

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
 <p>GP 1: RESILIENT LOCAL & REGIONAL ECONOMY</p>	<ul style="list-style-type: none"> • Economic diversity • Regional collaboration and partnerships • Business-friendly environment • Workforce development • Business development and retention • Quality of life considerations
 <p>GP 2: RESPONSIBLE & WELL-MANAGED GROWTH</p>	<ul style="list-style-type: none"> • Growth management • Pattern of growth • Annexation policy • Regional collaboration • Infrastructure and services • Sustainable development practices
 <p>GP 3: THRIVING DOWNTOWN & UNIVERSITY DISTRICT</p>	<ul style="list-style-type: none"> • Economic development and tourism • Public safety • Public and community spaces • Revitalization and adaptive reuse • UNR linkages
 <p>GP 4: VIBRANT NEIGHBORHOODS & CENTERS</p>	<ul style="list-style-type: none"> • 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
 <p>GP 5: WELL-CONNECTED CITY & REGION</p>	<ul style="list-style-type: none"> • Traffic and congestion • Multi-modal transportation • Safety • Pedestrian and cycling orientation • Autonomous vehicles
 <p>GP 6: SAFE, HEALTHY, AND INCLUSIVE COMMUNITY</p>	<ul style="list-style-type: none"> • Affordable housing • Public safety • Hazard mitigation/emergency preparedness • Inclusivity • Local food access/food security • Health and wellness • Lifelong learning
 <p>GP 7: QUALITY PLACES AND OUTDOOR RECREATION OPPORTUNITIES</p>	<ul style="list-style-type: none"> • Historic preservation • Conservation of natural resources • Greenway connections • Access to the outdoors • Arts and culture • Parks and recreation
 <p>GP 8: EFFECTIVE GOVERNMENT</p>	<ul style="list-style-type: none"> • 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

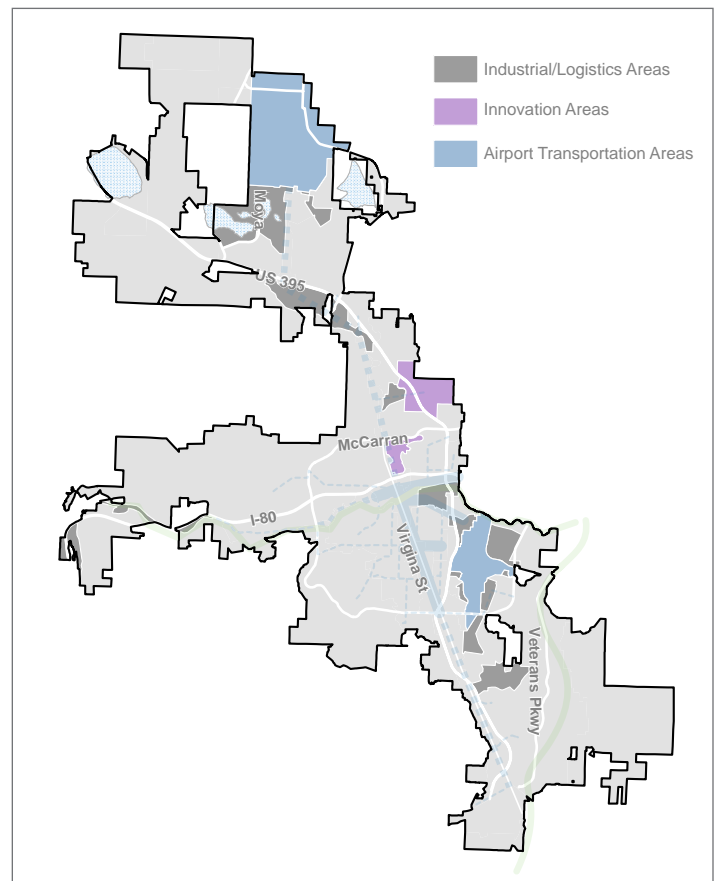
Focus economic development efforts on creating and maintaining employment areas desired by existing and future businesses and maintaining and building on quality of life for residents and businesses.

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.





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

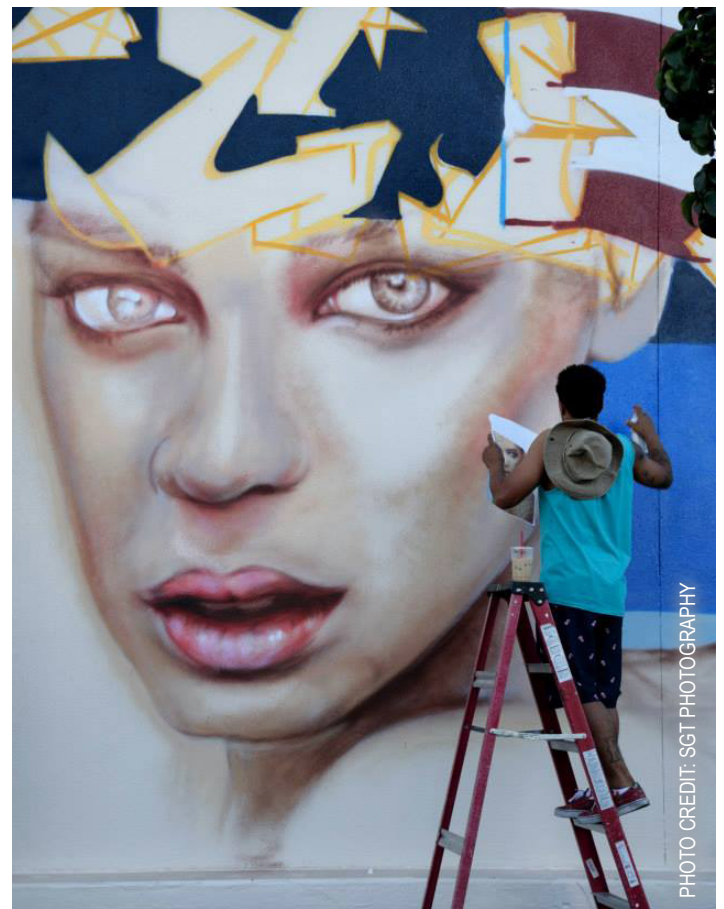
Work with regional economic partners and the private sector to identify ways to increase funds available to support the growth of local businesses and the creation and growth of new businesses.

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.



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.



#RENOLENS | PHOTO CREDIT: TREVOR BEXON

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.

> THE SPHERE OF INFLUENCE AND TRUCKEE MEADOWS REGIONAL PLAN

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

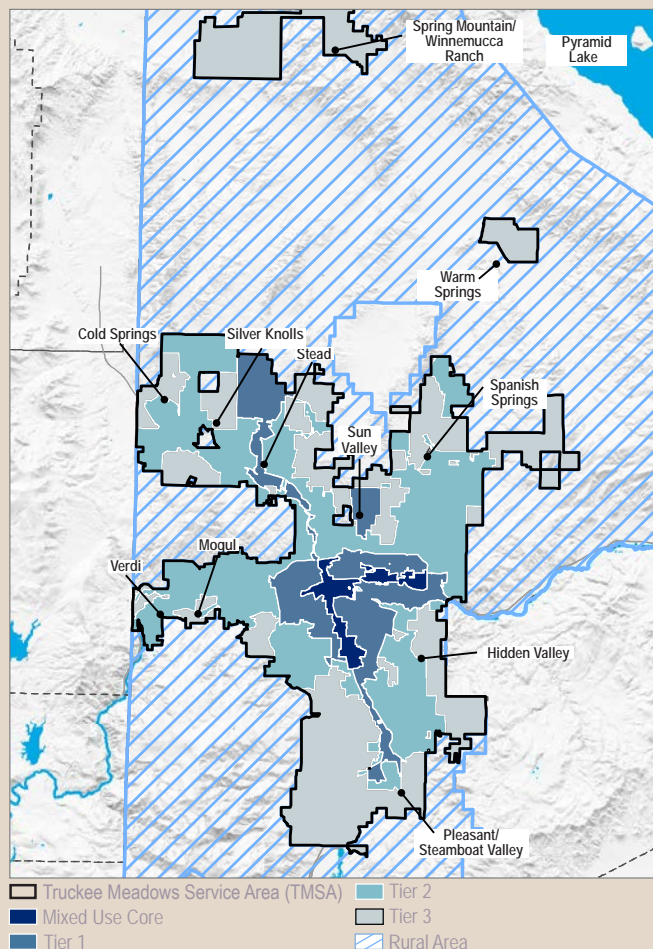
Consider the use of special assessment districts as a means of funding/financing the construction of publicly-owned infrastructure improvements and proposed improvement districts:

- 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 *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:

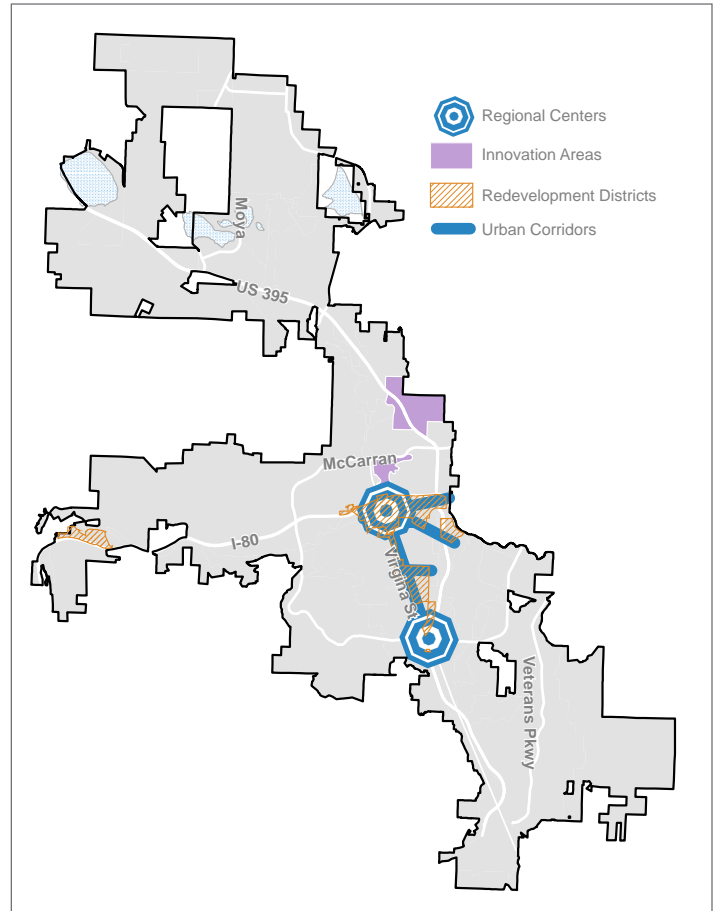
- Adaptive reuse of existing buildings (particularly those that have historic significance);
- Infill of existing surface parking lots;
- Integration of live-work space for artists or others;
- Voluntary consolidation and assemblage of properties to improve and coordinate the redevelopment of blocks 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

Education

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

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)

Transportation

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

Economy

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

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

Recreation

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

Health

- Washoe County Health District (WCHD)

- 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.

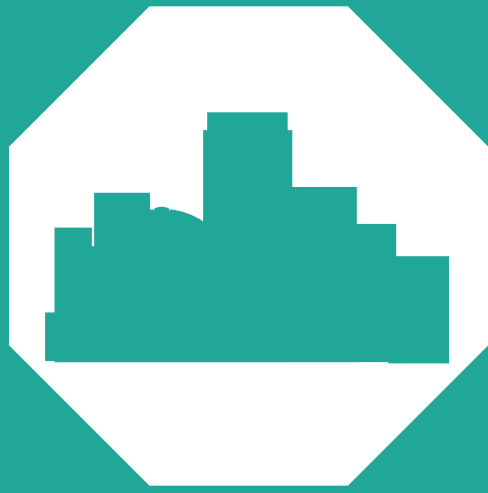
2.5J: GREENHOUSE GASES

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.





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

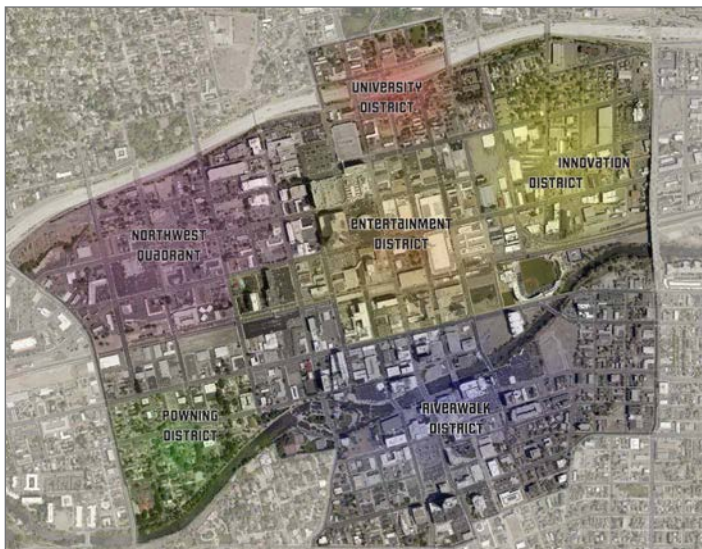
Reno will work with the private sector, UNR, and other partners to leverage the significant public/private investments that have already been made in Downtown and to actively promote its revitalization. Central to this effort will be a focus on developing a collaborative strategy for creating an active 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

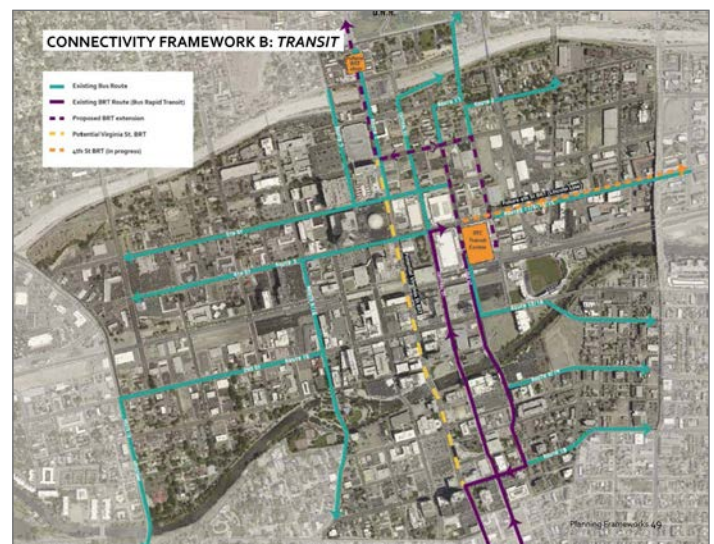
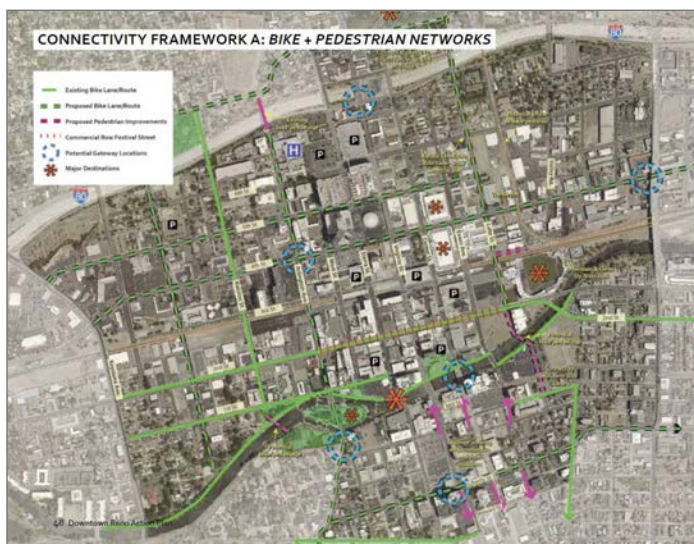
Continue to collaborate with RTC, UNR, and others on the expansion of transit service and ridership to and within Downtown, and with AMTRAK to support passenger rail service to and from Downtown Reno and other major cities.

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.



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 affordable housing units for low income residents and attainable housing for the city's workforce. Update the strategy periodically to address changing needs.

4.1D: HOUSING INCENTIVES

Encourage the development of 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 housing in the community. 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

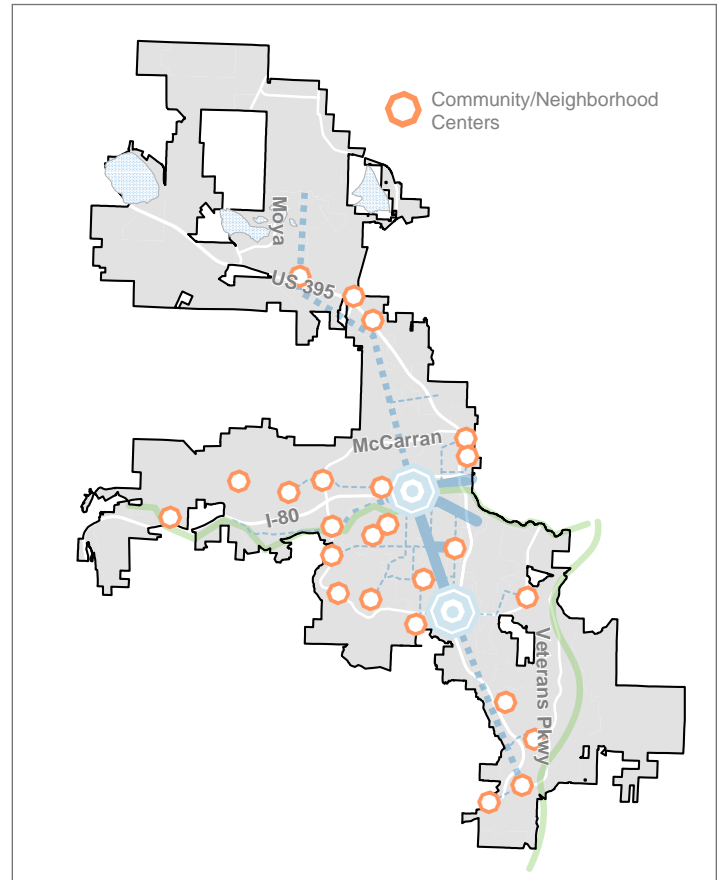
Support a mix of uses as part of community/neighborhood centers that reflect needs of adjoining residents and the characteristics of individual neighborhoods, including, but not limited to: retail, office, entertainment, schools, libraries, community gardens or urban farms, public art, plazas, parks,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

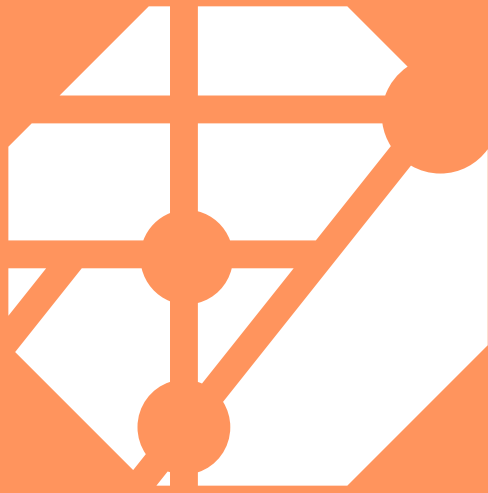
4.5A: CONNECTIVITY AND ACCESS

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.





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.



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.

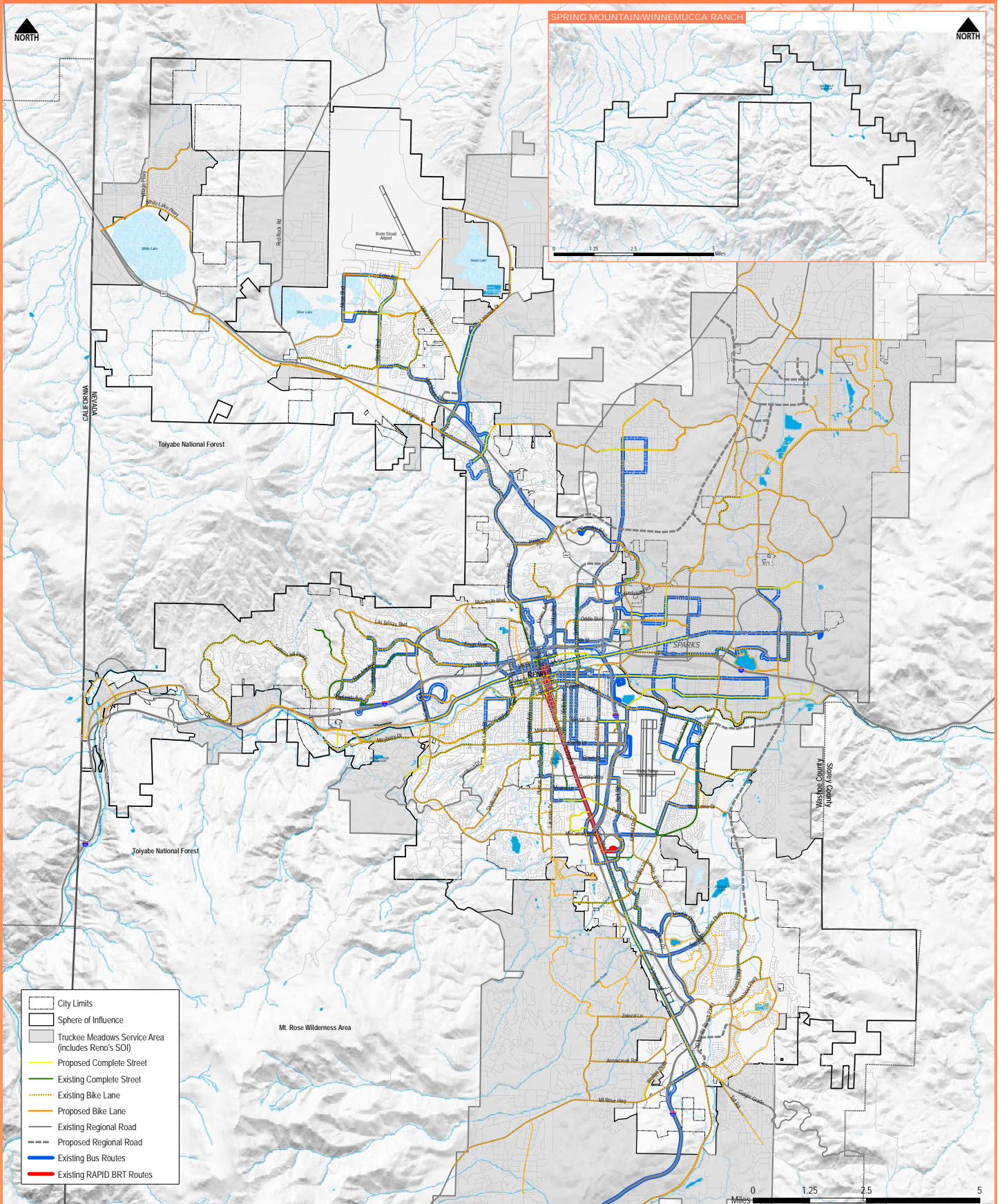
Regional Transportation Plan: The RTP defines long-range policies and proposed transportation investments in the region over a period of 20 years. The plan is guided by four principles: safe and healthy communities, economic diversification, sustainability, and increased travel choices. The RTP is typically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

MULTI-MODAL TRANSPORTATION SYSTEM

CITY OF RENO
AND SPHERE OF INFLUENCE



- City Limits
- Sphere of Influence
- Truckee Meadows Service Area (includes Reno's SOI)
- Proposed Complete Street
- Existing Complete Street
- Existing Bike Lane
- Proposed Bike Lane
- Existing Regional Road
- Proposed Regional Road
- Existing Bus Routes
- Existing RAPID BRT Routes



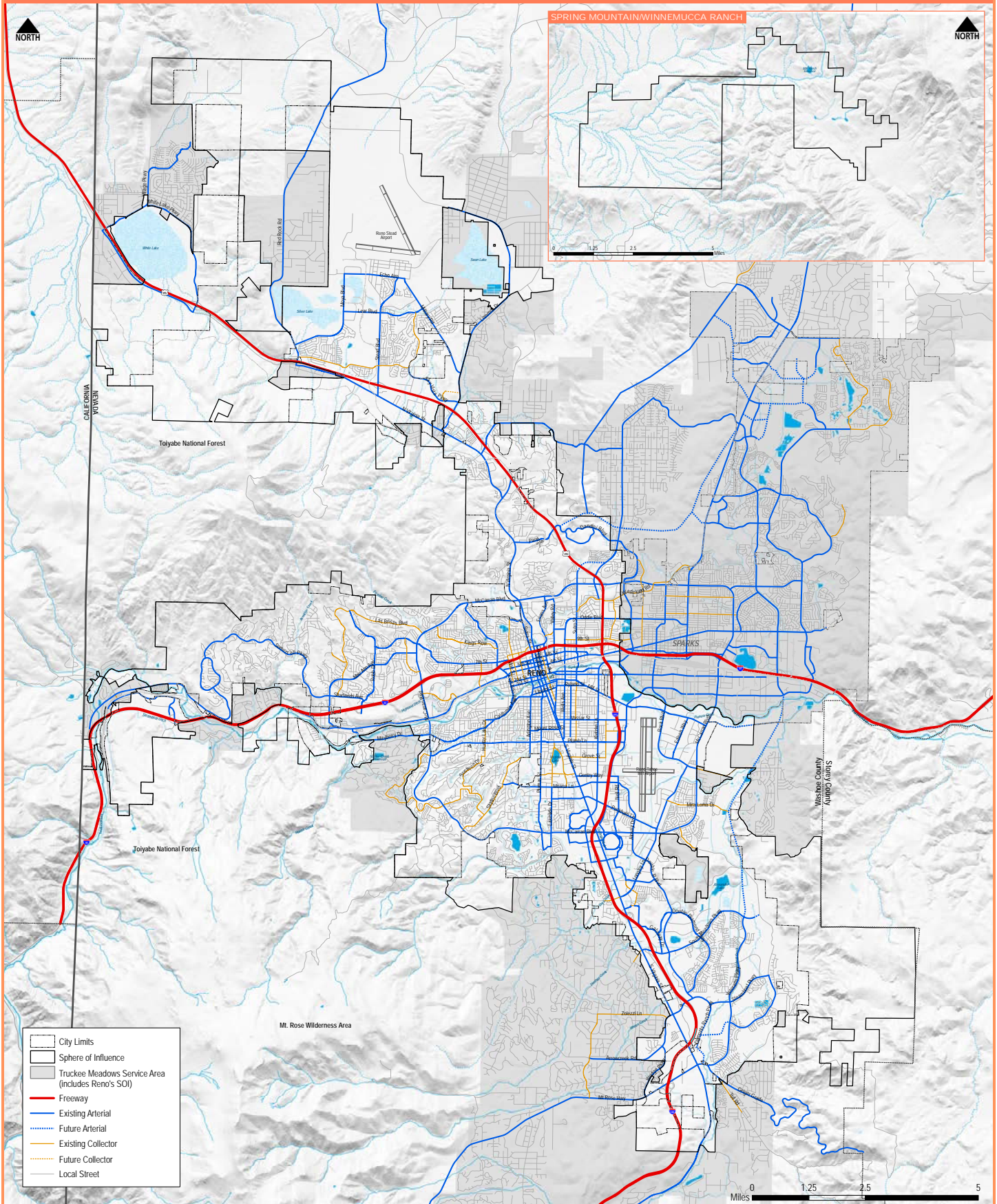
Community Development Department
T: 334.2063 | F: 334.2043 | www.reno.gov
1 East 1st Street | PO Box 1900 | Reno, NV 89505

Sources: City of Reno; Washoe County; Regional Transportation Commission of Washoe County (RTC); U.S. Geological Survey
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Map produced: December 2017



ROADWAY FUNCTIONAL CLASSIFICATIONS

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 Community Development Department
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1 East 1st Street | PO Box 1900 | Reno, NV 89505

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Map produced: December 2017

> 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.

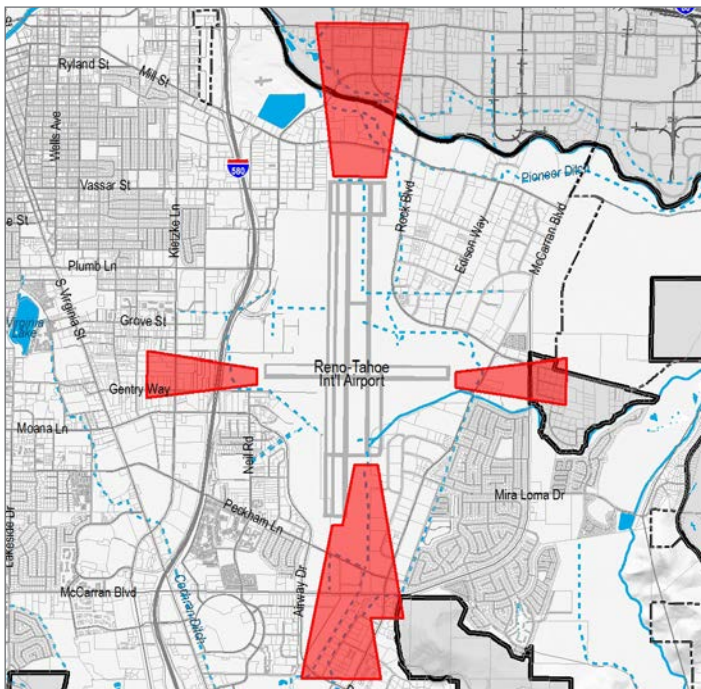
- Guide noise sensitive development away from critical approach zones, utilize construction methods to attenuate noise based on current noise contours, and support the continuation of the Airport Authority's program of noise abatement measures.
- Maintain an airport overlay zone which addresses land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

5.3D: RAIL LINES

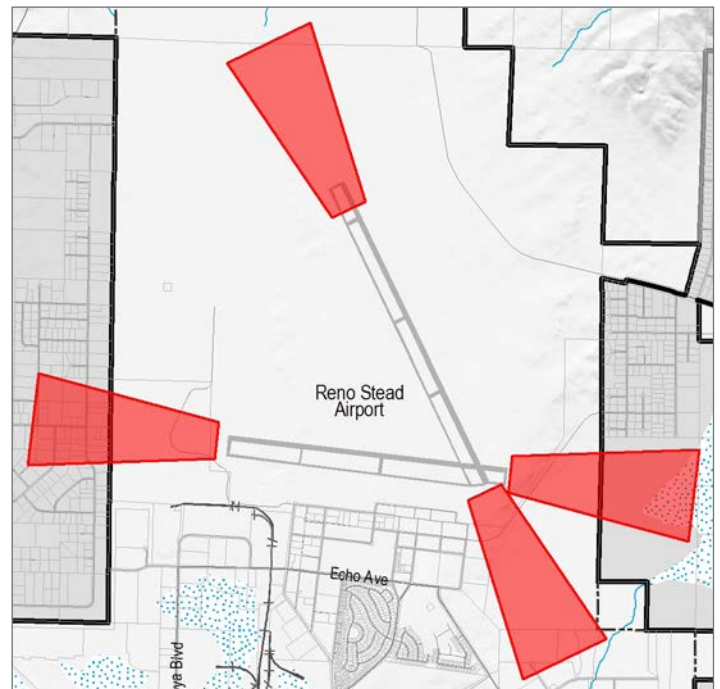
Continue to pursue opportunities to enhance the city's role in the national freight system and leverage its position as a goods distribution center for the nation.

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.



#RENOLENS | PHOTO CREDIT: NEIL LOCKHART



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 lines 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.

> IMPACTS OF CLIMATE CHANGE

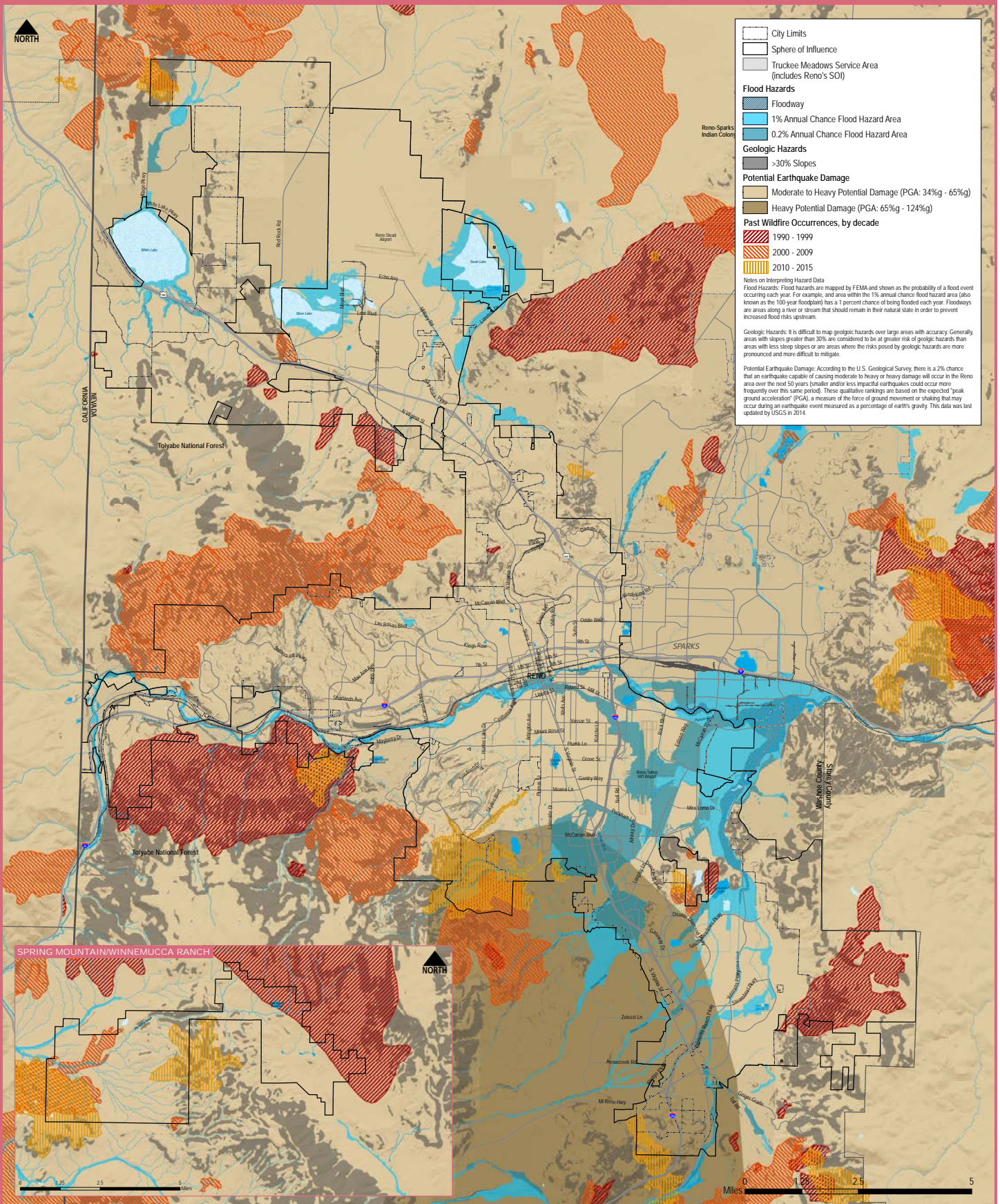
Scientists predict that climate change will result in future conditions that are different and less predictable than in the past. This is particularly true for natural hazards, such as drought and flooding, that are heavily influenced by weather and other climatic conditions. Changes due to climate change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

NATURAL HAZARDS

CITY OF RENO
AND SPHERE OF INFLUENCE



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.

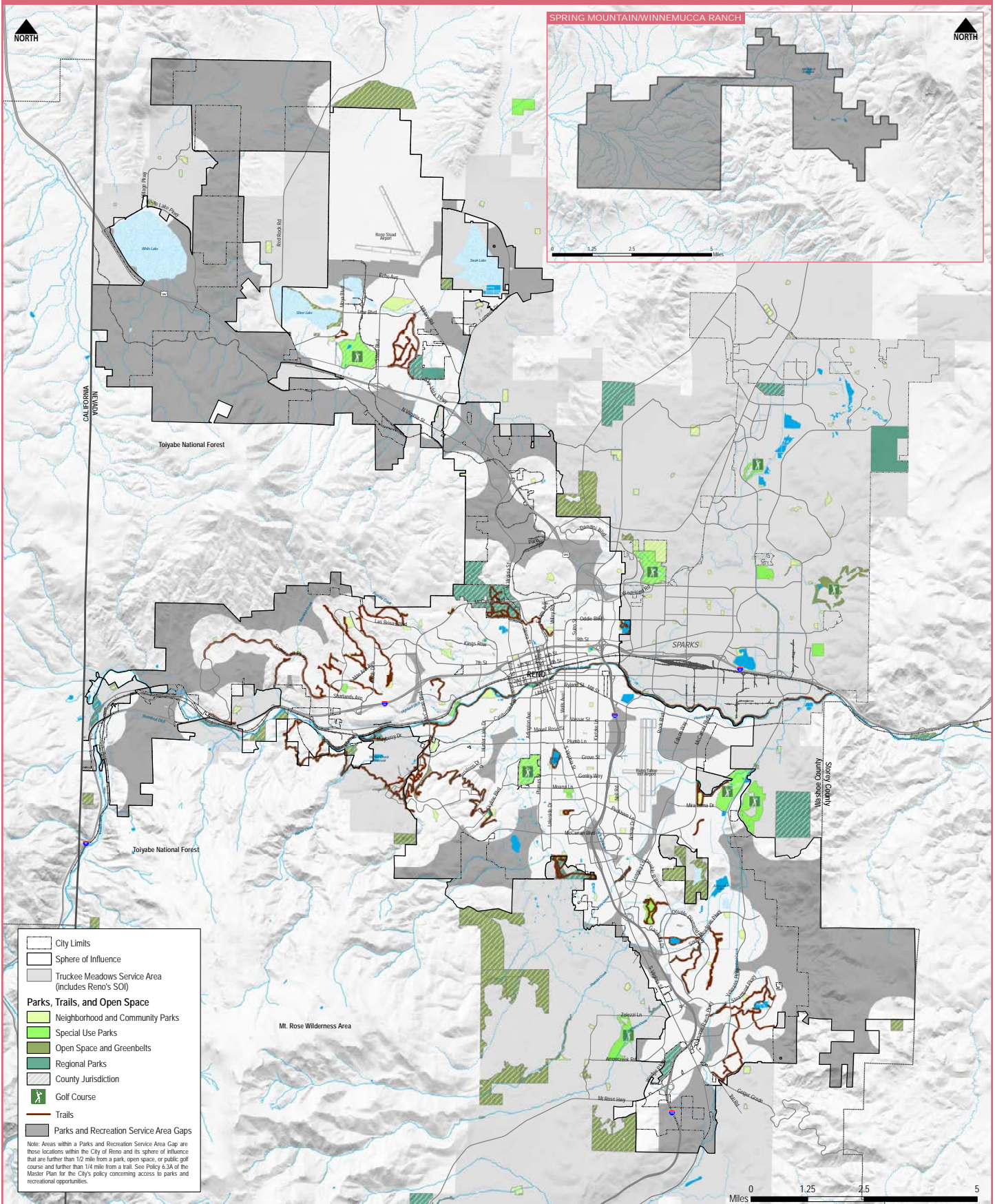
6.3F: PARKLAND RETENTION

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.



ACCESS TO PARKS & RECREATIONAL FACILITIES

CITY OF RENO
AND SPHERE OF INFLUENCE





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

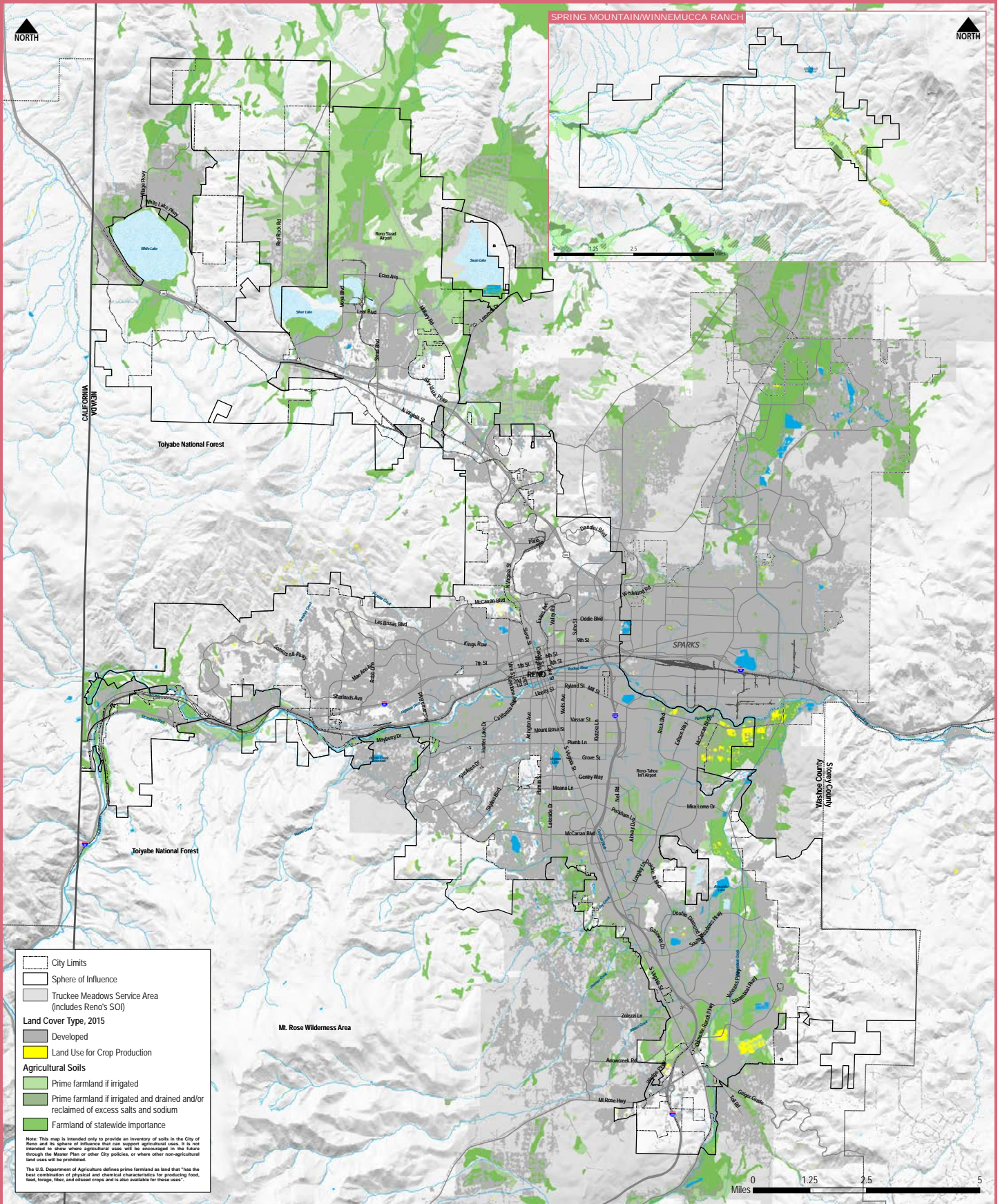
Since 2010, Washoe County has been working to ensure access to healthy food for all residents of the county. A primary goal of this effort has been to promote policy, system, and environment initiatives designed to improve access to healthy food, and, as a result, inspire healthier nutrition, healthy 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](#).

AGRICULTURAL LANDS & SOILS

CITY OF RENO
AND SPHERE OF INFLUENCE



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.



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.





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.



#RENOLENS | PHOTO CREDIT: BERNIE GORCZYNSKI

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.

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.

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:

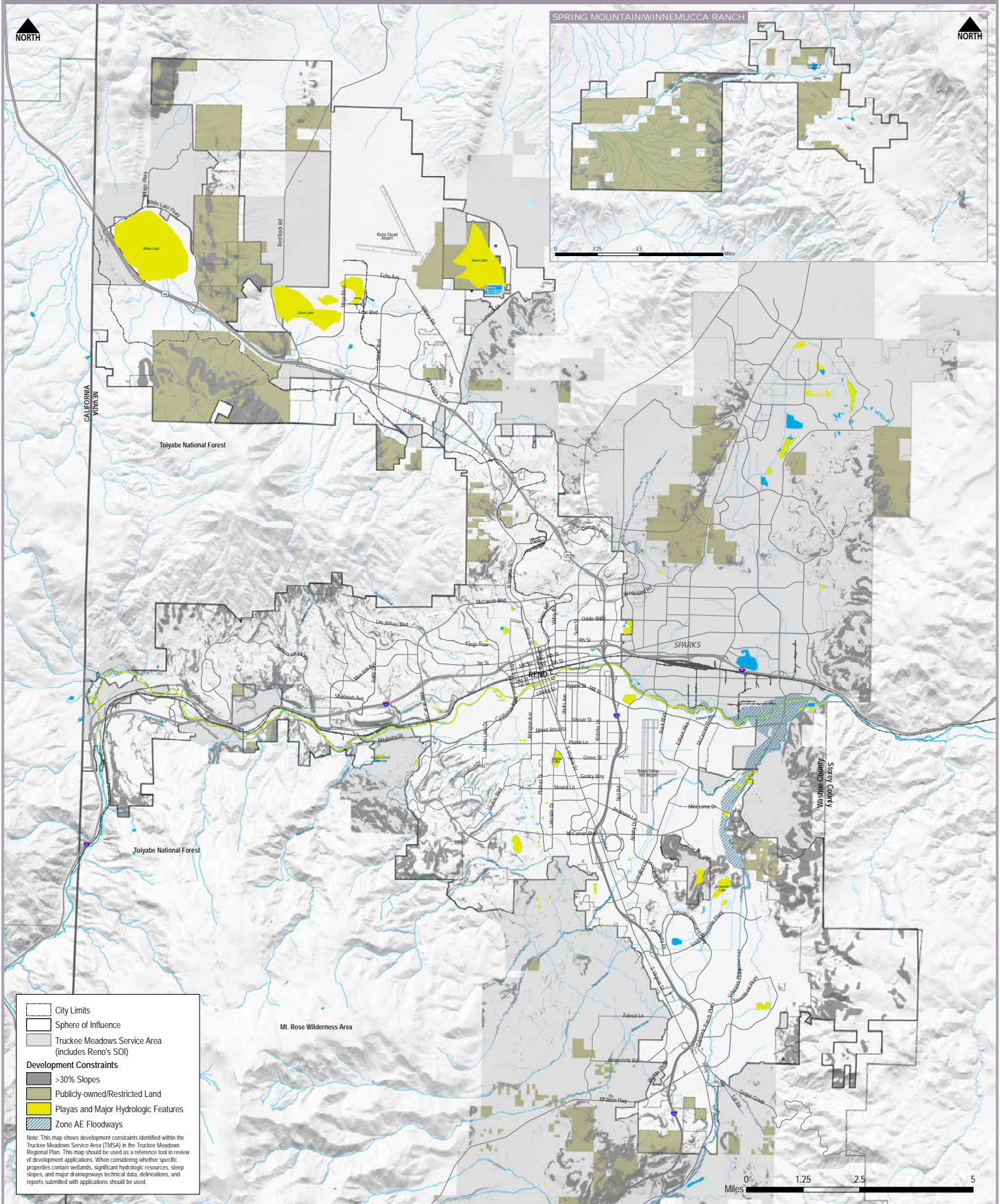
- To ensure the safety of people and property by providing for drainage of stormwater and maintaining natural attenuation of peak flows;
- To maintain, preserve, or enhance the quality of the water in both the Truckee River and Stead basins, and to promote continued natural infiltration of stormwater 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.



DEVELOPMENT CONSTRAINTS AREA (DCA)

CITY OF RENO
AND SPHERE OF INFLUENCE



Legend

- City Limits
- Sphere of Influence
- Truckee Meadows Service Area (includes Reno's SOI)
- Development Constraints**
- >30% Slopes
- Publicly-owned/Restricted Land
- Plays and Major Hydrologic Features
- Zone AE Floodways

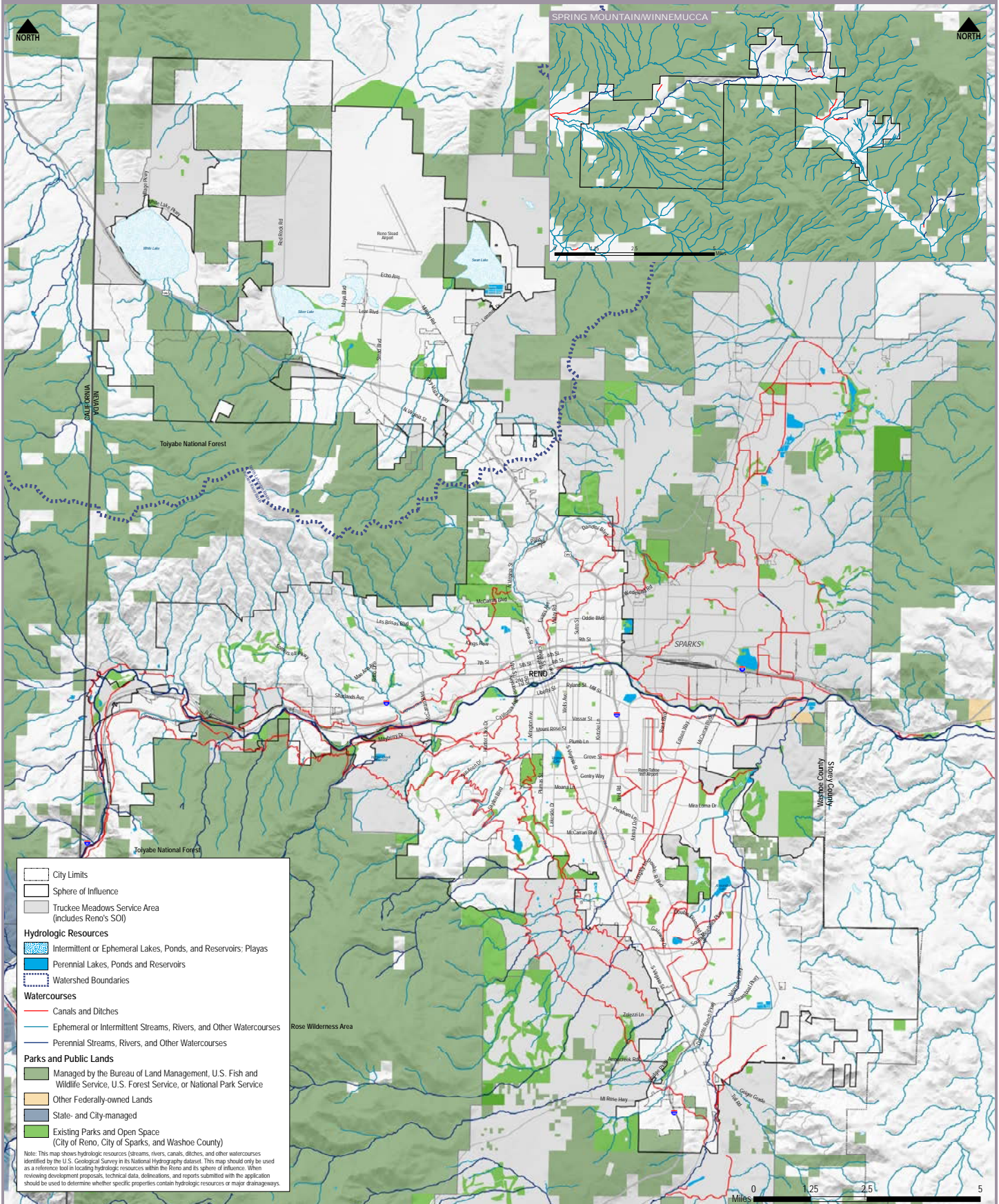
Note: This map shows development constraints identified within the Truckee Meadows Service Area (TMSA) in the Truckee Meadows Regional Plan. This map should be used as a reference tool in review of development applications. When considering whether specific properties contain wetlands, significant hydrologic resources, steep slopes, and major drainageways technical data, delineations, and reports submitted with applications should be used.

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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: December 2017

HYDROLOGIC RESOURCES AND WATERCOURSES

CITY OF RENO
AND SPHERE OF INFLUENCE





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.

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.

> 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.

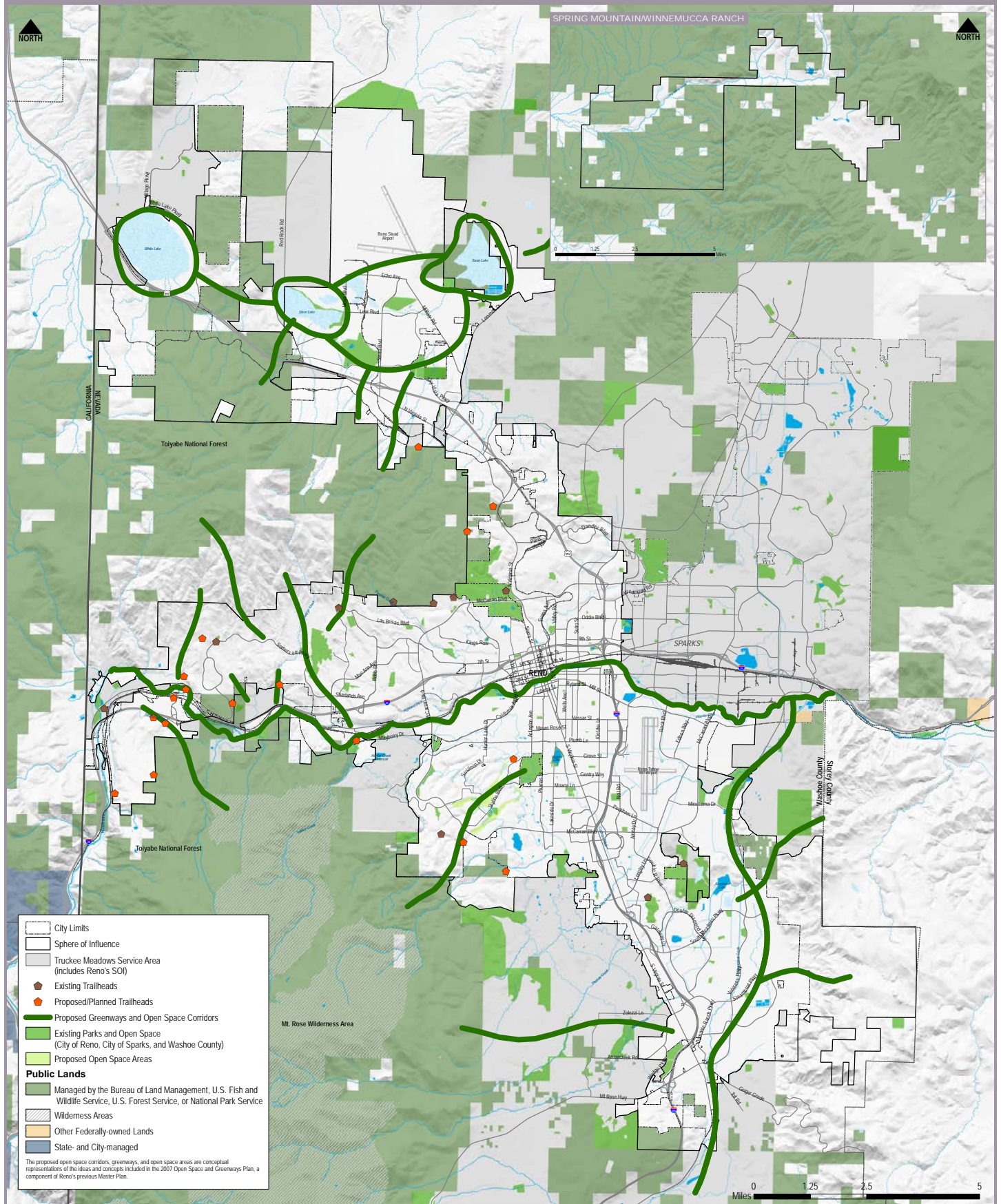


PHOTO CREDIT: CITY OF RENO



GREENWAYS & OPEN SPACE

CITY OF RENO
AND SPHERE OF INFLUENCE



Legend

- City Limits
- Sphere of Influence
- Truckee Meadows Service Area (Includes Reno's SOI)
- Existing Trailheads
- Proposed/Planned Trailheads
- Proposed Greenways and Open Space Corridors
- Existing Parks and Open Space (City of Reno, City of Sparks, and Washoe County)
- Proposed Open Space Areas

Public Lands

- Managed by the Bureau of Land Management, U.S. Fish and Wildlife Service, U.S. Forest Service, or National Park Service
- Wilderness Areas
- Other Federally-owned Lands
- State- and City-managed

The proposed open space corridors, greenways, and open space areas are conceptual representations of the ideas and concepts included in the 2007 Open Space and Greenways Plan, a component of Reno's previous Master Plan.

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Sources: City of Reno; Washoe County; U.S. Forest Service; U.S. Bureau of Land Management; U.S. Geological Survey
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Map produced: December 2017

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: RSCOVA

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.

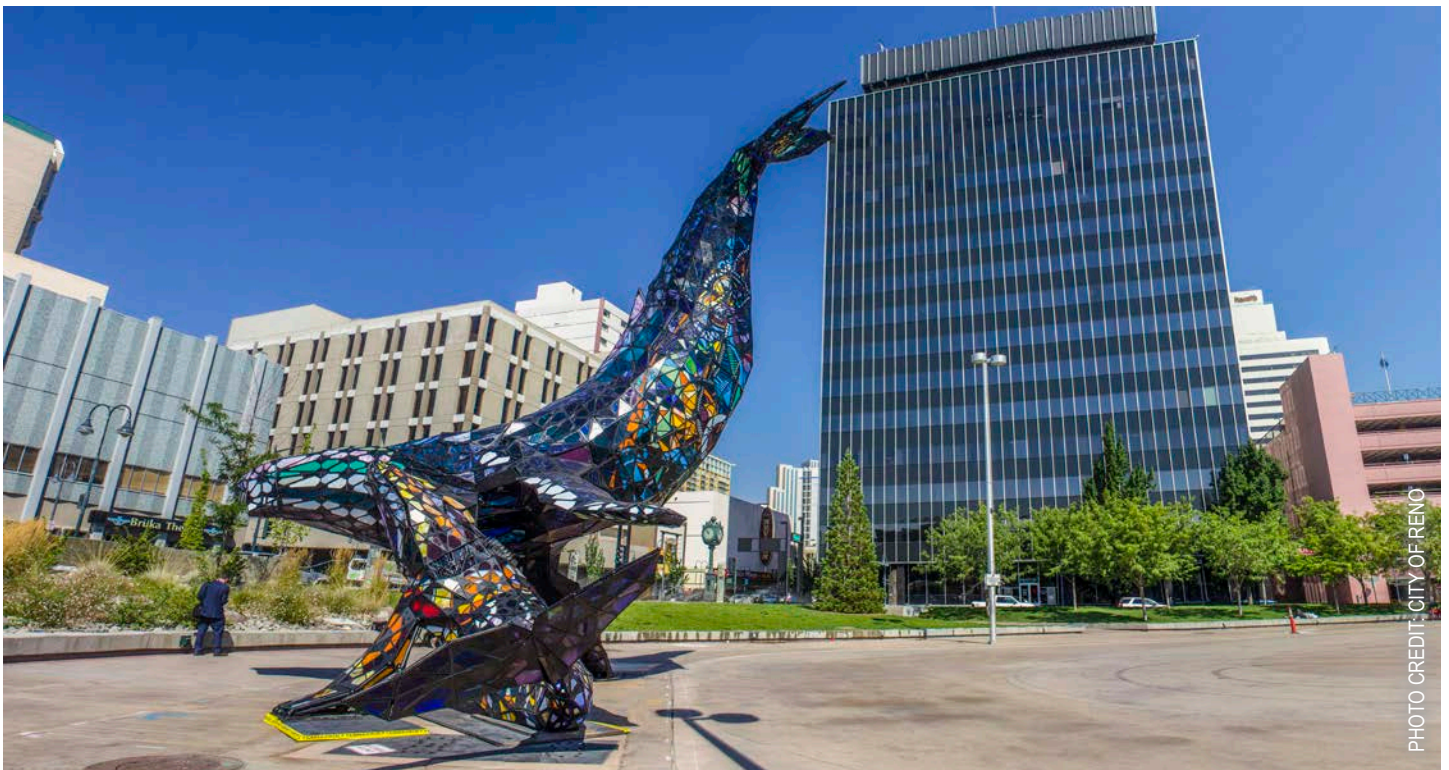


PHOTO CREDIT: CITY OF RENO

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.



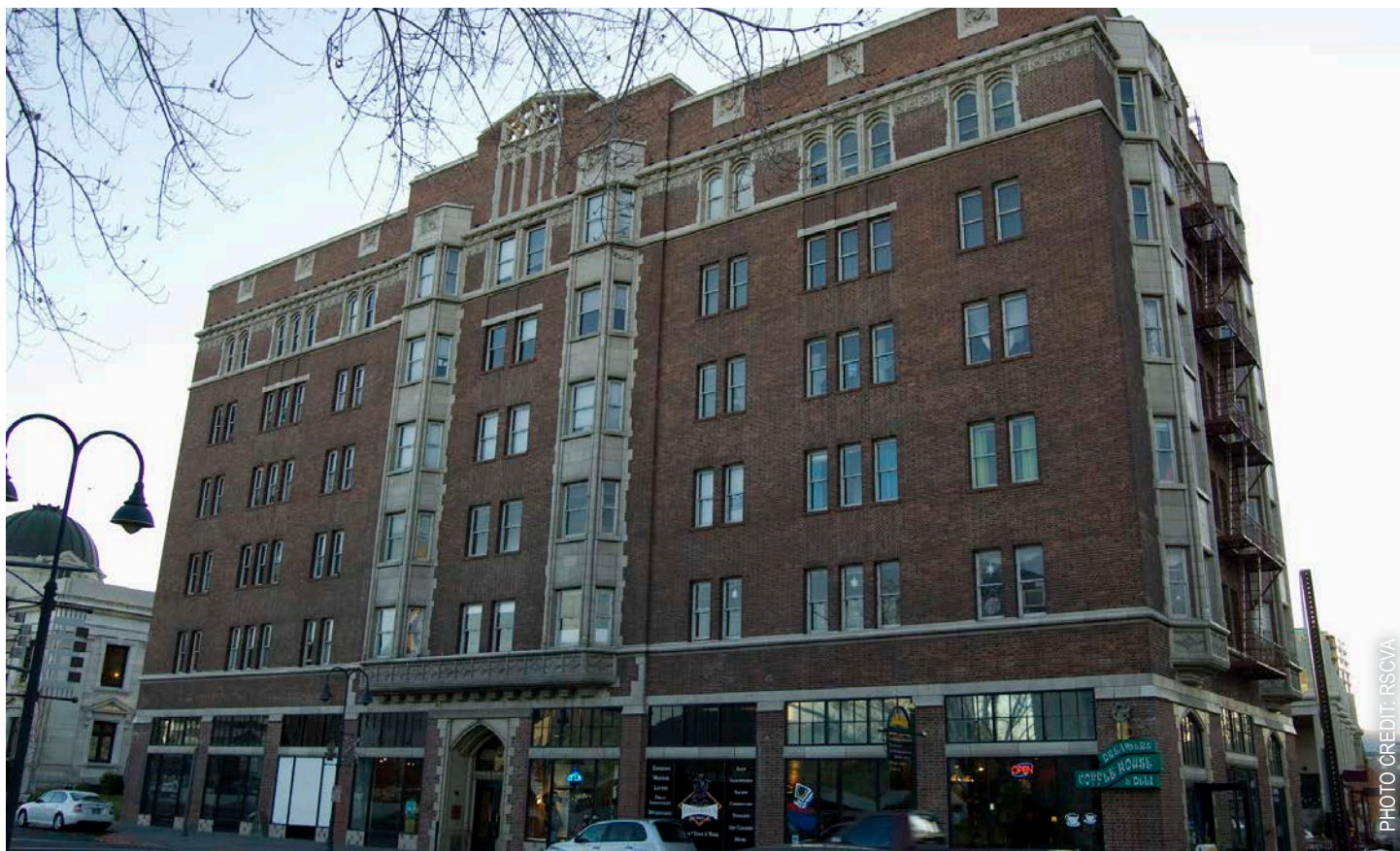
PHOTO CREDIT: RSCVA

> 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.

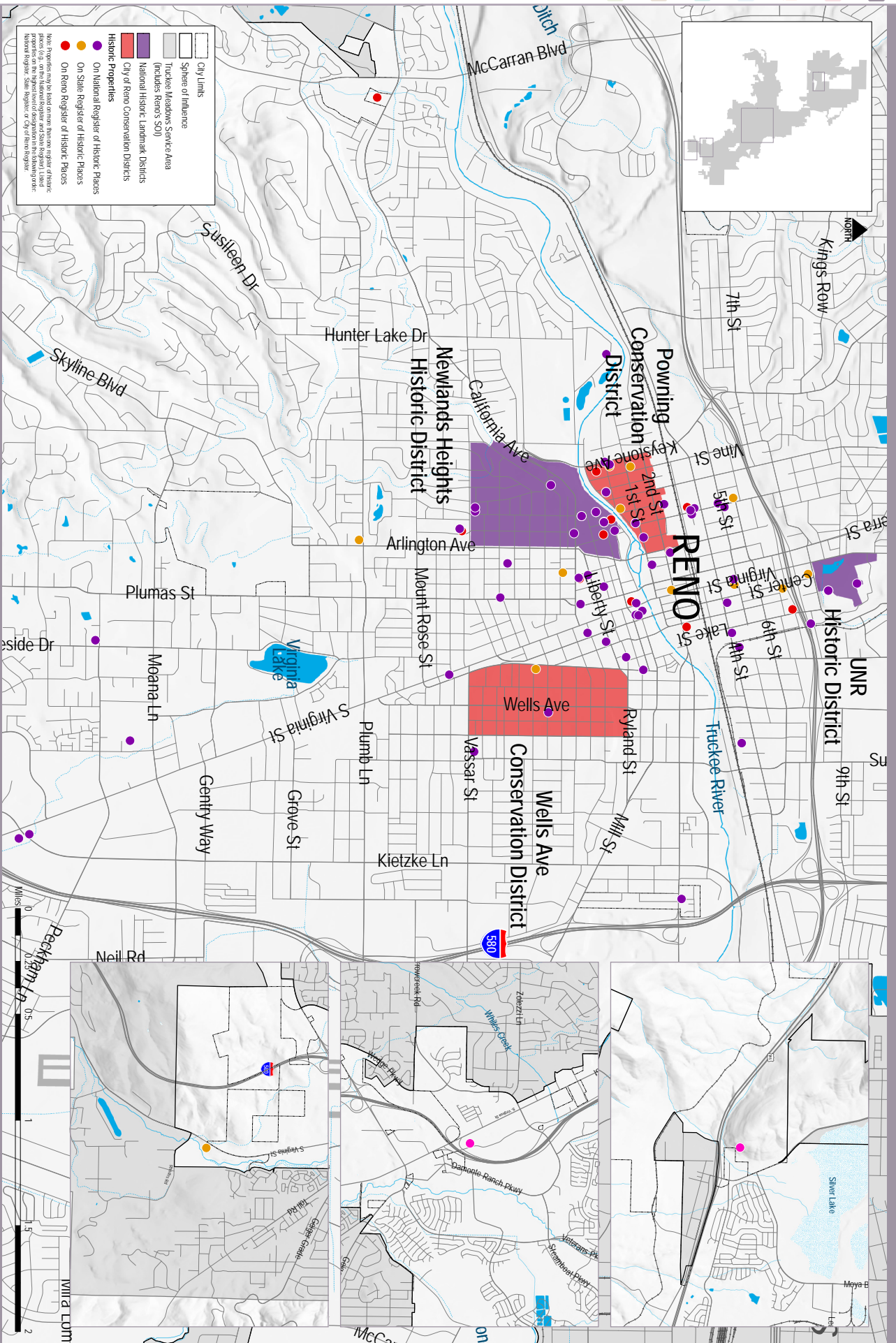
The Newlands Heights Historic District, a national historic district and a conservation district, sits on a bluff rising from the south bank of the Truckee River just southwest of Downtown Reno. The district is characterized by a park-like setting with a combination of curvilinear and rectilinear streets 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.





HISTORIC RESOURCES

CITY OF RENO AND SPHERE OF INFLUENCE



Legend

- City Limits
- Sphere of Influence (includes Reno's SOI)
- Truckee Meadows Service Area
- National Historic Landmark Districts
- City of Reno Conservation Districts
- Historic Properties
- On National Register of Historic Places
- On State Register of Historic Places
- On Reno Register of Historic Places

Note: Properties may be listed on more than one register of historic places (e.g., on the National Register and State Register). Listed National Register, State Register, or City of Reno Register.

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Source: City of Reno, Weber Group, U.S. Geological Survey, National Park Service
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 Map produced: December 2017

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.



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.



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

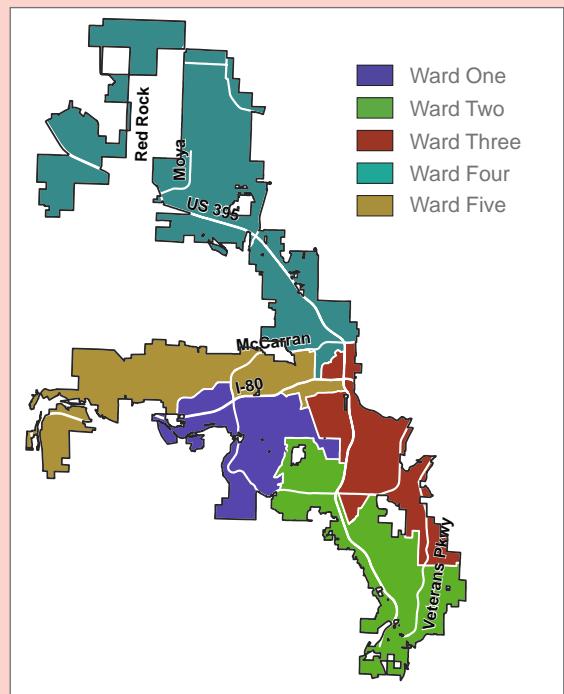
Maintain the partnership between Reno’s citizens and their government by providing residents thorough, accurate, and comprehensive information about City policies and operations through the Neighborhood Advisory Boards and other public information programs.

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 organizationw

> 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

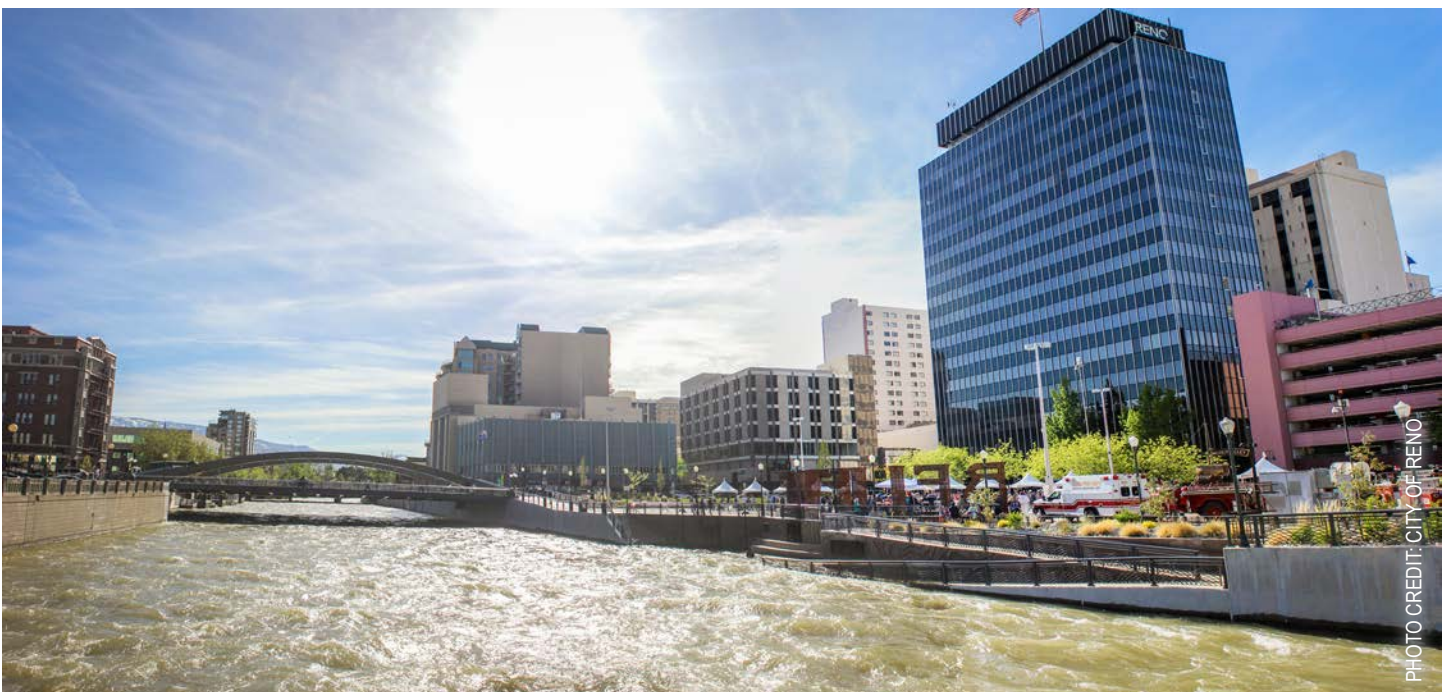
Continue to foster a business-friendly environment by automating and streamlining permitting and review processes, monitoring customer satisfaction, and periodically evaluating and adjusting fees and rates.

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.



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.

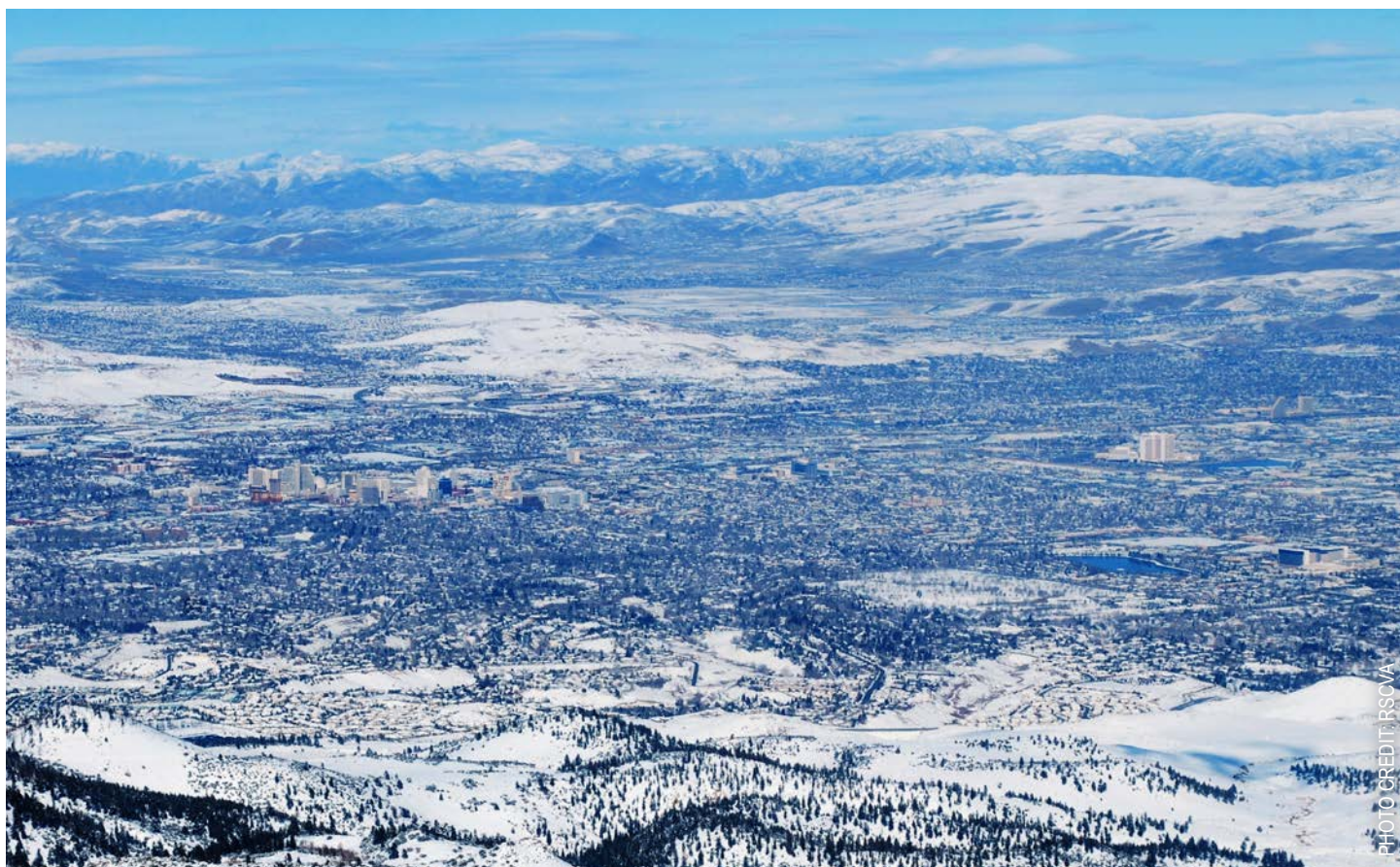


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