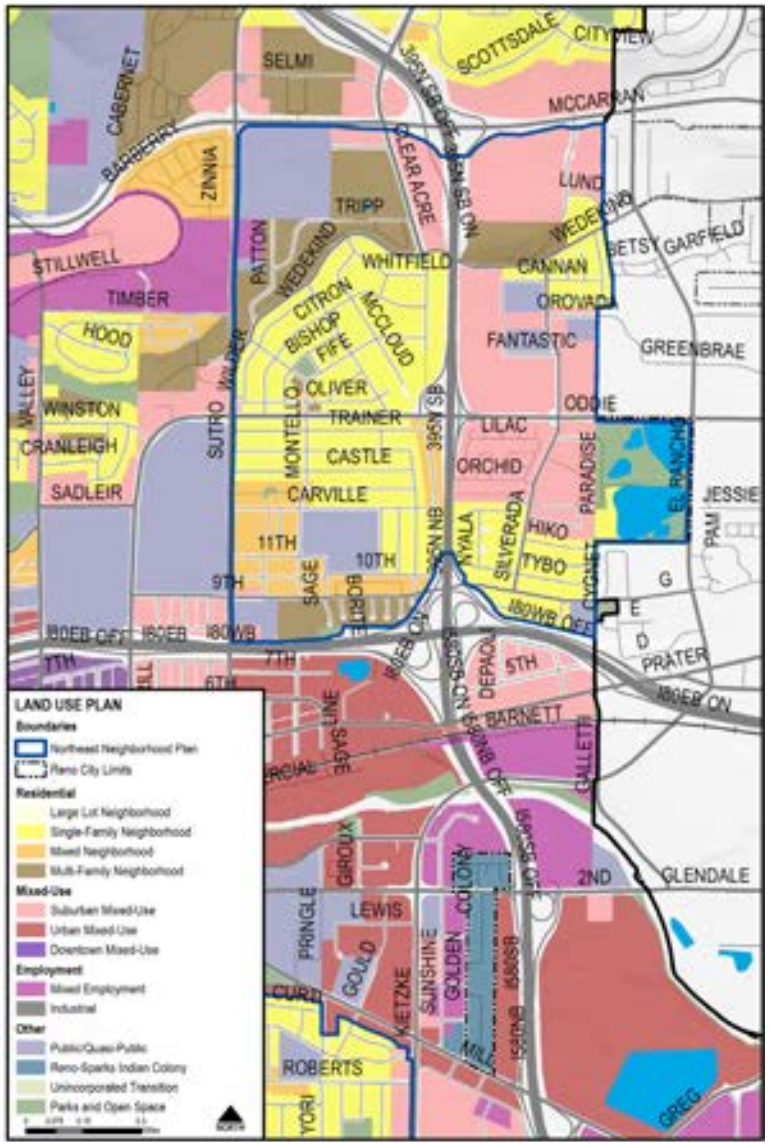
Master Plan Land Use Designations	Conforming Base Zoning Districts
Large Lot Neighborhood	• LLR1: Large Lot Residential (1 acre)
Single-Family Neighborhood	• SF3: Single Family Residential (3 units per acre) • SF5: Single Family Residential (5 units per acre) • SF8: Single Family Residential (8 units per acre)
Mixed Neighborhood	• MF14: Multifamily (14 dwelling units per acre)
Suburban Mixed Use	• NC: Neighborhood Commercial • GC: General Commercial • MS: Mixed-Use Suburban
Mixed Employment	• IC: Industrial Commercial
Public/Quasi-Public	• PF: Public Facilities
Parks, Greenways and Open Space	• PGOS: Parks, Greenways, and Open Space

Northeast Neighborhood Plan

Neighborhood Plan Land Use



Master Plan Land Use



Neighborhood Plan Policies

The Northeast Neighborhood Plan was developed to support the neighborhood's residential character, especially existing densities in single family residential districts. To limit the potential for future changes to the neighborhood, the plan identifies a limited number of conforming zoning districts that correspond to the City's currently adopted master plan land use categories.

Which design principles apply?

General Design Principles for Neighborhoods & Design Principles for Central Neighborhoods

How is the Neighborhood Plan **reflected in the Master Plan**

The Master Plan land use designations in the Northeast Neighborhood Plan were translated to the Master Plan land use categories using adopted zoning districts as shown.

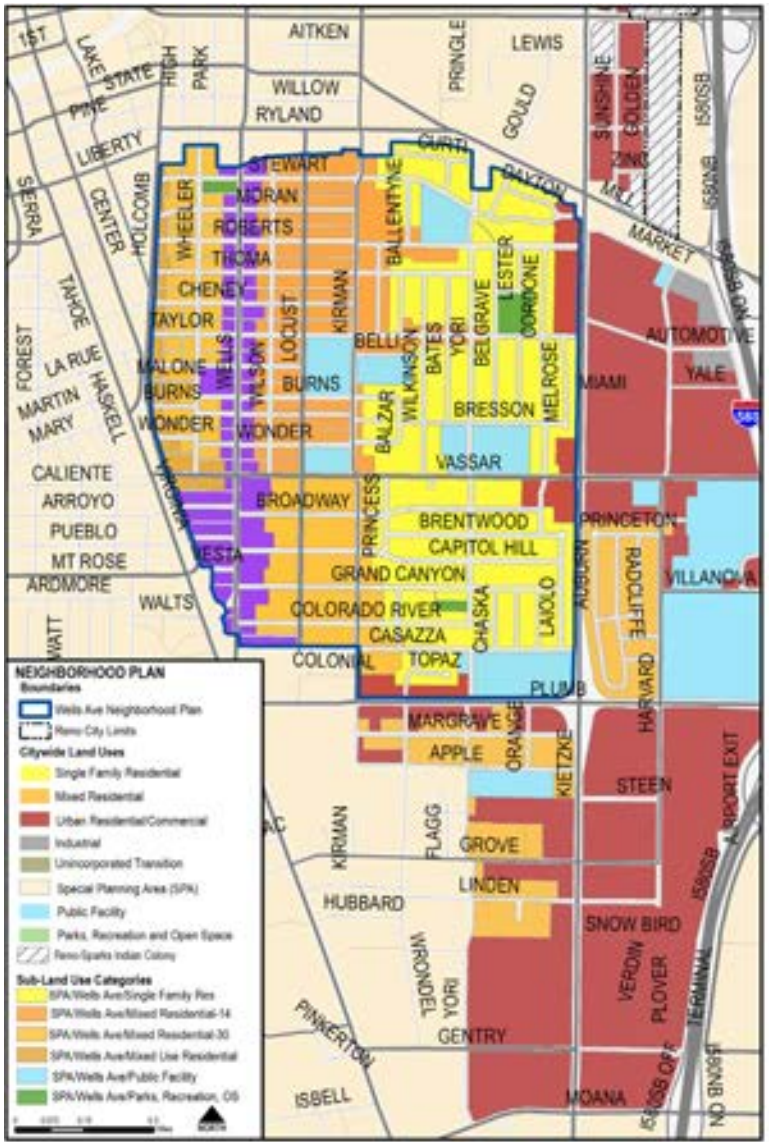
Northeast Neighborhood Plan

Land Use and Conforming Base Zoning Districts

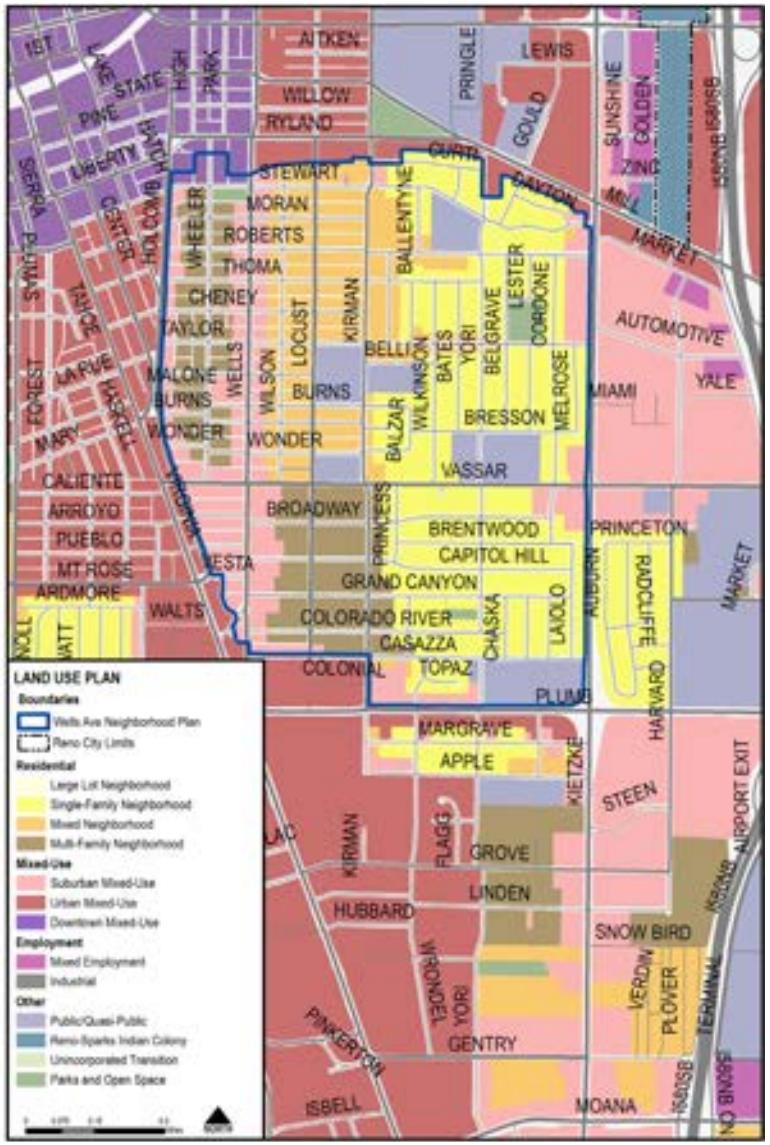
The Northeast Neighborhood Plan specifies citywide Master Plan Land Use designations and conforming zoning districts that applied under the former Master Plan. The updated Master Plan Land Use designations have been applied based on adopted zoning districts as shown on the map on the previous page. Zoning districts that conform to the updated Master Plan Land Use designations are specified in Chapter 4: Growth and Reinvestment Framework.

Wells Avenue Neighborhood Plan

Neighborhood Plan Land Use



Master Plan Land Use



Neighborhood Plan Policies

The Wells Avenue Neighborhood Plan was developed to address a variety of issues including neighborhood character and identity, compatibility of new development, and stabilization and enhancement of the Wells Avenue corridor. The Wells Avenue Neighborhood Plan also identifies land use designations specific to the area with associated conforming zoning districts.

Which design principles apply?

General Design Principles for Neighborhoods & Design Principles for Central Neighborhoods

How is the Neighborhood Plan **reflected in the Master Plan**

The Wells Avenue Neighborhood Plan land use designations were translated to the Master Plan land use categories using adopted zoning districts as shown.

Wells Avenue Neighborhood Plan

Land Use and Conforming Base Zoning Districts

Master Plan Land Use designations were applied to the Wells Avenue Neighborhood Plan area using adopted zoning districts. However, the Wells Avenue Neighborhood Plan designations are carried forward and the following table identifies zoning districts that conform to the Master Plan Land Use designations and Wells Avenue Neighborhood Plan designations.

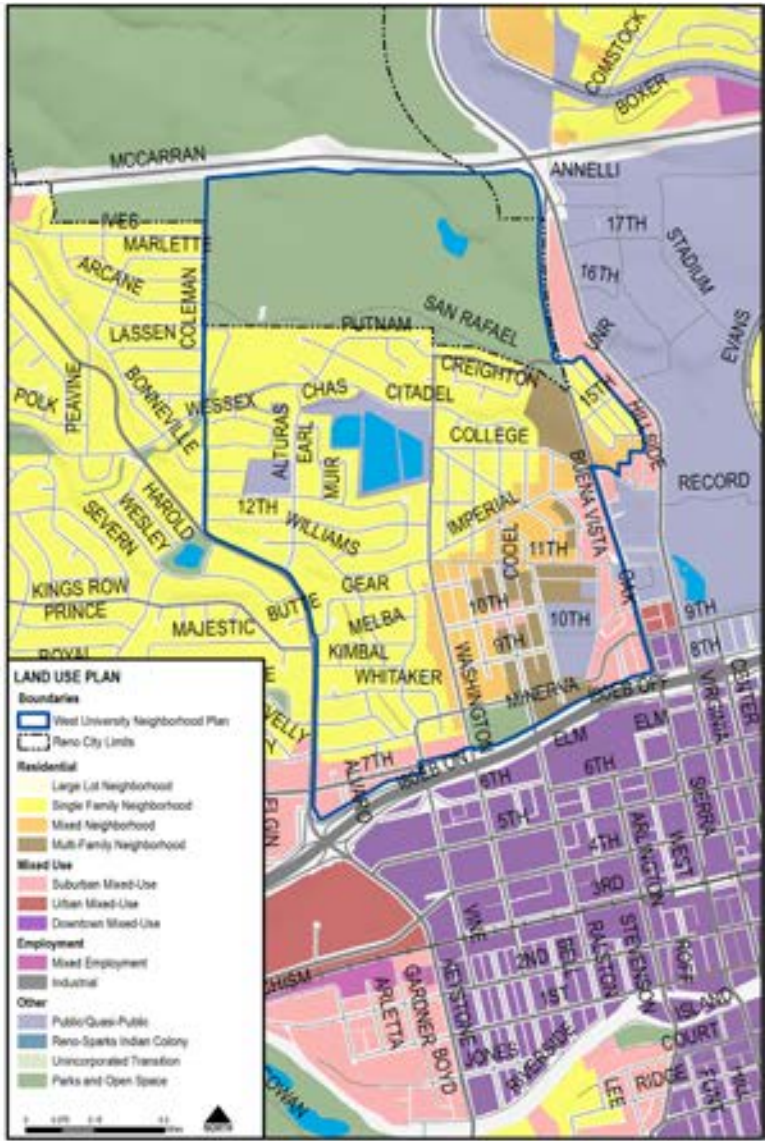
Master Plan Land Use Designations	Wells Avenue Neighborhood Plan Designations	Conforming Base Zoning Districts	
Single-Family Neighborhood	Single-Family (SF)	• SF3: Single Family Residential (3 units per acre) • SF5: Single Family Residential (5 units per acre)	• SF8: Single Family Residential (8 units per acre)
Mixed Neighborhood	Mixed-Residential 14 (MR-14)	• SF8: Single Family Residential (8 units per acre) • MF14: Multifamily (14 dwelling units per acre)	• PO: Professional Office • PF: Public Facilities
Multi-Family Neighborhood	Mixed-Residential 30 (MR-30)	• MF14: Multifamily (14 dwelling units per acre) • MF21: Multifamily (21 dwelling units per acre)	• PF: Public Facilities
Suburban Mixed Use		• MF30: Multifamily (30 dwelling units per acre) • PO: Professional Office	• PF: Public Facilities
Suburban Mixed Use	Wells Avenue Mixed-Use	• MF14: Multifamily (14 dwelling units per acre) • MF21: Multifamily (21 dwelling units per acre) • MF30: Multifamily (30 dwelling units per acre) • PO: Professional Office	• NC: Neighborhood Commercial • GC: General Commercial • PF: Public Facilities
Suburban Mixed Use	Mixed-Use Residential (Holcomb & Vassar)	• MF14: Multifamily (14 dwelling units per acre) • MF21: Multifamily (21 dwelling units per acre) • MF30: Multifamily (30 dwelling units per acre) • PO: Professional Office	• NC: Neighborhood Commercial • GC: General Commercial • PF: Public Facilities
Suburban Mixed Use	Urban Residential/ Commercial	• MF14: Multifamily (14 dwelling units per acre) • MF21: Multifamily (21 dwelling units per acre) • MF30: Multifamily (30 dwelling units per acre)	• PO: Professional Office • NC: Neighborhood Commercial • GC: General Commercial • PF: Public Facilities
Public/Quasi-Public	Public Facility	• PF: Public Facilities	

West University Neighborhood Plan

Neighborhood Plan Land Use



Master Plan Land Use



Neighborhood Plan Policies

The West University Neighborhood Plan was adopted to accommodate changing community needs in the plan area while also maintaining the neighborhood's traditional character. Plan goals address supporting neighborhood identity, maintaining and improving the area's walkability, adopting design standards to ensure compatibility of new development with the neighborhood's character, and working cooperatively with the University to protect the area from the impacts of campus development. The plan also identifies land use designations specific to the area with associated conforming zoning districts.

Which design principles apply?

General Design Principles for Neighborhoods & Design Principles for Central Neighborhoods

How is the Neighborhood Plan **reflected in the Master Plan**

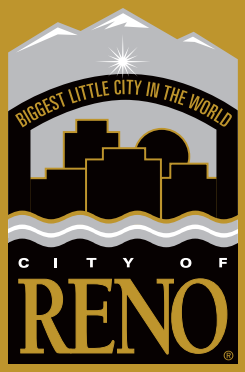
The West University Neighborhood Plan land use designations were translated to the Master Plan land use categories using adopted zoning districts as shown.

West University Neighborhood Plan

Land Use and Conforming Base Zoning Districts

Master Plan Land Use designations were applied to the West University Neighborhood Plan area using adopted zoning districts. However, the West University Neighborhood Plan designations are carried forward and the following table identifies zoning districts that conform to the Master Plan Land Use designations and West University Neighborhood Plan designations.

Master Plan Land Use Designations	West University Neighborhood Plan Designations	Conforming Base Zoning Districts	
Single-Family Neighborhood	Small Scale Residential	• SF8: Single Family Residential (8 units per acre) • PF: Public Facilities	• PGOS: Parks, Greenways, and Open Space
Mixed Neighborhood	Traditional Neighborhood	• MF14: Multifamily (14 dwelling units per acre) • PF: Public Facilities	• PGOS: Parks, Greenways, and Open Space
Multi-Family Neighborhood		• MF21: Multifamily (21 dwelling units per acre) • MF30: Multifamily (30 dwelling units per acre) • NC: Neighborhood Commercial	• PF: Public Facilities • PGOS: Parks, Greenways, and Open Space
Public/Quasi-Public		• PF: Public Facilities	• PGOS: Parks, Greenways, and Open Space
Suburban Mixed Use	University Regional Center and Transit Corridor	• MF14: Multifamily (14 dwelling units per acre) • MF21: Multifamily (21 dwelling units per acre) • MF30: Multifamily (30 dwelling units per acre) • PO: Professional Office	• NC: Neighborhood Commercial • GC: General Commercial • PF: Public Facilities • PGOS: Parks, Greenways, and Open Space
Suburban Mixed Use	West Seventh Street Business Corridor	• SF8: Single Family Residential (8 units per acre) • MF14: Multifamily (14 dwelling units per acre) • MF21: Multifamily (21 dwelling units per acre) • MF30: Multifamily (30 dwelling units per acre)	• PO: Professional Office • NC: Neighborhood Commercial • GC: General Commercial

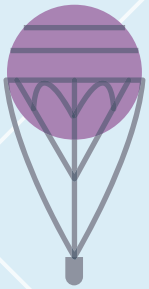

BIGGEST LITTLE CITY IN THE WORLD
CITY OF
RENO

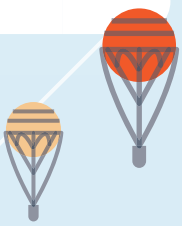
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APPENDIX E:
GLOSSARY OF TERMS









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GLOSSARY OF TERMS

A

Adaptive Reuse
The process of converting a building to a use other than that for which it was originally designed.

Above Moderate-Income
Above moderate-income households are defined as households with incomes over 120 percent of the county median.

Accessory Dwelling Unit
A dwelling unit that is a separate living quarter from the principle dwelling unit and has its own kitchen and bathroom.

Affordability Covenant
A property title agreement that places resale or rental restrictions on a housing unit; also known as a deed restriction.

Affordable Housing
The relationship between the price of housing in a region (either sale price or rent) and household income. Affordable housing is that which is affordable to households of very low, low and moderate incomes. Generally, for housing to be affordable, shelter costs must not exceed 30 percent of the gross annual income of the household. Specific definitions for affordable housing specific to Reno are to be defined (and periodically updated) as part of the City's Affordable and Workforce Housing Strategy.

Exterior Alteration
Any act or process that changes one or more of the exterior architectural features of a structure, including but not limited to the erection, construction, reconstruction, or removal of any structure.

Archaeological Site
A location that has yielded or may yield information on history or prehistory, or that contains physical remains of the past. A place containing evidence of previous human activity that has been or can be investigated by an archaeologist.

Architectural Significance
Importance of a property based on physical aspects of its design, materials, form, style, or workmanship.

Arts and Culture Commission
Group of citizens appointed to serve as the official advisor to the City of Reno on matters related to the cultural life of the community.

Assisted Housing
A unit that rents or sells for less than the prevailing market rate due to governmental monetary intervention or contribution. The terms "assisted" and "subsidized" are often used interchangeably.

Attainable Housing
Attainable housing refers to the idea that all income groups should have accessible housing. Attainable housing as a policy measure seeks to create housing for affordable to a variety of income levels. As defined by NRS 278.0105, attainable housing generally addresses housing for households that have a total monthly gross income of not more than 150 percent of the area median household income.

At-Risk Housing
Existing subsidized affordable rental housing units, especially federally subsidized developments, that are threatened with conversion to market rents because of termination of use restrictions, due to expiration or non-renewal of subsidy arrangements.

B

Below Market Rate (BMR) Unit
A housing unit that sells or rents for less than the going market rate. It is typically used in reference to housing units that are directly or indirectly subsidized or have other restrictions in order to make them affordable to very low, low or moderate-income households.

Best Management Practices (BMP)
Urban stormwater management techniques designed to minimize the adverse impacts of development are called best management practices (BMPs). BMPs incorporate strategies for regulating development, managing runoff, and creating supportive policies that minimize the impact of stormwater from both new development and already developed areas on local waterways. This is often accomplished by grading paved areas to direct runoff to swales lined with rocks and native vegetation that allow for on-site retention and infiltration of stormwater.

Bike Lane
Also referred to as a Class II bikeway, a bike lane is a portion of a roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.

Bike Route
Also referred to as a Class III bikeway, a bicycle route is a right-of-way usually shared with automobiles and designated with appropriate "bike route" directional and information signs.

Brush Fire Apparatus
Special apparatus designed to combat off-road wildland fire hazards are located in fire stations whose districts have a high wild fire potential. This apparatus is staffed with personnel from the engine company at the assigned station.

Building
A resource, such as a house, barn, store, hotel, factory, or warehouse that shelters some form of human activity.

Building Form
The shape and structure of a building as distinguished from its substance or material.

Building Mass
The three-dimensional bulk of a building height, width, and depth.

Building Scale
The size and proportion of a building relative to surrounding buildings and environs, adjacent streets, and pedestrians.

Bureau of Business and Economic Research (BBER)
BBER at the University of Nevada, Reno, performs applied research projects for business, non-profit agencies and government entities. They may be original studies, where the Bureau gathers and analyzes new data or secondary studies, where they search for existing studies and data.

C

Certificate of Appropriateness
A document awarded by a preservation commission or architectural review board allowing an applicant to proceed with a proposed alteration, demolition, or new construction in a designated area, district, or site, following a determination of the proposal's suitability to applicable criteria.

Certified Local Government
A local government that has met special requirements set by the State Historic Preservation Office and the National Park Service, and is eligible to receive 10 percent of the Historic Preservation Fund to finance local historic preservation activities.

City Register of Historic Places
Established by ordinance 4313, the city register is a listing of properties important in the prehistory and history of the City of Reno.

Community Development Block Grant (CDBG)
The State CDBG program was established by the federal Housing and Community Development Act of 1974, as amended (42 USC 5301, et seq.). The primary federal objective of the CDBG program is the development of viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low and moderate income. "Persons of low and moderate income" or the "targeted income group" (TIG) are defined as families, households, and individuals whose incomes do not exceed 80 percent of the county median income, with adjustments for family or household size.

Condominium
A building or group of buildings in which units are owned individually, but the structure, common areas and facilities are owned by all owners on a proportional, undivided basis.

Conservation District
A geographically definable area that conveys a distinct character that demonstrates its history and development patterns. Conservation Districts are suitable for design guidelines and/or standards adopted through zoning that preserve and enhance their character. However, new development or exterior modifications to existing structures do not require review or approval from the Historical Resources Commission (HRC).

Continuum of Care
An approach that helps communities plan for and provide a full range of emergency, transitional, and permanent housing and service resources to address the various needs of homeless persons at the point in time that they need them. The approach is based on the understanding that homelessness is not caused merely a lack of shelter, but involves a variety of underlying, unmet needs – physical, economic, and social. Designed to encourage localities to develop a coordinated and comprehensive long-term approach to homelessness, the Continuum of Care consolidates the planning, application, and reporting documents for the U.S. Department of Housing and Urban Development's Shelter Plus Care, Section 8 Moderate Rehabilitation Single-Room Occupancy Dwellings (SRO) Program, and Supportive Housing Program. (U.S. House Bill 2163).

Contributing Resource
A building, site, structure, or object that adds to the historic significance of a property or district.

Cost Burden
A household has a "housing cost burden" if it spends 30 percent or more of its income on housing costs. A household has a "severe housing cost burden" if it spends 50 percent or more of its income on housing. Owner housing costs consist of payments for mortgages, deeds of trust, contracts to purchase, or similar debts on the property; real estate taxes; fire, hazard, and flood insurance on the property; utilities; and fuels. Where applicable, owner costs also include monthly condominium fees.

Renter calculations use gross rent, which is the contract rent plus the estimated average monthly cost of utilities (electricity, gas, water and sewer) and fuels (oil, coal, kerosene, wood, etc.) if these are paid by the renter (or paid for the renter by someone else). Household income is the total pre-tax income of the householder and all other individuals at least 15 years old in the household. In all estimates of housing cost burdens, owners and renters for whom housing cost-to-income was not computed are excluded from the calculations.

Cultural Resource
Structures, buildings, features (roads, ditches, bridges, etc.), and historic and prehistoric archaeological sites.

D

Demolition
The complete or constructive removal of any or part or whole of a building or structure upon any site when same will not be relocated to a new site.

Density
This refers to the number of housing units on a unit of land (e.g. ten units per acre).

Density Bonus
Allows density to be increased over the zoned maximum density of a proposed residential development, if the developer makes a specified amount of units affordable to lower income households.

Design Guidelines
Criteria developed by a preservation commission, board, or review body to identify design concerns in a conservation or historic district, and to help property owners ensure that rehabilitation and new construction respect the character of designated buildings or districts.

Design Review
The process of ascertaining whether modifications to historic structures, sites, or districts meet standards of appropriateness established by a governing or advisory review board.

Determination of Eligibility for Historic Register
An action through which the eligibility of a property for National, State, or City Register listing is confirmed without actual listing in a historic register.

Disability
A long-lasting physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.

Downpayment Assistance
The most popular loans for these programs are with the Federal Housing Administration (FHA). FHA allows 100 percent gift funds for your down payment and some allowable closing costs. The gift can be from any relative or can be collected through charitable organizations like Neighborhood Gold / The Buyer Fund. Another popular tactic, which can be used in a broader range of loan programs, is to borrow from a 401K. A withdrawal can be made without a penalty and pay it back over a specified period.

Department of Business and Industry
A department within the State of Nevada that encourages and promotes growth, development, and legal operation of business in the State. The Department's activities also include: regulation of business and industrial enterprises; promotion of worker safety, protection, and rights; administration of bond programs to encourage growth and development of business within the state; and educating and informing the public and business and industry of their legal rights and responsibilities.

Development Impact Fees
A one-time fee or charge imposed on new development projects by a jurisdiction to cover capital expenditures by the governmental unit on the infrastructure required to serve the new development.

Development Right
The right granted to a land owner or other authorized party to improve a property. Such right is usually expressed in terms of a use and intensity allowed under existing zoning regulation.

Dwelling Unit
Any residential structure, whether or not attached to real property, including condominium and cooperative units and mobile or manufactured homes. It includes both one-to-four-family and multifamily structures. Vacation or second homes and rental properties are also included.

District
A significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

E

Earthen Trail
Unimproved route on land with protected status and public access for recreation purposes such as walking, jogging, motorcycling, hiking, bicycling, off-road-vehicle riding, horseback riding, mountain biking, and backpacking.

Senior Housing
Specific units in a development are restricted to residents over a certain age (as young as 55 years and over). Persons with disabilities may share certain developments with the elderly.

Master Plan Element
A required or optional chapter or topical component of the Master Plan, as defined by Nevada Revised Statutes (NRS) 278.150 through 278.170, inclusive.

Emergency Shelter
A facility designed to provide free temporary housing on a night-by-night basis to homeless families and individuals.

Emergency Shelter Grants (ESG)
A grant program administered by the U.S. Department of Housing and Urban Development (HUD) provided on a formula basis to large entitlement jurisdictions.

Entitlement City
A city, which based on its population, is entitled to receive funding directly from HUD. Examples of entitlement programs include CDBG, HOME and ESG.

Architectural Elements
The architectural character and general composition of the exterior of a structure, including but not limited to the kind and texture of the building material, and the type, design, and character of all windows, doors, landscape elements, light fixtures, signs, and appurtenant elements.

Extremely Low-Income Limit
The upper limit for the extremely low-income category, set at 30 percent of the HUD area median family income. This is not an official program eligibility income limit, except when associated with a specific family size (e.g., “single person”, “family of two”, “family of three”, etc.).

F

Fair Market Rent (FMR)
Fair Market Rents (FMRs) are freely set rental rates defined by HUD as the median gross rents charged for available standard units in a county or Standard Metropolitan Statistical Area (SMSA). Fair Market Rents are used for the Section 8 Housing Choice Voucher Program and other HUD programs and are published annually by HUD.

Family
A group of two or more people who reside together and who are related by birth, marriage, or adoption.

Family household (Family)
A family includes a householder and one or more people living in the same household who are related to the householder by birth, marriage, or adoption. All people in a household who are related to the householder are regarded as members of his or her family. A family household may contain people not related to the householder, but those people are not included as part of the householder’s family in census tabulations. Thus, the number of family households is equal to the number of families, but family households may include more members than do families. A household can contain only one family for purposes of census tabulations. Not all households contain families since a household may comprise a group of unrelated people or one person living alone.

Family Size
Refers to the number of people in a family.

Family Type
Refers to how the members of a family are related to one another and the householder. Families may be a “Married Couple Family,” “Single Parent Family,” “Stepfamily,” or “Subfamily.”

Family Households
A family household is one in which the householder lives with one or more individuals related to him or her by birth, marriage, or adoption.

Family Income
In decennial census data, family income includes the incomes of all household members 15 years old and over related to the householder. Although the family income statistics from each census cover the preceding calendar year, the characteristics of individuals and the composition of families refer to the time of enumeration (April 1 of the respective census years). Thus, the income of the family does not include amounts received by individuals who were members of the family during all or part of the calendar year prior to the census if these individuals no longer resided with the family at the time of census enumeration. Similarly, income amounts reported by individuals who did not reside with the family during the calendar year prior to the census but who were members of the family at the time of enumeration are included. However, the composition of most families was the same during the preceding calendar year as at the time of enumeration.

Fannie Mae
Established in 1938 by the Federal government and becoming a private company in 1968, Fannie Mae operates under a congressional charter that directs it to channel their efforts into increasing the availability and affordability of homeownership for low-, moderate-, and middle-income Americans. Yet Fannie Mae receives no government funding or backing, and they are one of the nation's largest taxpayers. They do not lend money directly to home buyers. Instead, they work with lenders to make sure they don't run out of mortgage funds, so more people can achieve their goal of homeownership.

FHA-Insured
The Federal Housing Administration insured mortgages so that lower and moderate- income people can obtain financing for homeownership. First-time homebuyer: A first-time homebuyer program provides low-income first time homebuyers down-payment assistance in the form of a second mortgage loan to serve as "gap financing". These loans can be up to $ 40,000 depending on the amount of assistance required by the individual homebuyer.

Fire Personnel and Apparatus
Personnel and apparatus housed in the following two types of fire stations:

- Engine Company: Four personnel and a pumper apparatus responsible for the first-in response to any incident within the district where the fire station is located.
- Truck Company: Four personnel and an aerial ladder truck which operates as a component on all significant fire responses within a large territory of the city. The truck has an aerial ladder, ground ladders of various sizes, an assortment of special tools, salvage, rescue, and ventilation equipment.

Fire Station Types
Two primary types of fire stations exist: 1) Single Company Stations that house one engine company; and 2) Multi-Company Stations that house more than one company. A typical Multi-Company Station configuration would be an engine company and one truck company.

G

Greenfield Development
Term used to refer to development on sites or in areas that have not been previously developed, and where infrastructure needed to serve development does not exist, or has only been partially completed.

Greenway
Linear open spaces with an improved recreational trail or bikeway. In addition to protecting sensitive natural features, greenways typically serve to connect parks, major drainageways, nature preserves, cultural facilities, and historic sites with each other, as well as with centers, corridors, and neighborhoods throughout the City and its sphere of influence. In this way, they serve as connectors between urban areas and open spaces at the city's periphery. Portions of some greenways feature improved landscaping, which may include small turf areas, benches, and signage.

Group Quarters
A facility which houses groups of unrelated persons not living in households such as dormitories, institutions, and prisons.

H

Habitable (room)
A habitable room is a space in a structure for living, sleeping, eating or cooking. Bathrooms, toilet compartments, closets, storage or utility space, and similar areas, are not considered habitable space.

Habitat for Humanity
Habitat for Humanity is a nonprofit, ecumenical Christian housing ministry that seeks to eliminate poverty housing and homelessness from the world, and to make decent shelter a matter of conscience and action. Through volunteer labor and donations of money and materials, Habitat builds and rehabilitates simple, decent houses with the help of the homeowner (partner) families. Habitat houses are sold to partner families at no profit, financed with affordable, no-interest loans. The homeowners' monthly mortgage payments are used to build still more Habitat houses.

Handicap Accessible Units
Indicates certain units or all units in the property are wheelchair accessible or can be made wheelchair accessible. Accessible units also may include those that are accessible to people with sensory impairments or can be made accessible for people with sensory impairments.

Hazard Mitigation
Any action taken to reduce or eliminate the long-term risk to human life and property from natural hazards.

Healthy Food
Food that can provide an individual with a balanced diet and includes mainly whole and minimally processed fruits, vegetables, whole grains, legumes, nuts, seeds, eggs, dairy, meats, fish, and poultry. (Washoe County Food Plan)

Historic
Related to the known or recorded past.

Historic District
A significant concentration or continuity of sites, buildings, structures, and or objects united historically or aesthetically by plan or physical development. Historic Districts may encompass a neighborhood or may be comprised of individual elements separated geographically but linked by association or history. Historic Districts are regulatory by nature and new development or exterior modifications to existing structures require review or approval from the Historical Resources Commission (HRC).

Historic Function
Use of a district, site, building, structure, or object at the time it attained historical significance.

Historical Resources Commission
The board of citizens charged with enforcing provisions of local laws governing historic districts and buildings.

Historical Significance
The importance of an element, building, or site owing to its involvement with a significant event, person, or time period, or as an example of a past architectural style.

Historic Resource (or property)
Any prehistoric or historic district, building, site, structure, or object; specifically, any such resource that is listed in or eligible for listing in the National, State or City Registers of Historic Places.

Historic Survey
A comprehensive survey or inventory involving the identification, research, and documentation of buildings, sites, and structures of any historical, cultural, archaeological, or architectural importance.

Home Investment Partnership Program (HOME)
HOME provides formula grants to States and localities that communities use—often in partnership with local nonprofit groups—to fund a wide range of activities that build, buy, and/or rehabilitate affordable housing for rent or homeownership or provide direct rental assistance to low-income people.

Homeless Person
An individual living outside or in a building not meant for human habitation, or which they have no legal right to occupy, in an emergency shelter, or in a temporary housing program which may include a transitional and supportive housing program if habitation time limits exist. This definition includes substance abusers, mentally ill people, and sex offenders who are homeless. (U.S. House Bill 2163).

Household
A household is made up of all persons living in a dwelling unit whether or not they are related by blood, birth or marriage.

Household Income
The total income of all the persons living in a household. A household is usually described as very low income, low income, moderate income, and above moderate income based on household size and income, relative to regional median income.

Household size
The total number of people living in a housing unit. Household type and relationship: Households are classified by type according to the sex of the householder and the presence of relatives. Examples include: married-couple family; male householder, no wife present; female householder, no husband present; spouse (husband/wife); child; and other relatives.

Householder
The person, or one of the people, in whose name the home is owned, being bought, or rented. If there is no such person present, any household member 15 years old and over can serve as the householder for the purposes of the census. Two types of householders are distinguished: a family householder and a non-family householder. A family householder is a householder living with one or more people related to him or her by birth, marriage, or adoption. The householder and all people in the household related to him are family members. A non-family householder is a householder living alone or with non-relatives only.

Housing Unit
A house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall. For vacant units, the criteria of separateness and direct access are applied to the intended occupants whenever possible.

Housing Authority
An organization established under state law to provide housing for low- and moderate-income persons. Commissioners are appointed by the local governing body of the jurisdiction in which they operate. Many housing authorities own their own housing or operate public housing funded by HUD.

Housing Choice Voucher Program
Housing Choice Voucher Program (formerly known as Section 8) is a subsidy program funded by the federal government and overseen by the Reno Housing Authority to provide low rents and/or housing payment contributions for very low and low-income households.

HUD
The United States Department of Housing and Urban Development is cabinet level department of the federal government that oversees program and funding for affordable housing laws, development, and federally funded financial assistance.

HUD Area Median Family Income
HUD is required by law to set income limits that determine the eligibility of applicants for HUD's assisted housing programs. Income limits are calculated annually for metropolitan areas and non-metropolitan counties in the United States. They are based on HUD estimates of median family income, with adjustments for family size. Adjustments are also made for areas that have unusually high or low income to housing cost relationships.

Inclusionary Zoning (IZ)
Requires developers to make a percentage of housing units in new residential developments available to low- and moderate-income households. In return, developers receive non-monetary compensation-in the form of density bonuses, zoning variances, and/or expedited permits-that reduce construction costs. By linking the production of affordable housing to private market development, IZ expands the supply of affordable housing while dispersing affordable units throughout a city or county to broaden opportunity and foster mixed-income communities. IZ, sometimes called "inclusionary housing," can take many forms. Some IZ programs are mandatory, while others are voluntary or incentive-driven. Some jurisdictions require developers to construct affordable units within the development, while others allow affordable units to be constructed in another location. Some require developers to build the units, while other communities allow developers to contribute to an affordable housing fund.

Income Categories
The federal and state governments require that local jurisdictions consider the housing needs of households in various "income categories." Income categories are determined by the median household income at the local level.

Infill development
Development on a vacant or substantially vacant tract of land surrounded by existing development.

Integrity
The unimpaired authenticity of a property's historic or prehistoric identity, evidenced by surviving physical characteristics.

Inventory
See historic survey.

L

Landmark
A designated building, site, or structure having historical, architectural, or archaeological significance.

Landscape
The whole of the exterior environment of a site, district, or region, including landforms, trees and plants, rivers and lakes, and the built environment.

Large Family or Household
A household or family with 5 or more members.

Listing
The formal entry of a property in the National Register of Historic Places, the State Register of Historic Places, or the City Register of Historic Places.

Low-impact Development
Systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat. (See also Best Management Practices.)

Local Food
The locality or region in which the final product is marketed, so that the total distance that the product is transported is less than 400 miles from the origin of the product. (Washoe County Food Plan)

Low-Income Limit
Households with incomes between 50 percent and 80 percent of the area median household income.

Low-Income Housing
Housing that is made available at prices lower than market rates. These lower prices are achieved through various financial mechanisms employed by state and local government authorities.

Low-Income Housing Tax Credit (LIHTC)
The LIHTC Program is an indirect Federal subsidy used to finance the development of affordable rental housing for low-income households. The LIHTC Program may seem complicated, but many local housing and community development agencies are effectively using these tax credits to increase the supply of affordable housing in their communities. This topic is designed to provide a basic introduction to the LIHTC Program. Market Rate Housing: Housing that is not built or maintained with the help of government subsidy. The prices of market rate homes are determined by the market and are subject to the laws of supply and demand.

M

Major Drainageway
Any drainageway which drains a land area of 100 acres or more. Major drainageways, are further classified into "natural", "disturbed" or "landscaped" major drainageways. These drainageways have some or all of the following characteristics:

1. drain an area of 100 acres or more;
2. have biological and physical characteristics associated with the conveyance of water;
3. connect neighborhoods or developments, schools or open spaces such as parks or public land;
4. provide a continuous system which may provide pedestrians/bicycle or wildlife corridor opportunities;

Specifically, the three major drainageway types are defined as follows:

"Disturbed" – Major drainageways which have been or will be significantly graded, filled or otherwise altered by man.

"Natural" – Major drainageways that: 1) have not been or should not be altered by man, or; 2) have significant vegetation, or; 3) by their nature provide for filtration, infiltration, or impoundment of storm waters.

"Landscaped" – Major drainageways that have been or will be improved with landscaping and may include turf or non-native plant species. These major drainageways are generally part of a park or planned unit development and are designed to address aesthetics. They should also address water quality, storm water management and recreation functions where appropriate.

Major drainageways generally operate in two conditions. The first condition marks the presence of storm waters. The second condition exists when waters have subsided which represents the predominant state of the natural system and its corresponding appearance. Major drainageway systems may also contain a variety of improvements, and range from a natural state, to developed on either side, to piped; however, these systems should not cease to be classified as a major drainageway because of a loss of their natural state or due to deterioration and regardless of the size. Furthermore, the process of disturbing the major drainageway, even if disturbance is later mitigated, can set up a chain of actions and reactions

Manufactured Home
Housing that is constructed of manufactured components, assembled partly at the site rather than totally at the site. Also referred to as modular housing.

McKinney-Vento Act
The primary federal response targeted to assisting homeless individuals and families. The scope of the Act includes: outreach, emergency food and shelter, transitional and permanent housing, primary health care services, mental health, alcohol and drug abuse treatment, education, job training, and child care. There are nine titles under the McKinney-Vento Act that are administered by several different federal agencies, including the U.S. Department of Housing and Urban Development (HUD). McKinney-Vento Act Programs administered by HUD include: Emergency Shelter Grant Program Supportive Housing Program, Section 8 Moderate Rehabilitation for Single-Room Occupancy Dwellings, Supplemental Assistance to Facilities to Assist the Homeless, and Single Family Property Disposition Initiative. (U.S. House Bill 2163).

Median
This measure represents the middle value (if n is odd) or the average of the two middle values (if n is even) in an ordered list of data values. The median divides the total frequency distribution into two equal parts: one-half of the cases fall below the median and one-half of the cases exceed the median.

Median Age
This measure divides the age distribution in a stated area into two equal parts: one-half of the population falling below the median value and one-half above the median value.

Median Income
The median income divides the income distribution into two equal groups; one has incomes above the median and the other having incomes below the median.

Median-Income
Each year, the federal government calculates the median income for communities across the country to use as guidelines for federal housing programs. Area median incomes are set according family size.

Mental Illness
A serious and persistent mental or emotional impairment that significantly limits a person's ability to live independently.

Mitigation
Any action taken to reduce environmental impact; methods include avoidance, documentation, or moving the affected building or structure.

Mixed Income Housing
See Inclusionary Zoning.

Mixed Use
This refers to different types of development (e.g. residential, retail, office, etc.) occurring on the same lot or in close proximity to each other. City and County's sometimes allows mixed-use in commercial zones, with housing typically located above primary commercial uses on the premises.

Mobile Home
A type of manufactured housing. A structure movable in one or more sections, which is at least 8 feet in width and 32 feet in length, is built on a permanent chassis and designed to be used as a dwelling unit when connected to the required utilities, either with or without a permanent foundation.

Mobile Home Park
A parcel or tract of land having as its principal use the rental, leasing or occupancy of space by two or more mobile homes on a permanent or semipermanent basis, including accessory buildings, or uses customarily incidental thereto.

Mobile Home Subdivision
A subdivision of land, platted in conformance to NRS Chapter 278 and applicable city ordinances for the purpose of providing mobile home lots.

Moderate-Income
Moderate-income households are defined as households with incomes between 80 percent and 120 percent of the county median.

Mortgage Credit Certificate Program (MCCs)
The MCC is a Federal Income Tax Credit Program. An MCC increases the loan amount you qualify for and it increases an applicant's take-home pay. The MCC entitles applicants to take a federal income tax credit of twenty percent (20 percent) of the annual interest they pay on their home mortgage. Because the MCC reduces an applicant's federal income taxes and increases their net earnings, it helps homebuyers qualify for a first home mortgage. The MCC is registered with the IRS, and it continues to decrease federal income taxes each year for as long as an applicant lives in the home.

Mortgage Revenue Bond
A state, county or city program providing financing for the development of housing through the sale of tax-exempt bonds.

Multi-family Dwelling
A structure containing two or more dwelling units for the use of individual households; an apartment or condominium building is an example of this dwelling unit type.

N

National Register of Historic Places
The official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture.

Neighborhood Connector Path
A temporary or permanent path that may be granular or paved. A path typically indicates the common route taken by pedestrians between two locations.

Nevada Housing Division
The Nevada Housing Division was created by the Nevada Legislature in 1975 when it was recognized that a shortage of safe, decent, and sanitary housing existed throughout the State for persons and families of low- and moderate income. Its mission is to assist and encourage the private sector and other government entities in the creation and maintenance of affordable housing throughout the State.

Nevada Small Business Development Center
The Nevada Small Business Development Center is a statewide business assistance outreach program of the University of Nevada, Reno and the University of Nevada, Las Vegas. They provide an abundance of free and low cost information, assistance, counseling and training for Nevada Businesses.

Nomination
An official proposal to list a historic resource in a historic register.

Noncontributing
A building, site, structure, or object that does not add to the historic significance of a property or district.

Notification
Process through which property owners, public officials, and the general public are notified of nominations to, listings in, and determinations of eligibility for the National Register.

O

Object
A construction artistic in nature, or technologically significant, relatively small in scale, and simply constructed, such as a statue, train engine, or milepost.

Occupied housing unit
A housing unit is classified as occupied if it is the usual place of residence of the person or group of people living in it at the time of enumeration, or if the occupants are only temporarily absent; that is, away on vacation or a business trip. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated people who share living quarters.

Open Space
Areas that preserve the special natural and environmental character and health of a particular location. Open space can involve a variety of areas including floodplains, aquifer recharge areas, steep slopes, ridgelines, wetlands and other water bodies, playas, and habitat areas. These are typically important habitat conservation areas, environmentally sensitive areas, or historical areas.

Overcrowded Units
Overcrowded units are occupied housing units that have more than 1 person per room.

Ownership
Legal status in which an owner holds fee simple title to a property, or a portion of it.

P

Per capita Income
Average obtained by dividing aggregate income by total population of an area.

Permanent Housing
Housing which is intended to be the tenant's home for as long as they choose. In the supportive housing model, services are available to the tenant, but accepting services cannot be required of tenants or in any way impact their tenancy. Tenants of permanent housing sign legal lease documents. (U.S. House Bill 2163).

Permanent Supportive Housing
Long-term community-based housing and supportive services for homeless persons with disabilities. The intent of this type of supportive housing is to enable this special needs population to live as independently as possible in a permanent setting. The supportive services may be provided by the organization managing the housing or provided by other public or private service agencies. There is no definite length of stay. (U.S. House Bill 2163)

Persons with a Disability
HUD's Housing Choice Voucher (formerly Section 8) program defines a "person with a disability" as: a person who is determined to : 1) have a physical, mental, or emotional impairment that is expected to be of continued and indefinite duration, substantially impedes his or her ability to live independently, and is of such a nature that the ability could be improved by more suitable housing conditions; or 2) have a developmental disability, as defined in the Developmental disabilities Assistance and Bill of Rights Act. (U.S. House Bill 2163)

Project-Based Rental Assistance Rental assistance provided for a project, not for a specific tenant. A tenant receiving project-based rental assistance gives up the right to that assistance upon moving from the project.

Population Estimate (Population Estimates Program)
The Census Bureau's Population Estimates Program (PEP) produces July 1 estimates for years after the last published decennial census (2000), as well as for past decades. Existing data series such as births, deaths, Federal tax returns, Medicare enrollment, and immigration, are used to update the decennial census base counts. POP estimates are used in Federal funding allocations, in setting the levels of national surveys, and in monitoring recent demographic changes.

Population Projections
Estimates of the population for future dates. They illustrate plausible courses of future population change based on assumptions about future births, deaths, international migration, and domestic migration. Projections are based on an estimated population consistent with the most recent decennial census as enumerated. While projections and estimates may appear similar, there are some distinct differences between the two measures. Estimates usually are for the past, while projections typically are for future dates. Estimates generally use existing data, while projections must assume what demographic trends will be in the future.

Poverty
Following the Office of Management and Budget's (OMB's) Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level."

Poverty rate
The percentage of people (or families) who are below poverty.

Prehistoric
Related to the period before recorded history.

Preservation
Generally, saving from destruction or deterioration old and historic buildings, sites, structures, and objects, and providing for their continued use by means of maintenance, restoration, rehabilitation, or adaptive use. Specifically, the act or process of applying measures to sustain the existing form, integrity, and material of a building or structure, and the existing form and vegetative cover of a site.

Property
Area of land containing a single historic resource or a group of resources, and constituting a single entry in the National Register, State Register, or City Register of Historic Places.

Public Lands
For the purposes of this Master Plan, public lands shall mean lands owned and managed by the Bureau of Land Management (BLM), National Forest Service, Washoe County, or other local, state, or federal agency or non-profit organization.

Public Housing
The U.S. Department of Housing and Urban Development (HUD) administers Federal aid to local housing agencies (HAs) that manage the housing for low-income residents at rents they can afford. HUD furnishes technical and professional assistance in planning, developing and managing these developments. It provides decent and safe rental housing for eligible low-income families, the elderly, and persons with disabilities. Public housing can be in the form of high-rise apartments or scattered site single family homes.

R

Race
The race of individuals was identified by a question that asked for self-identification of the person's race. Respondents were asked to select their race from a "flashcard" listing racial groups.

Recreation and Parks Commission
Appointed citizen board responsible for making recommendations to the City Council regarding acquisition and development plans for the City's park system, maintenance practices of the park system, and recreation programs.

Reconstruction
The act or process of reproducing by new construction the exact form and detail of a vanished building, structure, or object, or part thereof, as it appeared at a specific period of time.

Redevelopment
Development on a tract of land with existing buildings where all or most of the existing buildings would be razed and a new building or buildings built.

Rehabilitation
The upgrading of a building previously in a dilapidated or substandard condition for human habitation.

Rehabilitation
The act or process of returning a property to a state of utility through repair or alteration that makes possible an efficient contemporary use while preserving those features of the property significant to its historical, architectural, and cultural values.

Registration
Process by which a historic property is documented and nominated for listing in the National, State, or City Register of Historic Places.

Related children
Includes all people in a household under the age of 18, regardless of marital status, who are related to the householder. It does not include householder's spouse or foster children, regardless of age.

Removal
Any relocation of a structure on its site or to another site.

Reno Area Alliance for Homeless
A county-wide coalition that works to address issues affecting the area homeless population.

Renovation
Modernization of an old or historic building that may produce inappropriate alterations or eliminate important features and details.

Rental Assistance
A rental subsidy for eligible low and very low income tenants. This assistance provides the share of the monthly rent that exceeds 30% of the tenants' adjusted monthly income.

Rent-to-Own
A development is financed so that at a certain point in time, the rental units are available for purchase based on certain restrictions and qualifications.

Repair
Any change that is not construction, removal, or alteration.

Rescue
A fire apparatus staffed with two personnel that is capable of medical transport and transport may also include a small compliment of tools, including specialty tools

Resilience
The ability to prepare for, absorb, recover from, and more successfully adapt to adverse events. (National Academy of Sciences)

Resource
Any building, structure, site, or object that is part of or constitutes a historic property.

Restoration
The act or process of accurately recovering the form and details of a property and its setting as it appeared at a particular period of time by means of removal of later work or by the replacement of missing earlier work.

Revitalization
The imparting of new economic and community life in an existing neighborhood, area, or business district while at the same time preserving the original building stock and historic character.

Risk
The potential for damage, loss, or other impacts created by the interaction of natural hazards with community assets.

Rural Housing Service (RHA)
A part of the United States Department of Agriculture's Rural Development. The RHA offers financial aid to low-income residents of rural areas.

S

Section 8
Section 8, now known as the Housing Choice Voucher Program is a subsidy program funded by the federal government and overseen by the Reno Housing Authority to provide low rents and/or housing payment contributions for very low and low-income households.

Service Needs
The particular services required by special populations, typically including needs such as transportation, personal care, housekeeping, counseling, meals, case management, personal emergency response, and other services preventing premature institutionalization and assisting individuals to continue living independently.

Setting
Quality of integrity applying to the physical environment of a historic property.

Single Family Detached Homes
This is a one-unit residential structure detached from any other house (i.e., with open space on all four sides). A house is considered detached even if it has an adjoining shed or garage.

Single Family Attached Housing
This is a one-unit residential structure that has one or more walls extending from ground to roof separating it from adjoining structures. This category includes row houses, townhouses, and houses attached to nonresidential structures.

Single-Room Occupancy Dwelling (SRO)
The SRO Program provides rental assistance for homeless persons in connection with the moderate rehabilitation of SRO dwellings. SRO housing contains units for occupancy by one person. These units may contain food preparation or sanitary facilities, or both.

Site
Location of a significant event, a prehistoric or historic occupation or activity, or building or structure, whether standing, ruined, or vanished, where the location itself possesses significance independent of the value of any existing structure at that location.

Special Needs Projects
Housing for a designated group of people who desire special accommodations, such as services, in addition to the housing. Services may or may not be provided as part of the rental project. Examples of special needs populations are people with physical disabilities, developmental disabilities, mental illness, or those who need assisted living. It also includes health care facilities.

State Register of Historic Places
Created by Chapter 383.085 of the Nevada Revised Statutes, the State Register is a listing of properties important in the prehistory and history of Nevada.

Street Furniture
Municipal equipment placed along streets, including light fixtures, fire hydrants, police and fire call boxes, signs, benches, and kiosks.

Structure
A functional resource constructed for purposes other than to provide shelter, such as a bridge, windmill, or silo.

Substandard Housing
This refers to housing where major repair or replacement may be needed to make it structurally sound, weatherproofed and habitable.

Subsidized Housing
Typically refers to housing that rents for less than the market rate due to a direct financial contribution from the government. There are two general types of housing subsidies. The first is most commonly referred to as "project-based" where the subsidy is linked with a particular unit or development and the other is known as "tenant-based" where the subsidy is linked to the low income individual or family. The terms "assisted" and "subsidized" are often used interchangeably.

Sustainable Development Practices
Practices that contribute to sustainable communities the mitigation of climate change impacts. May include practices that support: low-impact development, mixed-use and transit-oriented development, water and energy efficiency, and carbon reduction, among others.

Supportive Housing
Housing with a supporting environment, such as group homes or Single Room Occupancy (SRO) housing and other housing that includes a supportive service component such as those defined below.

Supportive Services
Services provided to residents of supportive housing for the purpose of facilitating the independence of residents. Some examples are case management, medical or psychological counseling and supervision, child care, transportation, and job training.

Squad
A special two-person response unit with heavy rescue and ventilation equipment responding to all rescue, extrication and fire incidents throughout the city.

T

Tenure
Refers to the distinction between owner-occupied and renter-occupied housing units. A housing unit is "owned" if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. A cooperative or condominium unit is "owned only if the owner or co-owner lives in it. All other occupied units are classified as "rented, " including units rented for cash rent and those occupied without payment of cash rent.

Transitional Housing
Housing for people recovering from substance abuse issues or transitioning form homelessness. Transitional housing provides longer term accommodations to homeless families and individuals than emergency shelter housing. Transitional Housing provides a stable living environment for the period of time necessary to learn new skills, find employment, and/or develop a financial base with which to re-enter the housing market.

Transit-oriented Development
High intensity development located generally within ¼ mile of transit stops. Typically includes a mixture of housing, office, retail, and/or other amenities integrated into a walkable neighborhood. In Reno, transit-oriented development opportunities are concentrated along Urban Corridors and in Downtown Reno, where fixed-route transit exists or is planned.

Transit-supportive Development
Higher intensity development located generally located within ½ mile of transit or along defined corridors in between transit stops. Typically includes a mixture of housing, office, retail, and/or other amenities integrated into a walkable neighborhood. In Reno, transit-supportive development opportunities are focused along Suburban Corridors, in Community/Neighborhood Centers and Employment Areas, and in other areas where transit service is planned/desired in the future.

Two-family Buildings
These dwellings may also be referred to as single family attached because a duplex with a shared wall would qualify in both categories. Other two family buildings would include older single family homes that have been converted into two separate living spaces or "flats" that do not share walls, but a floor/ceiling.

U

Units in Structure
A structure is a separate building that either has open spaces on all sides or is separated from other structures by dividing walls that extend from ground to roof. In determining the number of units in a structure, all housing units, both occupied and vacant, are counted.

Unemployed
All civilians 16 years old and over are classified as unemployed if they (1) were neither "at work" nor "with a job but not at work" during the reference week, and (2) were actively looking for work during the last 4 weeks, and (3) were available to accept a job. Also included as unemployed are civilians who did not work at all during the reference week, were waiting to be called back to a job from which they had been laid off, and were available for work except for temporary illness.

Urban Design
The discipline between planning and architecture that gives three-dimensional physical form to policies described in a comprehensive plan and focuses on design of the public realm created by both public spaces and the buildings that define them.

Urban/Rural Interface
Areas where urban and rural development and uses meet, and in some instances intermix.

V

VA-Guaranteed
VA guaranteed loans are made by private lenders to eligible veterans for the purchase of a home which must be for their own personal occupancy. To get a loan, a veteran must apply to a lender. If the loan is approved, VA will guarantee a portion of it to the lender. This guaranty protects the lender against loss up to the amount guaranteed and allows a veteran to obtain favorable financing terms.

Vacant Housing Unit
A housing unit is vacant if no one is living in it at the time of enumeration, unless its occupants are only temporarily absent. Units temporarily occupied at the time of enumeration entirely by people who have a usual residence elsewhere are also classified as vacant. New units not yet occupied are classified as vacant housing units if construction has reached a point where all exterior windows and doors are installed and final usable floors are in place. Vacant units are excluded from the housing inventory if they are open to the elements; that is, the roof, walls, windows, and/or doors no longer protect the interior from the elements. Also excluded are vacant units with a sign that they are condemned or they are to be demolished.

Vacancy Rate
The housing vacancy rate is the proportion of the housing inventory that is available "for sale" or "for rent." It is computed by dividing the number of available units by the sum of occupied units and available units, and then multiplying by 100.

Very Low-Income Limit
Very low-income households are defined as households with incomes less than 50 percent of the area median household income.

Veteran
Anyone who has been discharged from the military generally after at least two years of service whether they served on active duty in a conflict or not (U.S. House Bill 2163).

W

Washoe County HOME Consortium (WCHC)
Administers housing programs for Washoe County; allocates federal HOME, Community Development Block Grant (CDBG) and Affordable Dream Down payment Initiative (ADDI) monies. Oversees the Consolidated Plan process, which guides the full range of decisions and activities in Sparks, Reno, and Washoe County relating to the provision of decent and affordable housing, the development of a suitable living environment, and creating expanded economic opportunities for the community members.

Wetland
Areas that are inundated and saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions, including swamps, marches, bogs, and similar areas.

Wildland-Urban Interface (WUI)
The wildland-urban interface, or WUI, is any area where man-made improvements are built close to, or within, natural terrain and flammable vegetation, and where high potential for wildland fire exists.

Workforce Housing
Refers to housing that is affordable to households earning between 80 percent and 120 percent of area median income (AMI). Some workforce housing programs focus on employers providing assistance to their employees; some are instituting inclusionary programs, while others give preference to this group in their homeownership programs Some jurisdictions have programs for specific segments of the workforce that are vital for the everyday function of the community such as teachers, policeman and other public employees.

Y

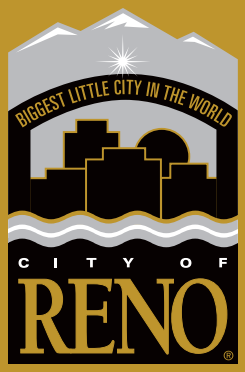
Year Structure (housing unit) Built
Year structure built refers to when the building was first constructed, not when it was remodeled, added to, or converted. For housing units under construction that met the housing unit definition—that is, all exterior windows, doors, and final usable floors were in place—the category "1999 or 2000" was used for tabulations. For mobile homes, houseboats, recreational vehicles, etc., the manufacturer's model year was assumed to be the year built. The data relate to the number of units built during the specified periods that were still in existence at the time of enumeration.

Z

Zoning
Regulatory tool adopted by the City to direct and shape land development activities and implement the Master Plan. Reno's zoning and development standards are contained in the Annexation and Land Development Code

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planning for the future

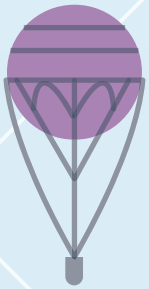

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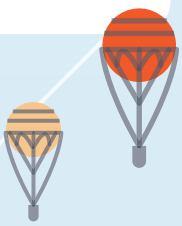
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APPENDIX F:
SCHEDULE OF AMENDMENTS









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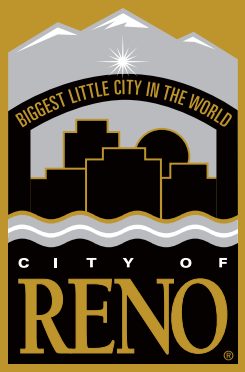
SCHEDULE OF AMENDMENTS

Version	Council Adoption Date	Resolution No.	Case No.	Summary of Amendment
1	December 13, 2017	8475	LDC17-00023	Adoption of new Master Plan and repeal of existing Master Plan
2	April 26, 2018	8563	LDC18-00026	Amendment to land use plan within the Special Planning Area/Reno Stead Corridor Joint Plan to re-designate ±2.57 acres of Low Density Suburban/Rural Residential (1 – 2.5 acre lots) and ±1.02 acres of Open Space to ±2.73 acres of General Commercial and ±0.86 acres of Open Space
2	June 13, 2018	8549	LDC18-00006	Amendment to land use plan from ±18.58 acres of Industrial (I) and ±13.38 acres of Public/Quasi-Public (PQP) to ±21.23 acres of Mixed Neighborhood (MX) and ±10.73 acres of Multi-Family Neighborhood (MF)
2	July 30, 2018	8564	LDC17-00043	Amendment to land use plan from Special Planning Area/Reno-Stead Corridor Joint Plan/High Density Rural (5 to 2.5 acre minimum lot size) on ±143. acres and Special Planning Area/Reno-Stead Corridor Joint Plan/General Rural (1 dwelling unit per 40 acres) on ±416.6 acres to Unincorporated Transition (UT) on ±400.56 acres and Large Lot Neighborhood (LL) on ±158.74 acres
2	October 24, 2018	8586	LDC18-00079	Amendment to land use plan from ±8.76 acres of Parks, Greenways, and Open Space (PGOS) to ±5.55 acres of Single-Family Neighborhood (SF) and ±3.21 acres of Parks, Greenways, and Open Space (PGOS)
2	February 27, 2019	8633	LDC18-00077	Amendment to land use plan from Mixed Employment (ME) to Public/ Quasi-Public (PQP) on ±22.2 acres
2	February 27, 2019	8632	LDC19-00016	Amendment to land use plan from ±1.97 acres of Large-Lot Neighborhood (LL) and ±1.93 acres of Suburban Mixed-Use (SMU) to ±3.90 acres of Mixed Neighborhood (MX)
2	April 10, 2019	8652	LDC19-00035	Amendment to land use plan from ±6.05 acres of Multi-Family Neighborhood (MF) to ±5.7 acres of Suburban Mixed-Use (SMU) and ±0.35 acres of Parks, Greenways, and Open Space (PGOS)
2	September 23, 2019	8718	LDC18-00025	Amendment to land use plan from ±89.4 acres of Mixed Neighborhood (MX), ±70.2 acres of Single Family Neighborhood (SF), ±25.3 acres of Large Lot Neighborhood (LL), ±734 acres of Unincorporated Transition, (UT) and ±60.5 acres of Parks, Greenways and Open Space (PGOS) to ±307.3 acres of Single Family Neighborhood (SF), ±175.5 acres of Suburban Mixed-Use (SMU), ±20.7 acres of Multi-Family Neighborhood (MF), ±219.9 acres of Mixed Neighborhood (MX), and ±256 acres of Parks, Greenways, and Open Space (PGOS)
2	November 5, 2019	8772	WMPA19-0001	Amendment to land use plan from Medium Density Suburban/Suburban Residential to Commercial within the Reno-Stead Corridor Joint Plan on ±1.003 acres
2	February 12, 2020	8778	LDC20-00025	Amendment to land use plan from ±1.76 acres of Single-Family Neighborhood (SF) and ±3.16 acres of Parks, Greenways, and Open Space (PGOS) to ±4.67 acres of Multi-Family Neighborhood (MF) and ±0.25 acres of Parks, Greenways, and Open Space (PGOS)
2	July 22, 2020	10088	LDC20-00055	Amendment to land use plan from ±11.23 acres of Suburban Mixed-Use (SMU) to ±11.23 acres of Large Lot Neighborhood (LL)
3	September 9, 2020	8840	LDC21-00004	Master Plan Text Amendment - Targeted amendments to policy and narrative language to ensure consistency with the Truckee Meadows Regional Plan per NRS 278.028

SCHEDULE OF AMENDMENTS

Version	Council Adoption Date	Resolution No.	Case No.	Summary of Amendment
4	October 14, 2020	8851	LDC21-00001	Amendment to land use plan from ±0.44-acres of Mixed Neighborhood/ Wells Avenue Neighborhood Plan/Mixed Residential 14 (MX/WANP - MR14) to Suburban Mixed-Use/Wells Avenue Neighborhood Plan/Mixed Residential 30 (SMU/WANP - MR30)
4	February 10, 2021	8875	LDC19-00001	Amendment to land use plan from ±1.95 acres of Parks, Greenways, and Open Space (PGOS) to Multi-Family Neighborhood (MF)
4	March 24, 2021	8885	LDC21-00017	Amendment to land use plan from ±645.98 to ±498.26 acres of Single Family (SF), from ±405.87 to ±620.22 acres of Parks, Greenways and Open Space (PGOS), from ±15.53 to ±9.84 acres of Suburban Mixed-Use (SMU), from ±83.22 to 0 acres of Mixed Employment (ME), from ±13.99 to ±25.72 acres of Mixed Neighborhood (MX), and from 0 to ±10.55 acres of Public/Quasi-Public (PQP)
4	July 28, 2021	8948	LDC21-00067 LDC21-00074	Master Plan Text Amendment - Conforming zoning districts updated for each land use category
5	December 1, 2021	8983	LDC22-00002	Amendment to land use plan from ±5.88 acres of Public/Quasi-Public/ Wells Avenue Neighborhood Plan - Public Facility (PQP/WANP - PF) and ±0.38 acres of Single-Family Neighborhood/Wells Avenue Neighborhood Plan – Single-Family (SF/WANP - SF) to Suburban MixedUse/Wells Avenue Neighborhood Plan – Urban Residential/Commercial (SMU/ WANP - UR/C)
6	March 23, 2022	9024	LDC22-00018	Amendment to land use plan from ±207.35 acres of Large Lot Neighborhood and ±3.14 acres of Public/Quasi-Public to ±169.11 acres of Mixed Employment and ±41.41 acres of Parks Greenways and Open Space.
6	May 25, 2022	9042	LDC22-00045	Amendment to land use plan from ±8.3 acres of Mixed Employment to Parks, Greenways, and Open Space.
6	July 27, 2022	9061	LDC21-00034	Amendment to land use plan from ±80.22 acres of Unincorporated Transition to ±14 acres of Single-Family Neighborhood and ±66.22 acres of Parks, Greenways, and Open Space.
6	September 14, 2022	9072	LDC22-00048	Amendment to land use plan from ±8.05 acres of Unincorporated Transition to Single-Family Neighborhood.
6	December 14, 2022	9086	LDC23-00001	Amendment to land use plan from Suburban Mixed Use (SMU) to Mixed Employment on ±4.41 acres.
6	January 11, 2023	9096	LDC23-00023	Amendment to land use plan from Mixed Neighborhood/Wells Avenue Neighborhood Planning Area/Wells Avenue Mixed-Use to Suburban Mixed-Use/Wells Avenue Neighborhood Planning Area/Wells Avenue Mixed-Use on ±.16 acres.
6	May 10, 2023	9140	LDC23-00039	Sunset the Special Planning Area/Reno-Stead Corridor Joint Plan (SPA/RSCJP) and associated land use designation to generally translate RSCJP land uses to equivalent standard City of Reno Master Plan land use designations. Master Plan amendment from Special Planning Area/Reno-Stead Corridor Joint Plan on ±1,957.68 acres to: Parks, Greenways, and Open Space (PGOS) on ±498.78 acres; Unincorporated Transition (UT) on ±276.91 acres; Large-Lot Neighborhood (LL) on ±330.34 acres; Single-Family Neighborhood (SF) on ±357.78 acres; Suburban Mixed-Use (SMU) on ±218.24 acres; Industrial (I) on ±268.73 acres; Public-Quasi Public (PQP) on ±6.31 acres; and Multi-Family Neighborhood (MF) on ±0.59 acres.

Version	Council Adoption Date	Resolution No.	Case No.	Summary of Amendment
6	September 13, 2023	9194	LDC23-00055	Amendment to land use plan from Single-Family Neighborhood to Mixed Employment on a ±.65 acres.
6	January 17, 2024	9235	LDC23-00003	Amendment to land use plan from Large-Lot Neighborhood (LL) to Suburban Mixed-Use (SMU) on ±85.2 acres.
6	April 10, 2024	9264	LDC23-00020	Amendment to land use plan from ±155.03 acres of Single-Family (SF), ±38.67 acres of Suburban Mixed-Use (SMU), ±24.99 acres of Parks Greenways and Open Space to ±218.69 acres of Mixed Employment (ME)
6	June 12, 2024	9292	LDC23-00021	Amendment to land use plan from ±81.81 acres of Unincorporated Transition (UT) to ±18.72 acres of Single-Family Neighborhood (SF) and ±63.09 acres of Parks, Greenways, and Open Space (PGOS)
6	July 31, 2024	9300	LDC24-00052	Amendment to land use plan to establish a Master Plan Land Use Designation of Mixed-Employment (ME) on ±1.18 acres.
6	January 22, 2025	9351	LDC25-00015	Amendment to land use plan from ±0.75 acres of Mixed Neighborhood (MX) to Multi-Family Neighborhood (MF).
6	April 23, 2025	9369	LDC25-00038	Amendment to land use plan from ±0.31 acres of Single-Family Neighborhood (SF) to Suburban Mixed-Use (SMU).
6	May 7, 2025	9378	LDC25-00037	Amendment to land use plan from ±6.0 acres of Parks, Greenways, and Open Space (PGOS) to Single-Family Neighborhood (SF).
6	December 5, 2025	9389	LDC24-00051	Amendment to land use plan from a mix of Industrial (I), Suburban Mixed-Use (SMU), Mixed Neighborhood (MX), Single-Family Neighborhood (SF), Multi-Family Neighborhood (MF), Large-Lot Neighborhood (LL), Parks, Greenways, and Open Space (PGOS), and No Land Use (NOLU) to a mix of I, SMU, and SF on ±1,363.33 acres.
6	May 20, 2026	9467	LDC26-00043	Targeted amendments to policy and narrative language to conform to the policies in the recently adopted Truckee Meadows Regional Plan per NRS 278.028 and State law changes from the 2025 Nevada Legislative Session.


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