

# **CITY OF RENO**

## **Planning Commission**

January 18, 2007

### **Staff Report**

**Agenda #**

V-7

**Ward #**

1 & 5

**CASE No.:** LDC07-00126 (Downtown Reno Regional Center Plan- Keystone District- Keystone District Amendment) and AT-16-06 (Downtown Reno Regional Center Plan- Keystone District)

**APPLICANT:** City of Reno

**PARCEL NUMBERS:** See Exhibit A

**REQUEST:** This is a request for:

- (1) an amendment to the City of Reno Master Plan to amend the Downtown Reno Regional Center Plan to allow "Hotel with Nonrestricted Gaming" within certain areas of the Keystone District and
- (2) an amendment to Chapter 18.08.405 of the Reno Municipal Code to amend the Downtown Reno Regional Center Overlay Zoning District to add "Hotel with Nonrestricted Gaming" as a permitted land use within certain areas of the Keystone District.

**LOCATION:** The site is generally located in the area bounded by Interstate 80 to the north, Keystone Avenue to the west, the Truckee River and California Avenue to the south, and Wells Avenue to the east.

**PROPOSED MOTION:** Based upon compliance with the applicable findings, I move to recommend approval of the amendments to the Master Plan by resolution, subject to conformance review by the Regional Planning Agency.

**BACKGROUND:** The Downtown Reno Regional Center (DRRC) Plan was adopted on April 5, 2006 by the City Council. The DRRC Plan created five districts which include the Wells Avenue District, the Entertainment District, the California District, the Truckee River District, and the Keystone District. The Keystone District was established to provide general services within the regional center and encourage a mixture of uses at a lower intensity and density to transition into surrounding neighborhoods. The overlay

zoning district further establishes the permitted land uses and design standards for the districts.

The City Council amended the Master Plan on November 16, 2005 to allow non-restricted gaming in Regional Centers and Transit Oriented Development (TOD) Corridors. This amendment allows gaming within all of the DRRC Plan area, however at the time that the DRRC Plan was developed the Entertainment District was the only District where gaming was permitted.

In September, 2006 a Master Plan amendment application was submitted to amend the DRRC Plan to allow "Hotel with Nonrestricted Gaming" at the southeast corner of Keystone Avenue and Interstate 80. The DRRC Plan does not allow gaming in the Keystone District where these parcels are located. Staff determined that to allow gaming in the Keystone District either the Planning Commission or the City Council would need to initiate the request per Title 18.06.301(b) and 18.06.302(b). At the Planning Commission meeting on October 18, 2006 staff was directed to initiate a Master Plan and a zoning text amendment to allow "Hotel with Nonrestricted Gaming", in a portion of the Keystone District.

**ANALYSIS:** This Master Plan and text amendment would allow "Hotel with Nonrestricted Gaming" as a permitted land use through the special use process within a specific area in the Keystone District of the DRRC. The general boundaries are Keystone Avenue and the West 4<sup>th</sup> Street TOD Corridor to the west, the DRRC- Entertainment District to the east, Interstate 80 to the north, and 3<sup>rd</sup> Street and the Union Pacific railroad to the south.

Staff reviewed the Keystone District and created a boundary to allow gaming for parcels that either front an arterial or are within the vicinity of existing gaming. Nonrestricted gaming currently exists within the Keystone District at the Gold Dust West Casino Lodge at 444 Vine Street and the Gold 'n Silver Inn at 790 West 4<sup>th</sup> Street. The proposed boundary to allow gaming includes the Gold 'n Silver Inn, the Gold Dust West Casino, and parcels fronting either West 4<sup>th</sup> Street, Keystone Avenue, Interstate 80, 3<sup>rd</sup> Street, and/or the Union Pacific railroad. The northeast section of the Keystone District surrounding St. Mary's Medical Center was not included so that development in the area would continue to support the medical center. The southern section which is mostly residential and commercial land uses, was not included to continue to encourage and maintain those land uses. These areas will continue to provide general services and encourage a mixture of uses at a lower intensity and density to transition into surrounding neighborhoods as defined in the DRRC Keystone District.

There are several other reasons that the proposed area has been selected to allow gaming: 1) The selected area has a mixture of uses and numerous parcels are under developed, which could be redeveloped and intensified; 2) It will increase the permitted land uses in the Keystone District which will further encourage development in the area; and 3) The parcels along 4<sup>th</sup> Street have the potential of connecting the Entertainment District to Keystone Avenue and the West 4<sup>th</sup> Street TOD. These aspects along with the

close proximity to the Entertainment District, where gaming is already permitted and the major roadways makes gaming in this portion of the Keystone District reasonable while still preserving the other portions of the Keystone District. The Keystone District is approximately ±107 acres and the area where gaming would be allowed is approximately ±34 acres. Staff did consider extending the Entertainment District to include this area however there are certain permitted land uses and design standards that staff did not deem appropriate for the Keystone District.

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

The DRRC Plan was established as a Special Planning Area over the entire site. Land use, circulation, and density are identified within the plan. The proposal will only change the DRRC Plan to allow "Hotel with Nonrestricted Gaming" as a permitted land use in a specific area within the Keystone District which is shown on a map in the DRRC Plan (Exhibit B, page 4).

Text Amendment: The overlay district for the DRRC Plan establishes the permitted land uses and design standards for the area. The text amendment will add "Hotel with Nonrestricted Gaming" as a permitted land use through the special use permit process within the Keystone District. "Hotel with nonrestricted gaming" requires a minimum of 201 rooms with a maximum of 37,500 square feet of gaming- an increase requires additional hotel rooms. A map will be added to this section of text that shows the specific parcels where this land use will be permitted. (Exhibit C, page 6)

Master Plan: As proposed the project appears to be consistent with the following applicable Master Plan policies and objectives: Encourage new developments with intense activities to locate in areas served by public transit (CD-1); Locate new commercial development in existing or planned centers and districts (CD-2); The City encourages the clustering of services in locations convenient to neighboring residential areas in order to promote fewer vehicle trips (CD-20); Adaptive reuse of properties shall be encouraged through regulations and incentives to promote a vital city center and protect neighborhood character (CD-27); and Existing non-restricted gaming uses, and non-restricted gaming allowed by land use, zoning and/or active special use permits are allowed in Transit Oriented Development (TOD) Corridors unless eliminated through a

Master Plan amendment, zoning map amendment, and/or the expiration or revocation of a special use permit. New and existing non-restricted gaming uses and non-restricted gaming allowed by land use, zoning and/or active special use permits are allowed in the Downtown Reno Regional Center, Reno-Tahoe International Airport Regional Center, Convention/Meadowood Regional Center, Redfield Regional Center, and Boomtown Regional Center (proposed new Regional Center) CD-8.

Neighborhood Advisory Board (NAB): This project was reviewed by the Ward 1-SW NAB and Ward 5- Old Northwest NAB. (Exhibit D)

**LEGAL REQUIREMENTS:**

|               |                                |
|---------------|--------------------------------|
| RMC 18.06.301 | Master Plan Amendments         |
| RMC 18.06.302 | Amendments to Text of Title 18 |

**FINDINGS:**

Master Plan Amendment: Master Plan amendment findings. In order to adopt an amendment to the master plan, the planning commission and city council shall find all of the following:

- (1) There has been a change in the area or in the conditions on which the current designation was based which warrants the amendment;
- (2) The density and intensity of the proposed master plan amendment is sensitive to the existing land uses and is compatible with the existing adjacent land use designations;
- (3) The amendment will provide for orderly physical growth of the city, enhance the urban core and foster safe, convenient and walkable neighborhoods and shopping districts;
- (4) There are or are planned to be adequate transportation, recreation, utility and other facilities to accommodate the uses and densities permitted by the proposed master plan designation; and
- (5) The proposed change is in substantial conformance with the goals and policies of the master plan and other adopted plans and policies.

Amendments to Text of Title 18: In order to adopt an amendment to the text of Title 18, the Planning Commission and City Council shall find the following:

1. Text amendments shall be in substantial conformance with the statement of purpose and intent for this Title 18, as set forth in section 18.02.103.
2. Text amendments shall be in substantial conformance with the Master Plan.

Staff: Julee Olander, Assistant Planner



## EXHIBIT A

Parcels included in the DRRC Plan area:

008-030-06, 007-202-21, 007-281-20, 007-274-15, 011-011-11, 011-173-07  
008-030-08, 007-303-05, 006-183-18, 012-011-12, 011-041-14, 013-013-22  
007-235-01, 007-264-15, 007-242-17, 011-078-02, 012-131-01, 011-177-27  
007-232-14, 008-243-08, 006-183-32, 012-011-11, 011-022-03, 011-177-28  
007-232-13, 007-251-32, 007-281-01, 012-011-14, 011-011-04, 013-011-30  
007-232-12, 007-251-30, 007-296-22, 012-011-07, 011-018-22, 011-177-11  
008-185-34, 007-202-16, 007-242-24, 012-012-11, 011-013-04, 011-176-03  
008-185-33, 007-263-01, 007-283-06, 012-012-10, 011-440-02, 011-091-13  
007-232-11, 008-242-02, 007-273-28, 012-012-17, 011-024-11, 011-093-05  
007-232-10, 007-264-14, 007-281-09, 012-012-19, 011-025-07, 011-163-04  
008-185-20, 007-202-17, 007-281-19, 012-012-22, 011-440-04, 011-176-02  
007-232-09, 008-241-13, 007-296-14, 011-078-01, 011-022-04, 011-177-29  
007-232-08, 007-264-18, 007-311-04, 007-274-16, 011-125-12, 011-091-04  
007-232-07, 007-251-29, 007-242-14, 011-051-11, 011-011-07, 011-083-15  
007-232-15, 007-301-19, 007-284-06, 011-051-24, 011-041-15, 011-176-01  
007-232-06, 008-241-14, 007-273-23, 006-224-06, 011-018-03, 011-171-05  
007-232-05, 007-263-16, 007-471-00, 007-274-17, 011-440-01, 011-093-12  
008-183-01, 007-263-02, 007-281-18, 011-052-46, 011-011-15, 011-163-03  
007-232-04, 007-264-13, 007-311-05, 011-031-04, 011-011-05, 011-083-04  
007-232-03, 007-303-37, 006-183-31, 011-360-17, 011-018-02, 011-091-12  
008-185-19, 007-243-44, 007-311-06, 011-051-12, 011-110-01, 011-163-15  
007-232-30, 007-262-26, 007-283-13, 007-272-09, 011-125-13, 011-095-10  
008-183-20, 007-263-03, 007-296-13, 011-031-03, 011-022-16, 011-176-08  
008-185-18, 007-264-12, 007-313-28, 011-076-09, 011-011-10, 011-093-06  
008-183-19, 008-243-07, 007-471-02, 011-052-45, 011-018-20, 013-200-37  
007-232-16, 007-303-39, 007-283-07, 012-011-08, 011-024-10, 013-011-23  
008-183-02, 007-263-15, 007-281-17, 011-031-02, 011-022-05, 013-011-10  
007-234-02, 007-264-05, 006-183-40, 012-012-18, 012-131-07, 013-013-21  
007-232-18, 007-263-04, 007-281-10, 011-051-13, 011-011-06, 011-095-11  
008-185-17, 007-264-11, 007-471-01, 007-272-05, 011-025-02, 011-091-05  
007-232-19, 007-243-42, 007-294-36, 011-051-23, 012-136-12, 011-083-14  
008-181-02, 007-301-08, 011-450-08, 011-031-14, 012-138-31, 011-093-11  
007-232-20, 007-251-31, 007-273-06, 012-012-16, 012-136-07, 011-091-11  
007-232-21, 007-263-14, 006-183-03, 011-076-08, 011-125-08, 011-176-10  
008-183-03, 007-243-13, 007-313-05, 007-272-08, 012-138-26, 011-093-07  
008-181-01, 008-242-06, 006-183-42, 011-051-14, 011-016-02, 011-174-02  
007-232-22, 007-301-09, 007-283-12, 011-071-09, 011-111-22, 013-011-11  
008-185-16, 007-264-20, 007-313-06, 011-051-15, 011-125-09, 013-013-20  
007-232-23, 007-263-19, 007-273-05, 011-051-22, 012-134-08, 013-013-08  
007-232-17, 007-303-33, 007-294-35, 011-075-01, 011-022-15, 011-083-05  
008-181-25, 007-264-06, 007-296-12, 012-111-23, 011-024-08, 011-176-11

007-232-33, 008-242-04, 007-281-16, 011-052-32, 011-022-19, 011-093-08  
007-223-19, 008-242-05, 007-273-04, 011-032-17, 011-016-01, 011-161-03  
007-232-32, 007-243-28, 007-281-25, 011-052-35, 011-125-07, 011-091-06  
008-183-04, 007-243-15, 007-283-17, 007-272-06, 012-132-15, 011-083-19  
007-232-26, 008-242-08, 006-183-30, 011-026-01, 011-024-09, 011-093-09  
008-183-18, 007-243-16, 007-273-03, 007-272-07, 011-018-21, 011-176-12  
007-232-27, 007-263-13, 007-273-02, 006-224-07, 012-136-11, 011-083-18  
008-185-15, 007-243-17, 007-283-09, 011-051-16, 012-136-08, 011-093-10  
008-185-35, 007-303-22, 007-273-01, 011-052-36, 011-111-01, 011-501-08  
007-232-28, 007-264-07, 007-283-10, 011-051-21, 012-138-27, 011-091-10  
007-232-29, 007-261-23, 007-292-25, 011-051-17, 011-018-19, 013-011-12  
007-223-05, 007-303-21, 006-183-02, 011-031-05, 011-022-14, 013-013-19  
008-181-03, 008-242-07, 007-283-11, 011-052-33, 011-014-03, 013-013-09  
008-183-05, 007-243-18, 007-296-23, 011-076-07, 012-132-03, 011-161-02  
007-223-20, 008-241-02, 007-281-15, 012-111-22, 011-111-14, 011-174-10  
008-183-06, 007-243-14, 011-380-03, 012-111-02, 011-014-02, 011-163-07  
007-234-03, 007-263-18, 007-271-03, 011-350-05, 011-016-03, 011-501-07  
008-183-17, 007-303-12, 007-281-26, 011-072-02, 012-132-02, 011-091-20  
008-185-31, 007-243-19, 011-380-04, 011-051-18, 012-138-11, 011-083-12  
008-185-32, 008-241-03, 007-273-22, 011-072-01, 012-134-04, 011-163-06  
008-185-37, 008-241-12, 007-292-20, 012-111-19, 012-136-10, 011-161-01  
008-185-10, 007-263-17, 007-281-27, 011-051-20, 012-136-09, 011-165-04  
007-223-06, 007-303-20, 011-380-05, 012-111-03, 011-014-15, 011-501-06  
008-181-04, 008-241-04, 007-271-02, 011-350-33, 012-132-13, 011-083-06  
008-183-08, 007-261-29, 007-273-27, 012-112-19, 011-022-13, 011-172-09  
008-183-07, 007-251-25, 012-016-10, 012-112-24, 012-132-16, 011-163-05  
008-181-19, 007-264-08, 007-273-21, 012-113-30, 011-018-07, 011-501-05  
008-183-16, 007-315-01, 007-271-13, 012-113-28, 011-440-03, 013-011-13  
008-185-13, 007-262-19, 007-292-19, 011-026-02, 011-016-11, 011-165-23  
007-233-18, 008-241-05, 007-285-18, 011-360-23, 011-012-03, 013-013-18  
007-223-11, 007-243-20, 007-296-17, 011-072-10, 011-126-10, 013-013-10  
007-233-17, 007-303-13, 007-281-14, 011-051-19, 012-132-06, 011-155-08  
007-224-21, 007-243-30, 007-296-20, 012-111-18, 011-022-10, 011-163-10  
007-233-16, 007-261-12, 011-450-01, 011-026-03, 012-132-07, 011-174-08  
007-223-07, 008-241-06, 012-015-09, 012-111-04, 011-018-08, 011-083-11  
008-181-24, 008-246-08, 007-296-21, 011-062-27, 011-016-12, 011-163-11  
008-183-09, 007-303-19, 007-441-01, 011-032-11, 011-014-04, 011-501-04  
008-181-23, 007-243-45, 011-450-07, 011-026-04, 011-022-11, 011-165-18  
008-183-10, 007-303-24, 007-273-29, 011-072-13, 011-012-17, 011-083-07  
008-181-18, 008-246-02, 007-285-02, 011-076-01, 011-016-10, 011-163-12  
007-233-15, 007-315-11, 007-271-04, 012-111-05, 011-116-08, 011-172-14  
008-183-15, 007-256-10, 012-016-11, 011-062-15, 011-022-12, 011-174-07  
008-185-12, 007-261-21, 011-370-47, 012-112-22, 011-012-04, 011-501-03  
008-185-11, 008-246-01, 007-273-17, 011-350-01, 011-105-02, 011-091-09  
007-223-08, 007-303-18, 007-285-01, 012-111-12, 012-135-13, 011-163-14  
007-233-13, 007-263-09, 011-450-13, 012-113-37, 012-135-12, 013-011-14

007-233-19, 008-241-09, 006-187-02, 011-062-14, 012-137-12, 013-013-32  
007-233-12, 008-244-15, 007-273-26, 011-032-08, 012-139-12, 013-013-33  
007-233-10, 007-263-10, 007-273-18, 011-031-09, 011-018-17, 011-165-21  
007-223-09, 007-256-09, 011-380-30, 011-032-18, 012-137-01, 011-163-08  
007-233-33, 007-315-10, 007-282-33, 011-072-03, 012-132-14, 011-501-02  
007-223-10, 007-298-25, 007-285-06, 011-031-10, 011-111-20, 011-083-09  
007-224-19, 007-303-15, 007-271-05, 011-026-05, 011-018-09, 013-011-21  
008-181-06, 007-315-13, 006-187-10, 011-031-13, 011-116-07, 013-011-20  
008-183-11, 007-241-27, 007-292-17, 011-124-23, 011-119-02, 013-011-31  
007-233-07, 007-243-21, 007-292-29, 011-031-06, 011-014-05, 013-011-18  
008-181-17, 007-261-28, 007-292-18, 011-062-13, 011-012-05, 013-011-17  
007-233-05, 007-254-22, 007-282-52, 011-061-01, 011-014-13, 011-161-04  
008-183-14, 007-315-09, 006-221-23, 011-026-09, 012-135-14, 011-094-01  
008-183-12, 008-244-07, 011-370-52, 012-112-04, 012-137-11, 011-163-09  
007-233-43, 007-241-24, 011-450-06, 012-113-17, 012-137-02, 011-083-10  
007-233-41, 008-246-07, 012-015-01, 011-026-10, 011-122-01, 011-501-01  
007-224-07, 008-244-06, 007-285-17, 012-111-06, 011-111-21, 011-501-09  
007-224-08, 008-244-05, 011-450-12, 012-111-32, 012-133-14, 011-163-13  
007-233-14, 007-245-15, 007-292-16, 011-420-01, 011-014-06, 011-083-08  
007-233-11, 007-295-11, 007-285-07, 011-350-07, 011-178-14, 011-094-14  
008-186-06, 007-254-24, 007-271-06, 011-061-18, 011-016-09, 013-011-15  
007-216-32, 008-244-04, 012-015-06, 011-062-28, 011-012-16, 013-013-16  
008-181-07, 007-315-04, 007-282-49, 011-061-02, 011-178-15, 013-013-14  
008-181-16, 008-244-03, 006-187-03, 011-061-16, 011-012-06, 013-013-11  
008-183-13, 007-256-04, 011-074-21, 011-031-07, 012-133-13, 011-094-13  
007-362-01, 007-303-41, 012-015-02, 011-062-12, 012-135-15, 011-161-08  
008-181-11, 008-244-02, 011-370-46, 012-112-16, 012-137-10, 011-161-05  
007-233-06, 007-241-11, 007-282-46, 012-112-05, 011-016-06, 011-094-02  
007-231-07, 007-295-09, 007-271-09, 012-113-16, 012-139-11, 011-196-03  
007-362-18, 008-245-01, 007-282-51, 011-021-01, 011-096-01, 013-013-13  
008-181-09, 007-252-05, 007-285-16, 011-350-09, 011-113-05, 013-011-32  
008-181-08, 007-256-05, 011-380-25, 011-031-08, 011-178-05, 011-155-09  
007-233-32, 008-244-01, 011-450-05, 011-062-11, 012-133-01, 011-092-01  
007-231-06, 007-245-02, 007-292-15, 012-111-07, 011-014-07, 011-165-22  
007-362-17, 007-241-12, 007-271-10, 011-042-01, 011-116-02, 011-094-08  
007-231-05, 007-241-23, 007-285-08, 011-061-03, 011-178-04, 013-011-16  
008-181-15, 008-245-02, 007-271-07, 011-021-09, 011-012-15, 013-013-15  
007-233-31, 007-256-06, 012-015-03, 012-112-15, 011-096-09, 013-013-12  
007-362-16, 007-252-04, 011-380-33, 012-112-06, 011-014-16, 011-501-10  
007-231-13, 007-245-01, 012-016-03, 012-113-34, 011-175-07, 011-165-17  
008-181-26, 007-252-03, 012-016-02, 012-113-26, 011-016-07, 011-164-04  
008-181-27, 007-256-07, 012-016-01, 011-062-21, 011-096-06, 011-092-15  
007-233-23, 008-245-03, 011-450-04, 011-042-19, 012-139-14, 011-094-03  
007-362-02, 007-241-14, 011-380-01, 012-111-11, 011-178-03, 011-501-11  
007-231-03, 007-252-06, 011-380-23, 012-111-10, 012-135-10, 011-196-02  
007-233-24, 007-245-04, 012-015-07, 012-111-20, 011-012-07, 011-092-02



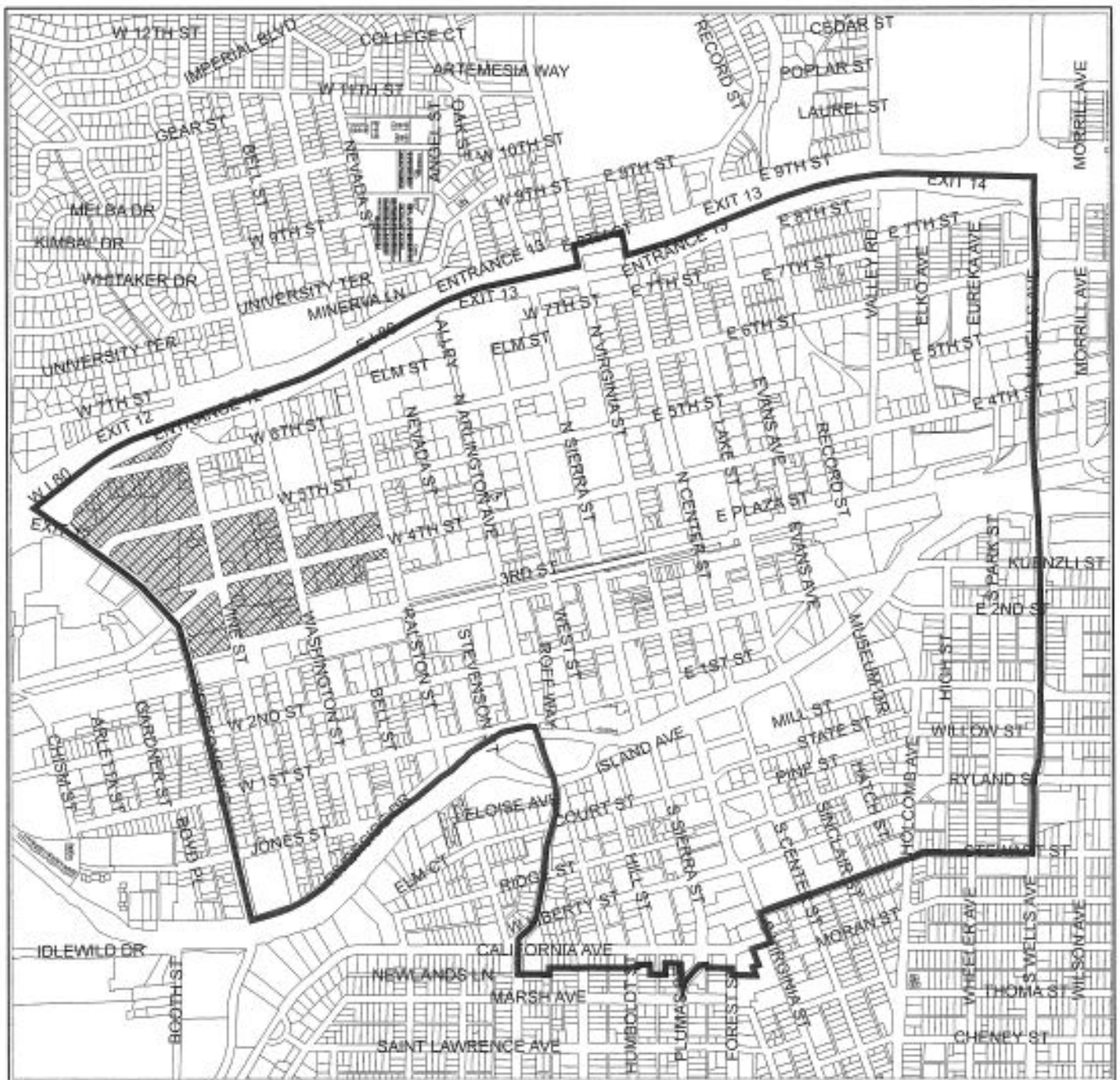
008-184-01, 007-252-02, 007-282-01, 011-042-02, 011-096-05, 011-501-12  
007-214-27, 007-293-19, 011-380-34, 011-017-11, 012-137-17, 011-094-07  
007-231-02, 007-244-13, 007-271-08, 011-061-19, 012-137-21, 011-094-05  
007-233-25, 006-126-04, 007-285-09, 011-350-08, 012-137-18, 011-164-03  
007-233-26, 007-252-01, 012-015-04, 012-111-21, 012-137-19, 011-084-02  
007-361-01, 007-315-08, 011-370-49, 012-112-14, 012-137-16, 011-092-14  
007-214-25, 007-316-01, 007-274-10, 012-112-07, 011-014-08, 011-164-02  
007-362-15, 007-315-05, 007-292-10, 012-113-33, 011-178-02, 011-155-03  
008-181-22, 007-314-03, 011-370-53, 011-350-30, 011-012-14, 011-094-04  
008-181-12, 007-254-23, 007-292-26, 011-023-01, 011-016-08, 011-164-01  
008-181-13, 008-246-05, 012-015-08, 011-062-20, 011-175-06, 011-094-06  
007-233-27, 007-252-07, 007-292-13, 011-023-02, 011-096-10, 011-191-24  
007-214-24, 007-315-12, 011-370-59, 011-490-01, 011-095-02, 011-155-07  
007-362-03, 007-314-02, 007-274-09, 011-121-06, 011-175-05, 011-164-19  
007-233-42, 007-245-12, 007-285-15, 011-023-03, 011-175-08, 011-092-03  
008-184-02, 007-254-21, 011-370-58, 011-017-12, 012-133-10, 011-092-13  
007-231-14, 007-245-05, 007-282-47, 011-023-04, 012-133-05, 011-162-14  
007-361-15, 007-295-08, 007-292-14, 011-121-07, 011-012-08, 011-092-04  
007-362-14, 007-314-01, 011-074-07, 011-042-18, 011-014-09, 011-092-16  
007-214-26, 008-350-05, 007-274-08, 012-111-28, 011-118-02, 011-162-03  
007-361-02, 007-252-13, 012-015-05, 011-021-03, 011-095-01, 011-162-02  
007-212-30, 007-291-25, 011-071-26, 011-021-02, 011-175-13, 011-162-21  
007-231-01, 007-242-08, 011-370-50, 011-042-16, 011-112-04, 011-092-05  
007-362-04, 008-350-04, 007-274-07, 011-043-03, 011-012-13, 011-162-01  
008-182-17, 007-245-11, 007-285-21, 011-021-05, 011-178-01, 011-164-21  
007-231-08, 007-252-08, 007-274-06, 012-112-13, 011-095-16, 011-156-03  
007-362-05, 007-314-04, 006-221-22, 012-112-12, 012-137-20, 011-183-15  
007-361-14, 007-242-07, 007-274-05, 012-112-11, 011-012-09, 011-164-08  
007-217-01, 007-242-06, 007-274-11, 012-112-10, 011-095-03, 011-092-06  
007-231-09, 007-313-21, 011-074-15, 012-112-08, 011-118-08, 011-164-09  
007-361-03, 007-252-09, 011-074-08, 012-113-13, 011-014-10, 011-092-07  
007-362-13, 007-242-05, 007-282-27, 012-113-35, 011-175-02, 011-156-19  
007-231-10, 007-245-06, 011-052-43, 012-113-36, 012-133-04, 011-092-10  
007-231-11, 007-252-10, 011-370-60, 012-113-10, 011-175-09, 011-156-18  
008-182-16, 007-295-10, 007-274-04, 011-042-17, 011-175-16, 011-162-20  
007-362-19, 007-242-04, 007-271-11, 012-113-29, 011-118-03, 011-092-08  
007-217-13, 007-284-10, 007-285-20, 011-015-01, 011-112-12, 011-156-05  
007-231-16, 007-252-12, 007-282-28, 012-111-29, 011-012-12, 011-156-12  
007-231-15, 007-242-03, 011-370-64, 011-021-04, 011-118-06, 011-092-09  
007-361-13, 007-314-12, 007-274-03, 012-111-09, 011-095-17, 011-183-13  
007-217-02, 007-313-13, 007-285-13, 012-111-30, 011-093-18, 011-182-29  
007-215-31, 007-242-09, 011-074-14, 011-017-03, 011-012-10, 011-182-35  
007-362-12, 007-313-12, 011-370-55, 011-117-08, 011-096-02, 011-156-06  
007-303-26, 007-242-02, 011-052-42, 011-025-01, 011-095-04, 011-156-26  
007-361-12, 007-313-11, 007-274-02, 011-015-07, 011-096-03, 011-156-14  
007-217-03, 007-242-01, 011-370-54, 012-111-31, 011-093-16, 011-156-25




008-182-03, 008-350-03, 007-285-14, 011-061-07, 011-112-03, 011-156-24  
007-361-04, 007-460-00, 011-052-41, 011-042-20, 011-173-17, 011-181-13  
007-362-11, 007-245-07, 011-370-63, 012-112-09, 011-012-18, 011-183-16  
007-303-07, 007-245-10, 011-052-40, 011-015-02, 011-175-17, 011-181-12  
007-202-23, 007-252-11, 011-074-09, 011-117-07, 011-112-02, 011-181-14  
007-217-12, 007-311-01, 007-274-12, 011-025-06, 011-173-01, 011-181-04  
007-212-29, 007-313-26, 007-274-01, 011-042-08, 011-095-05, 011-182-30  
007-361-11, 007-242-10, 011-052-39, 011-061-08, 011-118-04, 011-157-26  
007-217-04, 007-242-22, 011-074-13, 011-013-01, 011-091-01, 011-181-05  
008-182-04, 006-183-23, 011-052-38, 011-042-12, 011-471-02, 011-157-20  
008-182-18, 007-245-13, 012-013-01, 011-013-10, 011-173-14, 011-157-08  
008-184-03, 007-283-15, 011-052-37, 011-015-03, 011-093-15, 011-157-21  
007-362-10, 006-183-38, 012-011-15, 011-061-09, 011-173-18, 011-183-06  
007-361-05, 007-295-05, 012-012-02, 011-024-18, 011-095-06, 011-157-22  
007-303-06, 007-311-09, 012-012-03, 011-011-14, 011-177-26, 011-157-23  
007-217-05, 006-183-41, 012-012-20, 011-043-02, 011-177-03, 011-182-26  
007-361-10, 007-245-14, 011-071-06, 011-017-04, 011-177-02, 011-157-09  
007-303-40, 007-313-15, 007-272-04, 011-041-11, 011-177-01, 011-157-24  
008-182-05, 008-350-02, 011-370-62, 011-013-02, 013-013-23, 011-183-14  
007-303-03, 007-283-02, 011-370-56, 011-122-09, 011-175-19, 011-181-16  
007-361-06, 006-183-37, 011-074-10, 011-015-04, 013-013-31, 011-157-18  
007-217-11, 007-242-21, 011-051-07, 011-024-17, 013-013-27, 011-181-15  
007-361-09, 006-183-36, 011-370-57, 011-024-14, 013-011-27, 011-183-07  
007-303-01, 007-283-16, 007-272-03, 011-025-05, 013-011-26, 011-182-12  
007-217-06, 007-284-11, 011-051-25, 011-013-12, 013-011-29, 011-157-27  
008-182-06, 007-242-23, 011-052-44, 011-011-13, 013-011-25, 011-182-27  
007-202-24, 007-245-09, 011-370-23, 011-401-01, 013-013-30, 011-157-12  
008-182-13, 007-295-04, 007-274-13, 012-131-15, 011-091-14, 011-182-13  
008-182-11, 011-380-29, 011-074-12, 011-015-05, 013-013-28, 011-157-13  
007-303-27, 006-183-35, 007-272-02, 011-022-02, 011-112-11, 011-157-15  
007-217-10, 006-183-17, 011-052-48, 012-134-07, 011-173-02, 011-157-16  
008-243-03, 007-311-08, 011-051-02, 012-136-16, 011-175-18, 011-157-14  
007-217-07, 007-311-02, 011-032-31, 012-138-33, 011-095-07, 011-226-39  
007-361-07, 006-183-10, 011-051-01, 012-134-06, 011-165-02, 011-215-01  
007-301-20, 007-313-09, 011-074-11, 012-138-02, 011-091-02, 011-215-02  
008-182-10, 007-242-11, 012-012-01, 012-138-03, 011-093-14, 011-215-03  
008-182-19, 006-183-34, 007-274-14, 012-138-29, 011-176-09, 011-213-23  
007-361-08, 007-314-08, 007-272-01, 012-131-11, 011-083-17, 011-221-01  
008-182-12, 007-281-29, 012-011-01, 011-013-03, 011-173-05, 011-215-04  
007-303-08, 007-242-20, 007-274-18, 011-015-06, 011-165-03, 011-221-02  
008-243-02, 008-350-01, 011-032-30, 011-115-06, 011-112-06, 011-215-05  
007-301-21, 007-313-27, 011-370-24, 011-022-01, 011-171-06, 011-221-03  
007-217-08, 006-183-33, 011-032-29, 011-011-12, 011-173-06, 011-213-22  
008-182-09, 007-242-15, 011-360-09, 012-131-16, 011-173-16, 011-213-04  
007-213-27, 006-183-07, 011-360-21, 011-011-03, 011-165-01, 011-221-05  
007-303-02, 007-242-16, 006-221-21, 011-022-18, 011-095-18, 011-213-05

008-243-01, 007-311-03, 011-071-25, 011-041-06, 011-112-07, 011-223-19  
007-217-09, 007-313-08, 011-052-47, 011-013-13, 011-091-03, 011-221-06  
007-264-19, 006-183-06, 011-051-10, 012-131-13, 013-011-09, 011-213-06  
008-242-01, 007-281-03, 007-274-31, 011-115-07, 011-177-30, 011-223-24  
007-301-18, 007-242-25, 011-078-04, 011-022-17, 011-083-20, 011-213-07  
007-264-01, 007-311-07, 012-011-13, 012-131-12, 011-093-13, 011-227-01





LDC07-00126  
DRRC Keystone District

 Proposed area to allow  
Non Restricted Gaming

☐ Downtown Reno Regional Center

The information herein is approximate and is intended for display purposes only. Reproduction is not permitted. For additional information, please contact the City of Reno Community Development Department.  
Map Produced: January 20, 2005

Community Development  
Department

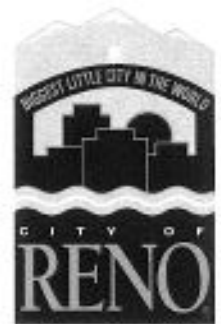
450 Sinclair Street Phone: 334-2063  
P.O. Box 1900 Fax: 334-2043  
Reno, NV 89506 [www.cityofreno.com](http://www.cityofreno.com)

MR. J. FLANNERY: Call Me 404-204-0732



## EXHIBIT B

# DOWNTOWN RENO REGIONAL CENTER PLAN



ADOPTED- APRIL 2006  
Amended- January 2007

## **ACKNOWLEDGMENTS**

### **City Council**

Robert A. Cashell, Sr., Mayor  
Pierre Hascheff, At-Large  
Dan Gustin, Ward One  
Sharon Zadra, Ward Two  
Jessica Sferrazza, Ward Three  
Dwight Dortch, Ward Four  
David Aiazzi, Ward Five

### **Office of the City Manager**

Charles McNeely, City Manager  
Susan Schlerf, Assistant City Manager  
Leann McElroy, Chief of Staff

### **Planning Commission**

Oscar Sanders, Chair  
Darrin Georgeson, Vice-Chair  
Randall Barton  
Ron Cobb  
Elizabeth Ford  
Jim Newberg  
Dennis Romeo

### **Community Development Department**

John Hester, AICP, Community Development Director  
Claudia Hanson, AICP, Senior Planner  
Jessica Jones, Associate Planner  
Heather Manzo, Planning Technician  
Stephen Goates, Planning Technician

### **Neighborhood Advisory Board Liaisons**

Sara Ellis, Ward One Neighborhood Advisory Board  
Jim Stewart, Old Northwest Neighborhood Advisory Board  
Lori Wray, Ward One Neighborhood Advisory Board

## TABLE OF CONTENTS

|   | Page |
|---|------|
| <b>INTRODUCTION</b> .....                         | 1    |
| Plan Organization .....                           | 1    |
| Boundary .....                                    | 1    |
| Time Frame .....                                  | 2    |
| Relationship to Other Plans .....                 | 2    |
| Need for the Downtown Reno Regional Center .....  | 2    |
| <b>DEVELOPMENT CONCEPT</b> .....                  | 2    |
| Circulation.....                                  | 5    |
| Downtown Reno Regional Center Districts Map ..... | 6    |
| Policies .....                                    | 6    |
| <b>IMPLEMENTATION</b> .....                       | 8    |
| Land Use .....                                    | 8    |
| Zoning.....                                       | 8    |

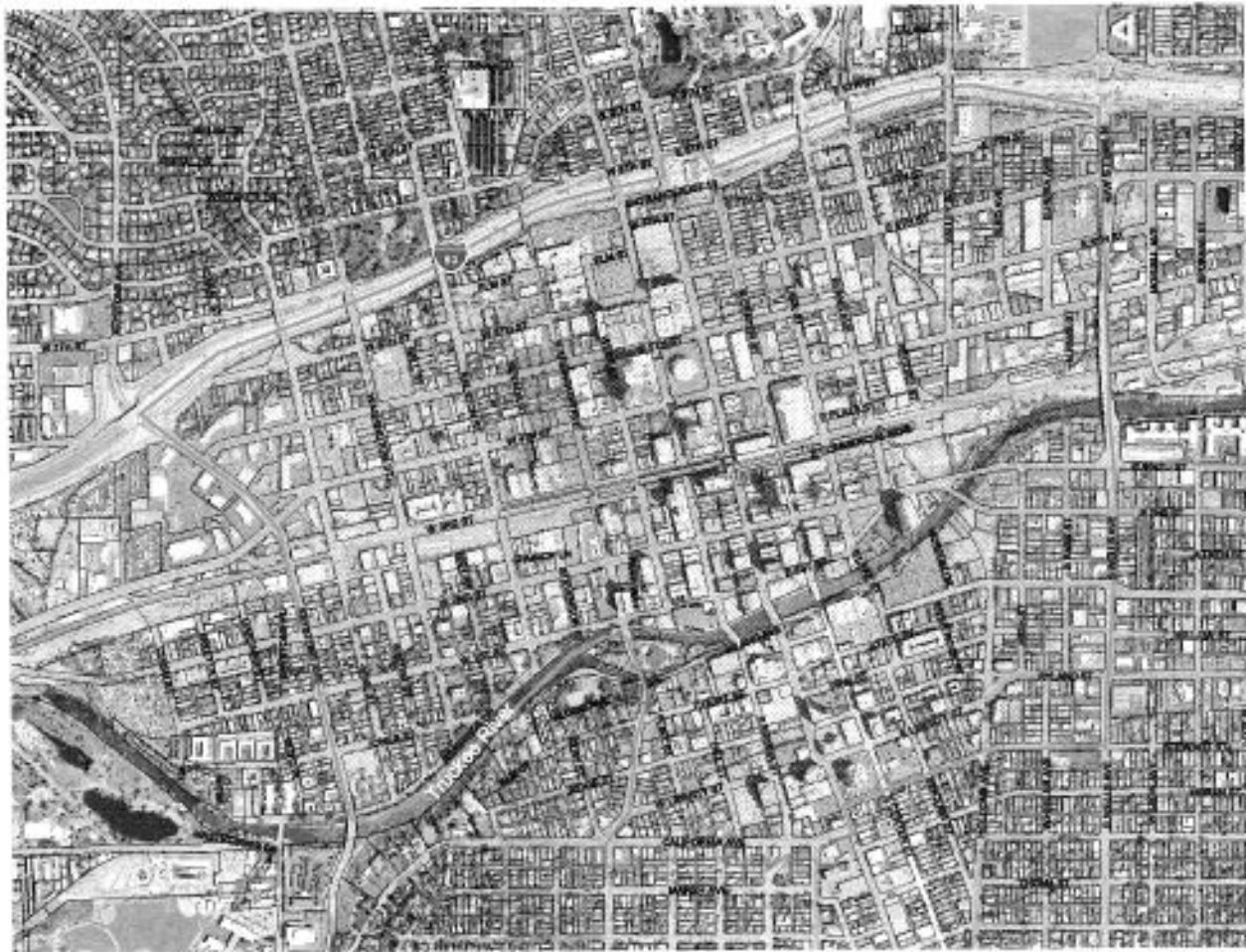
# INTRODUCTION

## Plan Organization

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

## Boundary

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





### **Time Frame**

The time horizon for this plan is twenty years.

### **Relationship to Other Plans**

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

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

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

### **Need for the Downtown Reno Regional Center Plan**

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

## **DEVELOPMENT CONCEPT**

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

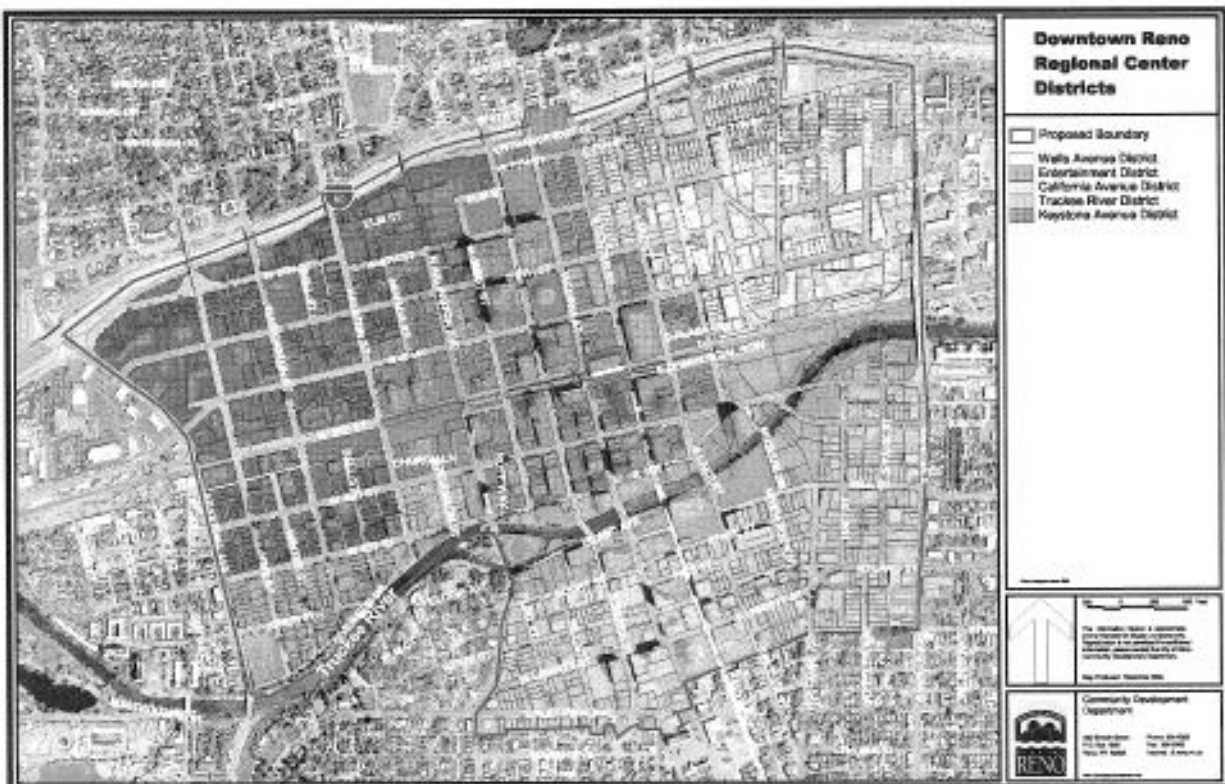
The Truckee Meadows Regional Plan identifies North Virginia, South Virginia, East 4<sup>th</sup> Street, West 4<sup>th</sup> Street, and Mill Street as TOD Corridors. Downtown Reno is the central hub of these corridors. The TODs link Downtown to the Stead Airport Regional Center, University of Nevada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

Washoe Medical Regional Center, Reno Tahoe International Airport Regional Center, Convention/Meadowood Regional Center, and the Redfield Regional Center.

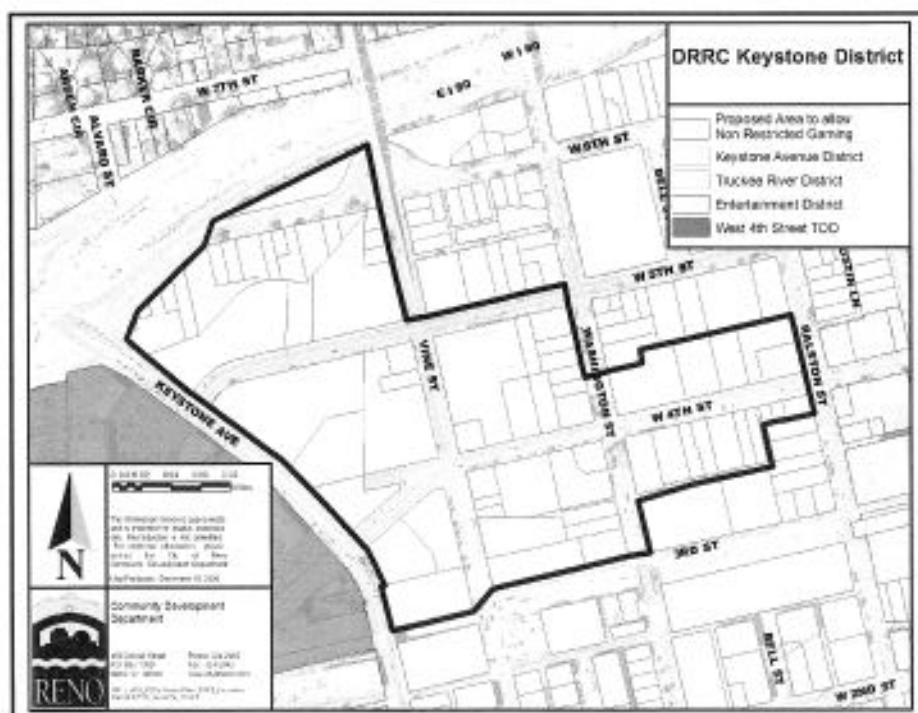
Concentrated development and pedestrian safety enhancements are encouraged. Streetscape which supports transit oriented development is needed to accommodate and encourage the use of alternative modes of transportation as the preferred method of travel within the Regional Center. Minimum density and height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

### Districts

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



The Keystone Avenue and Wells Avenue Districts have been established to maintain general services within the regional center. Mixed land uses are encouraged throughout the regional center. These two districts encourage mixed land uses at lower intensities and densities to transition into the surrounding neighborhoods. A portion of the Keystone District permits gaming, which is generally located north of the 3<sup>rd</sup> Street/Union Pacific railroad tracks, south of Interstate 80, west of Keystone Avenue, and east of Ralston Street, as shown in the map below.



## **Circulation**

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

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

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

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





## Policies

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

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

6. Nonresidential and mixed use development within the Truckee River and California Avenue Districts should provide a minimum FAR of 1.0. Nonresidential and mixed use development within the Keystone Avenue and Wells Avenue Districts should provide a minimum FAR of 2.0. Nonresidential and mixed use development within the Entertainment District should provide a minimum FAR of 3.0.
7. Development should be designed to provide a transition between the lower densities and building heights of the existing surrounding neighborhoods and the desired higher densities and building heights in mixed use areas.
8. Development should be designed to provide a variety of building heights and forms to create visual interest and establish a distinct identity with architectural detail that provides a high level of interest at the pedestrian level.
9. Buildings should be oriented toward the primary street frontage or provide a prominent pedestrian access.
10. Development should be designed to provide shared parking in mixed land use development to decrease the amount of parking on the site and decrease the emphasis on private vehicles.
11. Parking should be located inside, underground, or behind buildings.
12. Public spaces should interconnect within the high intensity areas of the regional center. North/south pedestrian connections should be emphasized on Washington Street, Arlington Avenue, Virginia Street and Lake Street. East/west pedestrian connections should be emphasized along the 1<sup>st</sup> Street, Mill Street, Truckee River and 4<sup>th</sup> Street.
13. Public space should be used where possible for recreation, entertainment, restaurant, and other commercial land uses.
14. Site, building, and landscape design should strive to reduce energy consumption and provide more comfortable indoor and outdoor spaces.
15. Development should be designed to recognize the natural resources available in order to create energy-conserving site design.
16. Multi-modal connectivity should be provided throughout the plan area, particularly at the Amtrak Station/CitiCenter site where intercity rail, rapid transit, and bus transit converge.
17. Development should be designed to include wide sidewalks, landscaped parkways, street trees, street furniture, and other pedestrian amenities.

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

## **IMPLEMENTATION**

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

### **Land Use**

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

### **Zoning**

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

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

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

## EXHIBIT C

EXPLANATION: Matter underlined is new; matter in brackets [ ] is material to be omitted.

BILL NO. \_\_\_\_\_

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE TO AMEND CHAPTER 18.08 OF THE RENO MUNICIPAL CODE TO AMEND RENO MUNICIPAL CODE, CHAPTER 18.08, "ZONING," ARTICLE IV, "DISTRICT-SPECIFIC STANDARDS-OVERLAY ZONING DISTRICTS," SECTION 18.08.405, "REGIONAL CENTER AND CORRIDOR PLANNING AREA OVERLAY DISTRICTS," TO ADD AN OVERLAY DISTRICT OF THE DRRC DOWNTOWN RENO REGIONAL CENTER OVERLAY DISTRICT, AND OTHER MATTERS PROPERLY RELATING THERETO.

INITIATED BY: RENO CITY PLANNING COMMISSION

THE CITY COUNCIL OF THE CITY OF RENO DO ORDAIN:

SECTION 1. Reno Municipal Code, Chapter 18.08, "Zoning," Article IV, "District-Specific Standards-Overlay Zoning Districts," Section 18.08.405, "Regional Center and Corridor Planning Area Overlay Districts," is hereby amended to add wording as follows:

### **Section 18.08.405 Regional Center and Corridor Planning Area Overlay Districts**

#### **(a) GRC GENERAL REGIONAL CENTER OVERLAY ZONING DISTRICT**

##### **(1) Applicability and exemption.**

This section's general development standards apply to all regional centers designated herein until such time as the city may adopt a more specific planning area overlay zoning district for such center. Accordingly, the general regional center standards in this Section 18.08.405(b) shall not apply in a specific regional center or transit corridor planning area overlay districts as specified in subsections (d) through (l) of this Section 18.08.405.

(Ord. No. 5702, § 1, 5-13-05)



**(2) Designated regional centers.**

- d.** The Downtown Area Overlay District as defined in Section 18.08.101(i)(1) and identified in Figure 18.08-3.
- e.** An area within one-quarter (¼) mile (measured property line to property line) from the Reno-Sparks Convention Center and Meadowood Mall.

(Ord. No. 5702, § 1, 5-13-05)

**(3) Building height.**

In the MF30, PF, GO, CC, AC, and HC zones, building heights within regional centers may exceed the maximum height listed in the underlying zone provided that:

**d. Navigation hazard.**

The structure shall not create a hazard to air navigation or pierce the airspace slope for the Reno-Tahoe International Airport, as determined by the Federal Aviation Administration.

**e. Additional landscaping required.**

An additional 25 percent of gross landscaping shall be required for sites which have a building exceeding 125 feet in height.

(Ord. No. 5821, § 1, 4-07-06)

**(4) Off-street parking.**

- d.** Buildings less than 65 feet in height. Parking standards contained in Section 18.12.1102 are reduced by 25 percent. Residential uses may take the 25 percent reduction or provide one space per dwelling unit, whichever is less.
- e.** Buildings 65 feet in height and greater. Parking standards contained in Section 18.12.1102 are reduced by 40 percent. Residential uses may take the 40 percent reduction or provide one space per dwelling unit, whichever is less.
- f.** Parking in excess of code minimums may only be provided in parking structures or within the envelope of the building.

**(5) Building orientation.**

- d.** New buildings shall be placed at the front building setback line, unless a greater setback will provide enhanced pedestrian amenities as determined by the administrator.
- e.** Buildings shall be oriented to the primary street frontage.

**(6) Pedestrian amenities.**

Pedestrian amenities including walkways (outside of and through buildings), plazas, artwork, fountains, seating and landscaping above code requirements shall be provided in an amount equal to one percent of the entire project costs exclusive of land and financing for building less than 65 feet, two percent of the entire project costs exclusive of land and financing for buildings 65 feet or taller. Standard improvements such as sidewalks, street trees etc, shall not count towards meeting the one percent or two percent requirement.

**(7) Discretionary review.**

All development in regional centers listed in subsection (b)(2) above that meets the adopted standards and uses of the underlying zone, may proceed with a building permit, except for skyways, skytrams, and skybuildings.

(Ord. No. 5189, § 1, 9-26-00; Ord. No. 5473, § 1, 7-16-03; Ord. No. 5474, § 1, 7-16-03; Ord. No. 5529, § 1, 12-17-03)

**(b) GTC GENERAL TRANSIT CORRIDOR OVERLAY ZONING DISTRICT**

**(7) Applicability and exemptions.**

- d.** This section's general transit corridor standards apply to all transit corridors designated herein until such time as the city may adopt a TOD (transit-oriented development) corridor plan with a planning area overlay zoning district for a specific transit corridor. Accordingly, the general transit corridor standards stated in this Section 18.08.405(c) shall not apply within and are superseded by adopted regional center or transit corridor planning area overlay districts specified in subsections (d) through (l) of this Section 18.08.405.
- e.** If a property is only partially within a transit corridor designated under this Section 18.08.405(c), and there is a conflict between a transit corridor standard or procedure required by this section and a standard or procedure applicable in the applicable zoning district, the most restrictive standard or the procedure that requires the greater public scrutiny shall apply.

(Ord. No. 5702, § 1, 5-13-05)

**(8) Designated transit corridors.**

- d.** A corridor along North and South Virginia Street from North McCarran Boulevard to South Meadows Parkway and qualifying properties within one-quarter mile to the west and east of this corridor measured from the outside edge of the right-of-way. Qualifying properties must have or be able to achieve pedestrian access to Virginia Street.
- e.** A corridor along Fourth Street from Virginia Street to the east city limit line and qualifying properties within one-quarter mile to the north and south of this corridor measured from the outside edge of right-of-way. Qualifying properties must have or be able to achieve pedestrian access to Fourth Street.

**(9) Building height.**

In the MF30, PF, GO, CC, AC, and HC zones, building heights within transit corridors may exceed the maximum height listed in the underlying zone provided that:

- d. Navigation hazard.**  
The structure shall not create a hazard to air navigation or pierce the airspace slope for the Reno-Tahoe International Airport, as determined by the Federal Aviation Administration.
- e. Additional landscaping required.**  
An additional 25 percent of gross landscaping shall be required for sites that have a building exceeding 125 feet in height.

**(10) Off-street parking.**

- d.** Buildings less than 65 feet in height. Parking standards contained in Section 18.12.1102 are reduced by 25 percent. Residential uses may take the 25 percent reduction or provide one space per dwelling unit, whichever is less.
- e.** Buildings 65 feet in height and greater. Parking standards contained in Section 18.12.1102 are reduced by 40 percent. Residential uses may take the 40 percent reduction or provide one space per dwelling unit, whichever is less.
- f.** Parking in excess of code minimums may only be provided in parking structures or within the envelope of the building.

**(11) Building orientation.**

- d.** New buildings shall be placed at the front building setback line, unless a greater setback will provide enhanced pedestrian amenities as determined by the administrator.

- e. Buildings shall be oriented to the primary street frontage.

**(12) Pedestrian amenities.**

Pedestrian amenities including walkways (outside of and through buildings), plazas, artwork, fountains, seating and landscaping above code requirements shall be provided in an amount equal to one percent of the entire project costs exclusive of land and financing for building less than 65 feet, two percent of the entire project costs exclusive of land and financing for buildings 65 feet or taller. Standard improvements such as sidewalks, street trees etc, shall not count towards meeting the one percent or two percent requirement.

**(13) Discretionary review.**

- d. Unless discretionary review is required as specified in subsection b. below, all development that meets the adopted standards and uses in the underlying zone and the requirements of this section may proceed with a building permit.
- e. Discretionary review is required for the following in a transit corridor subject to this Section 18.12.405:
  - 1. Skyways, sky-trams and sky-buildings;
  - 2. Uses requiring a special use permit or site plan review in the applicable zoning district, according to Section 18.08.201 (Summary Land Use Table);
  - 3. Uses proposed for operation between the hours of 11:00 p.m. and 6:00 a.m.; and
  - 4. Nonresidential development located adjacent to properties zoned for single-family use including the LLR2.5, LLR1, LLR.5, SF15, SF9, SF6 and SF4 Zoning Districts.
  - 5. For nonresidential development on properties located west of both U.S. 395 and South Virginia Street and south of Del Monte Lane, a special use permit shall be required for nonresidential development located adjacent to residentially zoned property.
- f. Nonresidential zoned properties located adjacent to the single-family zones listed in subsection b.4 above shall be exempt from discretionary review when the properties are physically separated by the U.S. 395 freeway right-of-way.

(Ord. No. 5189, § 1, 9-26-00; Ord. No. 5473, § 1, 7-16-03; Ord. No. 5474, § 1, 7-16-03; Ord. No. 5529, § 1, 12-17-03)

**(c) DRRC DOWNTOWN RENO REGIONAL CENTER OVERLAY ZONING DISTRICT**

**(7) Purpose**

The purpose of the DRRC is to modify the Mixed Use land uses, development standards, and development review procedures within the DRRC. This district is intended to maintain and enhance the Downtown area and promote compatible land use in the immediate vicinity.

**(8) Applicability**

This Section 18.08.405(d)'s standards shall apply to all properties identified within the MU/DRRC (Mixed Use/Downtown Reno Regional Center) zoning district.

If any standards contained in this section are in conflict with other sections of this code, this section shall prevail. If any standard is not contained in this section then the Reno Municipal Code Title 18 shall prevail.

**(9) Land uses**

- d. Existing conforming and permitted land uses are allowed to continue to operate and expand. Expansions of existing and legally established land uses at the time

of the adoption of this ordinance, that are not allowed by the MU/DRRC zoning district shall require a special use permit if the proposed development expands the site, building, or structure by more than 100%. Land uses that were non-conforming prior to the plan and are still non-conforming in the MU/DRRC, must apply for a special use permit to expand.

- e. Changing from one non-conforming land use to another non-conforming land use is not allowed.
- f. All uses permitted in the MU (Mixed Use) District are allowed with the following modifications that apply to the land use designations shown in the Downtown Reno Regional Center Development Concept Map:

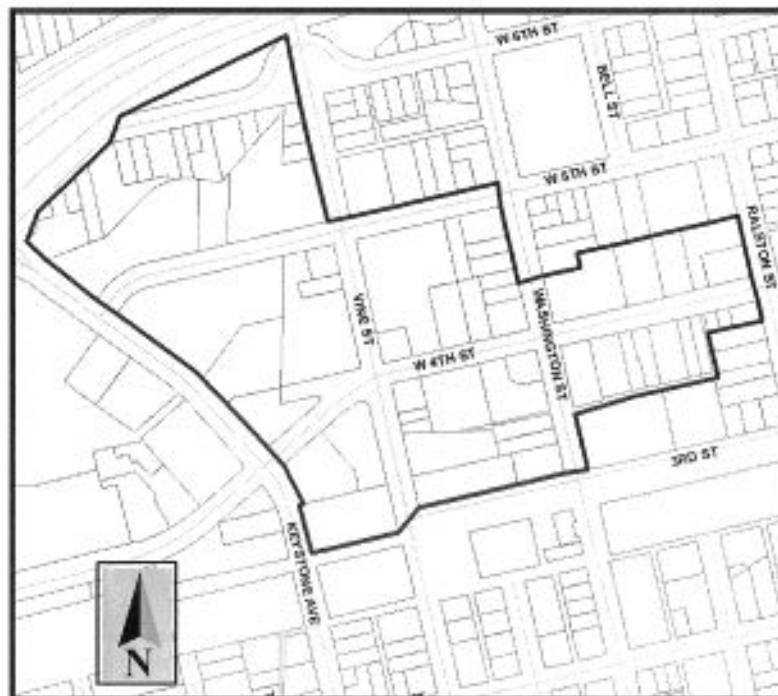
1. *Entertainment District*

- i. In addition to those land uses allowed in the MU District, the following land uses shall be permitted:
  - Convention Center;
  - Escort Service/Outcall, all escort service/outcall uses shall be located at least 1,000 feet from any childcare center/facility;
  - Hotel Condominium; and
  - Single Family Attached/Condominium Townhouse.
- ii. Accessory land uses that are customarily associated with an allowed primary use and are not otherwise allowed are permitted as accessory uses when occupying not more than 25% of the business floor area.
- iii. The following land uses shall be permitted through the special use permit process in RMC 18.06.405:
  - Gaming Operation, Nonrestricted; and
  - Hotel with Nonrestricted Gaming Operation.
- iv. Notwithstanding land uses allowed in the MU District, the following land uses shall be prohibited:
  - Auto Repair Garage and Paint and Body Shop;
  - Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental;
  - Boarding or Rooming House;
  - Building & Landscape Material/Lumber Yard;
  - Collection Station;
  - Crematorium/Mausoleum;
  - Drive-Throughs, (accessory);
  - Food Processing/Wholesale Bakery;
  - Freestanding Automated Teller Machine, Drive Through;
  - Funeral Parlor;
  - Halfway House;
  - Laboratory;
  - Maintenance, Repair or Renovation Business;
  - Motel;
  - Off-Premise Advertisement;
  - Pawn Shop;
  - Recreational Vehicle Park;



- Rental Store, w/outdoor storage;
  - Service Station;
  - Stable (Commercial) or Riding Academy; and
  - Taxidermist.
- v. All uses operating between the hours of 11:00 p.m. and 6:00 a.m. shall be exempt from the requirement for a special use permit in section 18.06.405(a) (4).
2. *Keystone Avenue District*
- i. In addition to those land uses allowed in the MU District, the following land uses shall be permitted:
- Hotel Condominium; and
  - Single Family Attached Condominiums/Townhouses.
- ii. Accessory land uses that are customarily associated with an allowed primary use and are not otherwise allowed are permitted as accessory uses occupying not more than 25% of the business floor area.
- iii. The following land uses shall be permitted through the special use permit process in RMC 18.06.405:
- Auto Repair Garage and Paint and Body Shop;
  - Convention Center;
  - Drive Throughs;
  - Service Station.
- iv. The following land use shall be permitted through the special use permit process in RMC 18.06.405, for specific permitted locations see Figure 18.08-20A:
- Hotel with Nonrestricted Gaming Operation.

**FIGURE 18.08-20A: PERMITTED LOCATIONS FOR HOTEL WITH NONRESTRICTED GAMING OPERATIONS**



- v. Notwithstanding land uses allowed in the MU District, the following land uses shall be prohibited:
    - Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental;
    - Collection Station;
    - Motel;
    - Off-Premise Advertisement;
    - Pawn Shop;
    - Rental Store, w/outdoor storage;
    - Stable (Commercial) or Riding Academy;
    - Tattoo Parlor, Body Painting, & Similar Uses; and
    - Taxidermist.
  - v. All uses operating between the hours of 11:00 p.m. and 6:00 a.m. shall be exempt from the requirement for a special use permit in section 18.06.405(a)(4).
3. *California Avenue District*
- i. In addition to those land uses allowed in the MU District, the following land uses shall be permitted:
    - Hotel Condominium; and
    - Single Family Attached/Condominium, Townhouse
  - ii. Accessory land uses that are customarily associated with an allowed primary use and are not otherwise allowed are permitted as accessory uses occupying not more than 25% of the business floor area.
  - iii. Notwithstanding land uses allowed in the MU District, the following land uses shall be prohibited:
    - Auto Repair Garage and Paint and Body Shop;
    - Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental;
    - Boarding or Rooming House;
    - Building & Landscape Material/Lumber Yard;
    - Collection Station;
    - Crematorium/Mausoleum;
    - Drive-Through (accessory)s;
    - Halfway House;
    - Maintenance, Repair or Renovation Business;
    - Motel;
    - Off-Premise Advertisement;
    - Pawn Shop;
    - Recreational Vehicle Park;
    - Rental Store, w/outdoor storage;
    - Stable (Commercial) or Riding Academy;
    - Tattoo Parlor, Body Painting & Similar Uses; and
    - Taxidermist.

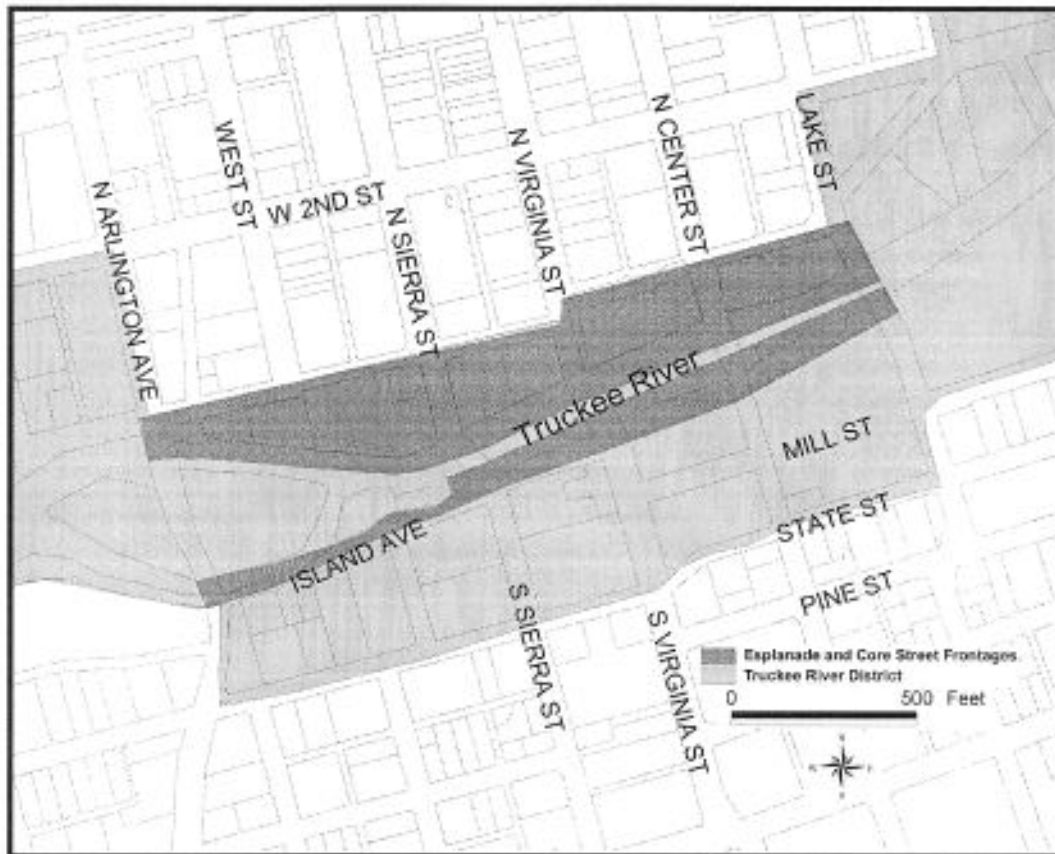
- iv. All uses operating between the hours of 11:00 p.m. and 12:00 midnight shall be exempt from the requirement for a special use permit in section 18.06.405(a)(4).
- 4. *Wells Avenue District*
  - i. In addition to those land uses allowed in the MU District, the following land uses shall be permitted:
    - Hotel Condominium; and
    - Single Family Attached/Condominium, Townhouse.
  - ii. Accessory land uses that are customarily associated with an allowed primary use and are not otherwise allowed are permitted as accessory uses occupying not more than 25% of the business floor area.
  - iii. The following land uses shall be permitted through the special use permit process in RMC 18.06.405:
    - Adult Business;
    - Auto Repair Garage and Paint and Body Shop;
    - Convention Center;
    - Indoor Manufacturing, Processing, Assembly or Fabrication;
    - Public Meal Provider/Homeless Services associated with a homeless shelter or halfway house (18.08.202e(9)); and
    - Service Station.
  - iv. Notwithstanding land uses allowed in the MU District, the following land uses shall be prohibited:
    - Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental;
    - Building & Landscape Material/Lumber Yard;
    - Collection Station;
    - Crematorium/ Mausoleum;
    - Drive-Through (accessory)s;
    - Funeral Parlor;
    - Halfway House;
    - Motel;
    - Off-Premise Advertisement;
    - Pawn Shop;
    - Public Meals Facility which is not associated with a homeless shelter or halfway house;
    - Recreational Vehicle Park;
    - Rental Store, w/outdoor storage;
    - Stable (Commercial) or Riding Academy; and
    - Taxidermist.
  - v. All uses operating between the hours of 11:00 p.m. and 6:00 a.m. shall be exempt from the requirement for a special use permit in section 18.06.405(a) (4),
- 5. *Truckee River District*
  - i. In addition to those land uses allowed in the MU District, the following land uses shall be permitted:

- Hotel Condominium.
- ii. Accessory land uses that are customarily associated with an allowed primary use and are not otherwise allowed are permitted as accessory uses occupying not more than 25% of the business floor area.
- iii. The following land use shall be permitted through the special use permit process in RMC 18.06.405:
  - Convention Center
- iv. Notwithstanding land uses allowed in the MU District, the following land uses shall be prohibited:
  - Animal Clinic, Shelter, Hospital or Boarding/Kennel;
  - Auto Repair Garage and Paint and Body Shop;
  - Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental;
  - Boarding or Rooming House;
  - Building & Landscape Material/Lumber Yard;
  - Car Wash;
  - Cemetery/Mausoleum;
  - Cleaners, Commercial;
  - Collection Station;
  - Crematorium/Mausoleum;
  - Drive-Through (accessory);
  - Food Processing/Wholesale Bakery
  - Freestanding Automated Teller Machine, Drive Through;
  - Funeral Parlor;
  - Halfway House;
  - Laboratory;
  - Maintenance, Repair or Renovation Business;
  - Motel;
  - Off-Premise Advertisement;
  - Open lot parking;
  - Overhead power lines carrying more than 25kv;
  - Pawn Shop;
  - Recreational Vehicle Park;
  - Rental Store, w/outdoor storage;
  - Service Station;
  - Stable (Commercial) or riding Academy;
  - Tattoo Parlor, Body Painting, & Similar Uses; and
  - Taxidermist.
- v. All uses operating between the hours of 11:00 p.m. and 6:00 a.m. shall be exempt from the requirement for a special use permit in section 18.06.405(a) (4).
- vi. District-specific development and design standards.
  - Riverfront Esplanade setbacks.



- All buildings shall be setback a minimum of 25 feet from the existing face of the river flood wall or top of bank to create the north and south Esplanades for a safe and adequate passage and facilitate police and fire protection access (See Figure 18.08-20B). The administrator may require dedication of a 25-foot minimum esplanade setback from the existing face of the river flood wall or top of bank when the location of the development must provide safe and adequate passage and facilitate police and fire protection.
- Modifications to the required width of the Esplanade may be considered in situations where there are no alterations to existing footprints and the existing building is less than 25 feet to the face of the flood wall or top of bank. In that instance, the administrator shall determine the appropriate development standard and amenities.

FIGURE 18.08-20B: ESPLANADE AND CORE STREET FRONTAGES



- Building setback envelope and maximum building height.
  1. North Esplanade and adjacent street frontages.
    - i. 1st setback.  
Any portion of a building between 20 feet in height and 45 feet in height shall be setback a minimum of five feet.
    - ii. 2nd setback.  
A setback of an additional five feet is required for any portion of a building between 45 feet in height and a maximum of 100 feet in height. Floors above 100 feet in height shall be stepped back at a minimum ratio of 1:1, building height to setback.
  2. South Esplanade Frontage.
    - i. 1st setback.  
Any portion of a building between 20 feet in height and 45 feet in height shall be setback a minimum of five feet.
    - ii. 2nd setback.  
A setback of an additional five feet is required for any portion of a building between 45 feet in height and a maximum of 75 feet in height. Floors above 75 feet in height shall be stepped back at a minimum ratio of 2:1, setback to building height, to maintain solar access on the North Esplanade.
  3. Exceptions.  
Special use permits to modify the building setback envelope may be granted subject to the specific findings in Section 18.06.405 (Special Use Permits).
    - i. Administrative modifications.
      - Parapet walls.  
Parapet walls may extend up to four feet above the height limit; parapet walls may be higher if needed to screen rooftop mechanical equipment, subject to compliance with the downtown riverfront design guidelines.
      - Special architectural features.
      - Features such as towers (clock, bell, observation), turrets, cupolas, church spires, flagpoles may exceed building setbacks, subject to compliance with the downtown riverfront design guidelines.
      - Rooftop structures.  
Structures such as elevator towers, mechanical equipment enclosures, or roof deck trellises and gazebos may exceed the height limit subject to compliance with the downtown riverfront design guidelines and provided they are integrated into the overall building design and/or screened by a parapet or a pitched roof.

- Building setbacks.
 

Right-of-way lines along streets and the Esplanade shall be considered front-lot lines.

Modifications in building orientation may occur if designed to optimize the use of publicly accessible areas.

  1. Corner buildings.
 

The corner of a corner building may be "cut back" up to eight feet along adjacent frontages to create a diagonal at the ground level and/or at upper levels.
  2. Special architectural features.
    - i. Special features.
 

Bay windows, turrets, decorative roofs, and miscellaneous entry features may project no more than three feet over property lines, and must be no less than 12 feet above the highest point in the sidewalk over which they project.
    - ii. Recessed entries.
 

The maximum width of recessed entries shall be one-third the length of the building or tenant street frontage, whichever is smaller. Maximum depth shall be eight feet.

**FIGURE 18.08-20C: TRUCKEE RIVER DISTRICT BUILDING ENVELOPE HEIGHT**

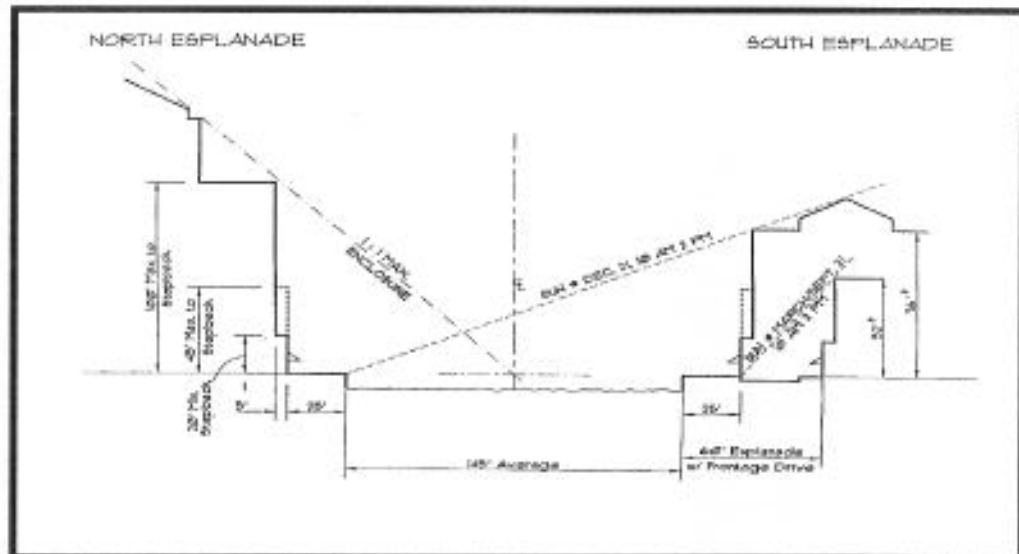
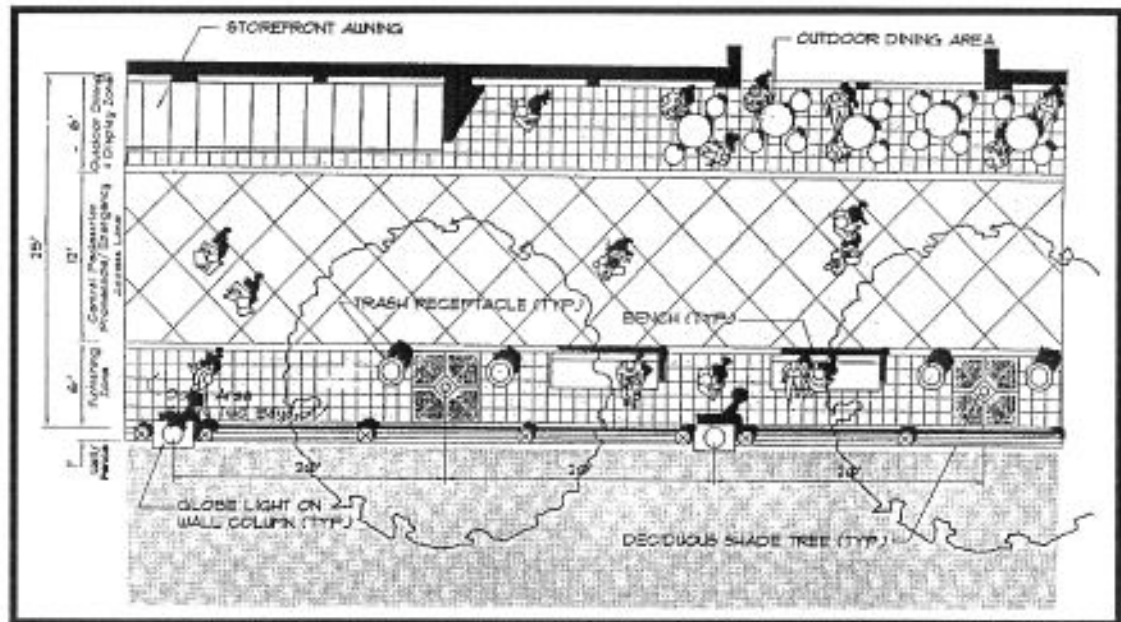




FIGURE 18.08-20C: RIVERFRONT ESPLANADE SETBACKS



- Side setbacks.
  1. Minimum-Zero feet or at least ten feet.
  2. Maximum-15 feet.
  3. Along the Esplanade.
    - *A continuous building frontage is desired along the Esplanade. Side setback areas must be improved as pedestrian-oriented spaces (e.g., patios or courtyards) and may exceed the maximum side setback noted above, subject to Redevelopment Agency review and approval.*
  4. Street exposure.
    - Side setback areas must be screened from the street and sidewalk by a decorative gateway, grille, fence or wall.
- Design guidelines.
  - The document entitled "Downtown Riverfront Design Guidelines" is adopted by reference and included as Appendix A to this Title 18 for the purpose of providing design guidance and standards for development within the Truckee River District of the Downtown Reno Regional Center. These guidelines may be amended only after a public hearing by the Planning Commission and adoption of a resolution of the City Council.

- Building massing.  
Building masses shall be broken at regular intervals to provide variety and scale. Masses (i.e. wall planes) shall not be longer than 100 feet on average, not to exceed a maximum of 150 feet. Masses shall be defined by a major notch in the building volume, or by a projecting mass.
- Blank walls limitation.
  1. General streets.  
At least 50 percent of the width of a new or reconstructed first story building wall facing a street shall be devoted to pedestrian entrances, display windows or windows affording views into retail, office, restaurant or lobby space, public art, or other similar architectural features.
  2. Esplanades and Core Streets.  
At least 66 percent of the width of a new or reconstructed first story building wall facing a street shall be devoted to pedestrian entrances, display windows or windows affording views into retail, office, restaurant or lobby space along the following frontages:
    - i. North and South Esplanade frontage, between Arlington Avenue and Lake Street.
    - ii. Sierra Street, north of the Truckee River.
    - iii. Virginia Street, I-80 to California Avenue.
    - iv. Center Street, north of the Truckee River.
    - v. Fourth Street, Keystone Avenue to Wells Avenue
  3. Exemption.  
Blank wall limitations shall not apply to historically designated buildings.
- Roof limitation.  
Single-pitched shed roofs are not allowed within the Truckee River District.
- Site access.
  1. Every building and/or first floor use shall have its main entrance on a public street and/or on the Esplanade.
  2. Trash and loading areas shall be centralized wherever possible, and screened from view on adjacent walkways and thoroughfares, side streets, and adjacent properties. Service access shall not be permitted on the riverside of any property. Screening shall match the building in colors and materials.
  3. Curb cuts shall be minimized. Shared lanes, access drives and parking arrangements and turnouts are encouraged to reduce the need for new curb cuts. Where new curb cuts are necessary:

- i. Width shall be 12 feet for a one-way driveway and 24 feet for a two-way driveway.
  - ii. Maximum number of curb cuts associated with a single parcel shall be one two-way curb cut or two one-way curb cuts.
  - iii. Driveways shall be a minimum of two feet from abutting properties.
- vii. Modifications or alterations to existing structures.

Whenever a building permit is required for an exterior modification or alteration including signage, compliance with the provisions set forth in this section and the Downtown Riverfront Design Guidelines shall be required. Modifications or alterations to existing buildings and historic structures shall be compatible with the architectural style and design of the existing building or structure. Principles in the design guidelines should be adhered to in addressing architecturally compatible renovations, additions or alterations. Flexibility in applying the design guidelines to existing structures shall be afforded in cases where the economic viability or function of the building is improved.
- viii. Administration.

Applications for new buildings, structures or signage, or modifications to existing buildings, structures or signage shall be reviewed by the Redevelopment Agency prior to approval. The administrator shall review projects for compliance with the Downtown Riverfront Design Guidelines and either approve, conditionally approve or deny applications. The City Council/Redevelopment Agency Board shall be notified of all actions of the administrator on the next regularly scheduled meeting of either the City Council or Redevelopment Agency Board. Should a conflict arise over an administrative determination, applicant may pursue alternative action through the special use permit provisions in subsection (7) below. The following findings shall be made in the administrative determination for approval:

  - The proposed project is consistent with the goals, objectives, and policies of the Downtown Riverfront District Plan and the Redevelopment Plan;
  - The proposed structure, building or modification is consistent with the Downtown Riverfront Design Guidelines;
  - The proposed project will be compatible with the site and surrounding area both in scale and context; and
  - The building has been appropriately designed, or the modification preserves the architectural character of the existing building relative to its scale, mass, building proportion, building height, fenestration and articulation.
- ix. Special use permit.

The Planning Commission or City Council, on appeal, may approve or deny a special use permit to modify the building envelope-height restrictions, Riverfront Esplanade setbacks, or provisions of the design guidelines according to Section 18.06.405.

**(10) Design Standards**

**a. Minimum Setbacks**

| <b>TABLE 18.08-16A: DRRC ENTERTAINMENT, CALIFORNIA AVENUE, WELLS AVENUE, AND KEYSTONE AVENUE DISTRICTS MINIMUM SETBACKS</b> |   |
|---|---|
| Front-Virginia Street, Mill Street, and Fourth Street   | 18 feet from adjacent street curb, which will include 8 feet for street trees/street furniture, a 5 ½ foot sidewalk, and 4 ½ feet for window shopping and street fair   |
| Front – all other streets   | 12 feet from adjacent street curb, which will include 4 feet for street trees/street furniture, and 8 feet for sidewalk when the site is adjacent to on-street parking. If the site is not adjacent to on-street parking then the setback shall be 10 feet to the satisfaction of the administrator |
| Side  | 0 or greater than 10 feet   |
| Rear  | 0 or greater than 10 feet   |
| Alleys  | 0   |

**b. Parking**

1. Any parking garage structure must comply with Architecture and Site Layout standards below and Section 18.12.1205e(4) Landscaping of parking structures.
2. Parking structures will be calculated into the floor area ratio (FAR) of the building.
3. Shared parking may be considered and granted by the zoning administrator.
4. The parking shall be located inside, underground, or to the rear of the property in all new development and a convenient and safe pedestrian access shall be provided to the building or public sidewalk.
5. All bicycle parking spaces, required by this code, shall be located adjacent to the building or inside the building.
6. Parking ratio requirements are set forth in Table 18.12-8 (Off Street Parking Requirement Table).
7. Parking Ratios for the California Avenue District shall be modified from the Minimum Standards listed in Table 18.12-8 (Off Street Parking Requirement Table) to be Maximum Standards.
8. Parking standards and policies are intended to minimize parking and encourage transit and pedestrian circulation. Shared parking is recommended for commercial, residential and mixed uses to maximize efficiency and preserve land for additional commercial uses and open space. The required number of parking spaces shall be governed by the parking requirements of Chapter 18.12, Article XI (Off-Street Parking and Loading).
9. Parking structures shall be complementary to adjacent buildings in form and material, and shall adhere to design guidelines for "buildings" as appropriate. Parking structures should appear as buildings on the outside and blend with surrounding structures.

**c. Architecture and Site Layout**

1. Architectural details shall include vertical and horizontal articulation on all building facades and roofs. The use of stone and/or other masonry materials, incorporation of fenestration, awnings, balconies, or other similar



details shall be incorporated to provide a high level of interest at the ground level and oriented to the pedestrian. Blank walls shall not be permitted.

2. Walls with zero (0) foot side or rear setbacks shall have variations in color and/or materials, no other articulation is required.
3. Articulation standards must conform to the section of code on Building Articulation.
4. Pedestrian amenities including plazas, artwork, fountains, seating, landscaping, and walkways (outside of and through buildings), shall be provided in an amount equal to 1.5 percent of the entire project costs exclusive of land and financing. Standard improvements such as sidewalks, street trees etc, shall not count when meeting the 1.5 percent requirement.
5. Prior to a certificate of occupancy for any development, the applicant shall install streetscape improvements in accordance with the Redevelopment District Streetscape Master Plan.
6. Buildings within the California Avenue District shall have a maximum building height of 45 feet. This may be increased with the approval of a special use permit (Section 18.06.405).

**d. Lighting**

1. Street lighting for the DRRC shall be in conformance with the Redevelopment District Streetscape Master Plan.
2. Prior to the issuance of each building permit the property owner shall have plans approved for installation of site and street lighting. These improvements shall be installed prior to the issuance of any certificate of occupancy.
3. Lighting of parking areas, entryways trash, and enclosures shall be lighted to the satisfaction of the Community Development and Police Departments.

**e. Landscaping and Screening**

1. Trees shall be planted at curbside at a maximum spacing of 30 feet on-center along all street frontages, to the approval of the urban forester.
2. Surface parking areas shall be planted with shade trees at a ratio of one tree for every three spaces.
3. Screen fencing or walls shall be provided along the property line(s) to screen buildings, service areas, and parking areas; a five-foot planting area shall be established adjacent to a six-foot fence or wall with trees at a minimum spacing of 20 feet on center.
4. Trash and service equipment, including satellite receiving dishes, shall be screened from view of streets and residential areas by landscaping, fencing or other architectural means that are compatible with the principal building(s).
5. Screen fences and walls not adjacent to streets and sidewalks shall be a minimum of six feet in height and a maximum of eight feet in height.
6. If not in conflict with 1-6 above landscape standards shall conform with the MU zoning landscape requirements.

**f. Density and Intensity**

1. Unless otherwise restricted by another regulatory agency a minimum residential density shall be 45 dwelling units per acre in the Entertainment District, 30 units per acre in the Keystone Avenue and Wells Avenue Districts, and 21 units per acre in the California Avenue and Truckee River Districts.

The minimum floor area ratios (FAR) for nonresidential and mixed use developments in the California Avenue and Truckee River Districts shall be 1.0. The minimum FAR for nonresidential and mixed use developments in the Keystone Avenue and Wells Avenue Districts shall be 2.0. The minimum FAR for nonresidential and mixed use developments in the Entertainment District shall be 3.0.

**g. Active Ground Level Commercial**

Active ground level commercial use is required on the North and South Esplanades between Arlington Avenue and Lake Street and Core Street Frontages. These requirements only apply to frontages. The interior area of the ground floor need not be an "active use"; lobbies and other ancillary uses supporting upper level uses are allowed. Areas where an active ground level commercial use is required include:

- i. North and South Esplanade frontage, between Arlington Avenue and the easterly frontage of Lake Street.
- ii. Sierra Street, north of the Truckee River to the railroad tracks.
- iii. Virginia Street, I-80 to California Avenue.
- iv. North and South sides of First Street, between Arlington Street and Lake Street.
- v. Fourth Street, Keystone Avenue to Wells Avenue

**TABLE 18.08-16B: ADDITIONAL REGULATIONS FOR PRINCIPAL USES PERMITTED IN THE TRUCKEE RIVER DISTRICT**

| PRINCIPAL USE PERMITTED                   | DESCRIPTIONS AND ADDITIONAL REGULATIONS   |
|---|---|
| Outdoor dining along streets              | Chairs and tables for outdoor dining may be permitted in the public right-of-way (i.e., in sidewalk areas), subject to the requirements of Section 18.08.203(d)(4) (Sidewalk Cafes) in the Reno Municipal Code and Redevelopment Agency review and approval.  |
| Outdoor dining along the esplanade        | Chairs and tables for outdoor dining may be permitted in the Esplanade right-of-way subject to redevelopment agency review and approval, provided a minimum of 12 feet is left clear between the dining area and the Esplanade furnishings zone for pedestrian, walking with a bicycle, and emergency vehicle access. |
| Clubs and lodges.                         | Not permitted as a ground floor use adjacent to the Esplanade or Core Street Frontages.   |
| Parking (as a principal or accessory use) | Not permitted as a ground floor use adjacent to the Esplanade or Core Street Frontages.   |

**h. Signs**

Signs in the Entertainment District will meet the same restrictions as set forth in Table 18.16-1 for the HC zone (Section 18.16.207). Signs in all other districts shall meet the standards of the MU zone.

**i. Discretionary Review**

All development that meets the adopted standards and uses in the MU zoning district and the requirements of this section may proceed to apply for a building permit, except for skyways, skytrams, and skybuildings.

(Ord. No. 5702, § 1, 5-13-05; Ord. No. 5821, § 1, 4-07-06)

**(d) RESERVED: MRC REGIONAL CENTER PLANNING AREA OVERLAY ZONING DISTRICT**

(Ord. No. 5702, § 1, 5-13-05)

**(e) WRC WASHOE REGIONAL CENTER PLANNING AREA OVERLY ZONING DISTRICT**

**(1) Applicability.**

This Section 18.08.405(e)'s zoning district standards shall apply to all properties identified within the Washoe Regional Center Plan.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(2) Use standards.**

**d. Treatment of existing uses.**

1. Existing permitted land uses are allowed to continue to operate, expand and are considered conforming. Expansions of existing businesses that are not permitted by the zoning district shall require a special use permit if the proposed development expands the site or building by more than 100 percent.
2. Upon expansion of existing permitted auto repair garage/paint and body shops, conditional requirements related to service bay orientation and disabled vehicle and other outdoor storage shall not apply.

**e. Additional permitted uses.**

1. Helipads used for patient transport are allowed adjacent to single-family residential uses without any discretionary review and are not subject to spacing and flight path limitations.
2. Medical and dental laboratories of any size are permitted without discretionary review.

**f. Prohibited uses.**

The following uses are prohibited in the Washoe Regional Center Overlay District:

1. Building and landscape material;
2. Car wash;
3. Plant nursery/garden supply;
4. Temporary Christmas tree sales lot and similar uses;
5. Wedding chapel;
6. Mini-warehouse;
7. Retail store with outdoor storage,
8. Truck rental; and
9. Recreational vehicle storage.

(Ord. No. 5473, § 1, 7-16-03)

**g. Parking lots as permitted temporary use.**

Parking lots are allowed without discretionary review for a period of up to 36 months in the district provided all of the following requirements are met:

1. *Improvement plan and agreement.*

A plan and agreement for the construction of improvements shall be in the format provided by the city, as approved by the city attorney, and shall include an exhibit showing an estimate of the quantities and costs of public and private improvements. An engineer's estimate of the improvement quantities and costs shall be provided. The city will determine the final estimate of quantities and costs based on the engineer's estimate and the improvement plan, and will provide the developer with a copy of the final estimate.

2. *Security.*

The security for improvements shall be on a format approved by the city attorney, shall accompany the improvement plan and agreement, and shall be in such amount and for such a time period as set by the administrator, corresponding to the improvement plan and agreement, to ensure that all improvements required will be provided and installed.

3. *Administrative approval required.*

Parking lots may not be installed until approval of the administrator is obtained.

4. *Extensions.*

Two-time extensions of one-year may be granted for the temporary use by the administrator. Extensions require the full amount of the security provided for all improvements.

*h. Other temporary uses.*

Conditional requirements related to spacing for temporary construction structures do not apply.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

(3) *Development standards.*

*d. Off-street parking.*

Excess parking may be provided for medical facilities if supported with information from an accepted professional publication or an analysis submitted by a professional involved in parking.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

(f) **RTIARC RENO-TAHOE INTERNATIONAL AIRPORT REGIONAL CENTER PLANNING AREA OVERLAY ZONING DISTRICT.**

(7) *Applicability.*

This Section 18.08.405(f)'s standards shall apply to all properties identified within the Reno-Tahoe International Airport Regional Center Plan.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

(8) *Land uses.*

*d.* In addition to MU District uses, permitted, accessory, and conditional land uses allowed in the IC District and those uses allowed in the IC District with a site plan review or special use permit are permitted without discretionary review, subject to other requirements of this title. Applicants may use MU or IC District provisions at their discretion, as modified by the RTIARC Overlay District.

*e.* Temporary asphalt or concrete batch plants are permitted for airport construction for a period not to exceed four years. Temporary asphalt or concrete batch plants shall be located a minimum of 750 feet from residentially zoned property.

- f.* Communication facilities for purposes of air traffic control and airport operations are permitted without conditions, unless located in the residential interface area. Communication facilities within the residential interface areas shall be subject to code conditions for communication facilities in the MU District.
- g.* Stables and farms are permitted by-right subject to all conditions required by Section 18.08.202 (Additional Regulations for Principal Uses) for any zoning district, except that outdoor stables and riding areas are permitted.
- h.* Existing permitted land uses are allowed to continue to operate and expand, and are considered conforming.
- i.* Prohibited uses include all residential land uses, schools, churches, libraries, medical facilities and day care centers. Lodging facilities (including hotels and motels without gaming) are only permitted within one-half mile of the airport terminal, subject to MU District provisions.
- j.* Airport operations and airport facilities are permitted within the Airport Core District.
- k.* IC buildings are not permitted within 100 feet of the Truckee River, as defined by Washoe County Record of Survey #1167.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(9) Land use intensities.**

The minimum land use intensities for the underlying MU District shall not apply.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(10) Default development standards.**

Development standards for IC District uses that are not addressed by the Reno-Tahoe International Airport Regional Center Planning Area Overlay shall be in accordance with standards for the IC District.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(11) Sidewalks.**

The requirements in the MU District regarding sidewalks do not apply except for development within 200 feet of Terminal Way.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(12) Pedestrian amenities.**

Pedestrian amenity requirements of the MU District do not apply, except for airport terminal expansions and development within 200 feet of Terminal Way.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(13) Building orientation.**

Building orientation requirements of the MU District do not apply.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(14) Off-street parking.**

Excess parking may be provided for the Reno-Tahoe International Airport if supported with information from an accepted professional parking publication or an analysis submitted by a professional involved in parking.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)



**(15) Landscaping.**

- d.** Landscaping requirements for the airport terminal and publicly accessible properties adjacent to the airport terminal and adjacent to Terminal Way shall be in accordance with requirements for the MU District.
- e.** Landscaping requirements for properties that do not qualify under subsection a. above, but are located adjacent to a public street or the plan area boundary shall be in accordance with requirements for the IC District.
- f.** Landscaping shall not be required for properties that do not qualify under subsections a. or b. above.
- g.** Trees and other required landscaping features are not required if that landscaping would interfere with safe airport operations. In cases where required landscaping would interfere with safe airport operations, landscaping features that will not interfere with safe airport operations shall be substituted.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(16) Building height.**

Building height limitations do not apply within the airport core district, outside residential interface areas.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(17) Residential interface area.**

- d.** The standards of this subsection apply within residential interface area and are intended to complement and strengthen the residential adjacency, landscaping and screening development standards contained elsewhere in the Reno Municipal Code.
- e.** Where this subsection addresses an issue that is also addressed elsewhere in the Reno Municipal Code, the more restrictive standard shall apply.
- f.** All development must comply with one of the following five adjacency requirements:
  - 1. Provide a 150-foot wide open space buffer between proposed improvements and residentially zoned private property. Development in the open space buffer shall comply with all requirements of the OS Zoning District; or
  - 2. Provide a 40-foot wide landscaped buffer with a six-foot tall masonry wall and one code size tree per 300 square feet of buffer area between proposed improvements and residentially zoned private property. At least 75 percent of the required trees must be evergreen; or
  - 3. Be separated from residentially zoned private property with an arterial roadway as defined in the City of Reno Master Plan; or
  - 4. For properties adjacent to the Boynton Slough, be separated from residentially zoned private property with the Boynton Slough (90 feet minimum width) and provide a six-foot tall solid masonry or wood fence with a five-foot wide landscape strip with trees planted at a rate of one tree every 30 feet and six shrubs per tree; or
  - 5. Limit land uses to those allowed in the base MU Zoning District and comply with all adjacency, landscaping and screening standards for the base MU Zoning District.

**g. Siting and lighting standards in the residential interface area.**

1. Sites shall be designed with buildings, parking areas and/or landscaping located adjacent to residentially zoned properties and truck loading areas, dumpsters and outdoor storage areas located away from residentially zoned properties. Truck loading areas, dumpsters and outdoor storage areas are prohibited between buildings and residentially zoned properties. The only exception to this standard is for facilities within the Airport Core District that will not function effectively without truck loading areas facing residentially zoned properties (e.g. buildings with airplane loading areas facing away from residential properties). Facilities meeting the criteria for the exception may have truck loading areas facing residential properties as long as the residential interface area adjacency standards in Section 18.08.405(g)(11) are adhered to.
2. Exterior lights, including but not limited to lights mounted on poles or attached to walls, shall have a maximum height of 20 feet. Lights shall be directed away from residentially zoned properties to prevent light spill-over or designed with a sharp cut-off cover to prevent light spill-over onto residentially zoned properties. Lights that are separated from residentially zoned properties with a building are not subject to this requirement.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(g) UNRC UNIVERSITY OF NEVADA REGIONAL CENTER PLANNING AREA OVERLAY ZONING DISTRICT**

**(7) Applicability.**

- d. The zoning district standards in this section, 18.08.405(g), shall apply to all properties identified within the University Regional Center Plan, a part of the Reno Master Plan, except as noted in subsection b. If any standards contained in this subsection (g) are in conflict with the standards in section 18.08.406(b) WUNP West University Neighborhood Planning Area Overlay District, this subsection (g) of the code shall prevail.
- e. Properties as designated on the University of Nevada Regional Center Plan Development Concept – Land Use map shall be re-zoned to the MU Mixed Use base zoning district with UNRC University of Nevada Regional Center Overlay Zoning District and subject to the zoning district standards for the land use identified in the University of Nevada Regional Center Plan, a part of the Reno Master Plan, by action of law when acquired by the University of Nevada, as defined by NRS 396.020.

(Ord. 5702, § 1, 5-13-05)

**(8) Use standards.**

- d. Treatment of existing uses.
  1. Existing permitted land uses are allowed to continue to operate, expand and are considered conforming. Expansions of existing businesses that are not permitted by the zoning district shall require a special use permit if the proposed development expands the site or building by more than 100 percent.
- e. Permitted land uses
  1. On properties with an Academic and Research, Health Sciences or Recreation land use designation on the University of Nevada Regional Center Development Concept – Land Use map only the following uses contained in the MU Mixed Use base zoning district are allowed: boarding or rooming

house; fraternity or sorority house; multi-family; private dorm; child care center; laboratory; medical facility, day use only; TV broadcasting & other communication service; private club, lodge or fraternal organization; public park or recreation area; sports arena, stadium or track; tennis courts; church/house of worship; college, university or seminary; communication facility, equipment only; government facility; library, art gallery or museum; post office; school, primary (public or private); school, secondary (public or private); school, vocational/trade; utility box/well house, back-up generator, pumping or booster station; helipad; and temporary construction structures. The review process for each of the above uses that is required for the MU Mixed Use base zoning district applies.

2. On properties with a Residential land use designation on the University of Nevada Regional Center Plan Development Concept – Land Use map only the following uses contained in the MU Mixed Use base zoning district are allowed: boarding or rooming house; fraternity or sorority house; multi-family; private dorm; child care center; convenience store; laundry, self service; restaurant with alcohol service; restaurant without alcohol service; fitness center; pool or billiard parlor; private club, lodge or fraternal organization; public park or recreation area; bed and breakfast inn; hotel (without nonrestricted gaming operation); church/house of worship; government facility; post office; school, primary (public or private); school, secondary (public or private); utility box/well house, back-up generator, pumping or booster station; community center, private (accessory); sidewalk cafes (accessory); and temporary construction structures. The review process for each of the above uses that is required for the MU Mixed Use base zoning district applies.
3. On properties with an Open Space land use designation on the University of Nevada Regional Center Plan Development Concept – Land Use map only the following uses contained in the MU Mixed Use base zoning district are allowed: public park or recreation area; sports arena, stadium or track; tennis courts; utility box/well house, back-up generator, pumping or booster station; farm (no commercial slaughtering); and temporary construction structures. The review process for each of the above uses that is required for the MU Mixed Use base zoning district applies.
4. On properties with a Commercial land use designation on the University of Nevada Regional Center Plan Development Concept – Land Use map only the following uses contained in the MU Mixed Use base zoning district are allowed: boarding or rooming house; multi-family; bakery, retail; bar; barber/beauty shop; child care center; cleaners, commercial; convenience store; copy center; financial institution; freestanding automated teller machine; general personal service; laundry, drop-off/pickup; laundry, self service; medical facility, day use only; recording studio; restaurant with alcohol service; restaurant without alcohol service; TV broadcasting & other communication service; fitness center; night club; pool or billiard parlor; private club, lodge or fraternal organization; public park or recreation area; sports arena, stadium or track; tennis courts; theater (no drive-in); video arcades; bed and breakfast inn; hotel (without nonrestricted gaming operation); church/house of worship; college, university or seminary; communication facility, equipment only; government facility; library, art gallery or museum; post office; school, primary (public or private); school, secondary (public or private); school, vocational/trade; utility box/well house, back-up generator, pumping or booster station; helipad; showroom; community center,

private (accessory); sidewalk cafes (accessory); and temporary construction structures. The review process for each of the above uses that is required for the MU Mixed Use base zoning district applies.

(Ord. 5702, § 1, 5-13-05)

**TABLE 18.08-17: USES PERMITTED IN UNIVERSITY OF NEVADA REGIONAL CENTER  
DEVELOPMENT CONCEPT - LAND USE MAP DESIGNATIONS**

| LAND USE   | USES PERMITTED  | REVIEW PROCEDURE   |
|--|---|--------------------|
| Academic and Research<br>Health Sciences<br>Recreation | boarding or rooming house; multi-family; private dorm; child care center; laboratory (4,000 square feet or less, not "Group H" occupancy as defined by building code in effect); medical facility, day use only; TV broadcasting & other communication service; private club, lodge or fraternal organization; public park or recreation area; tennis courts; church/house of worship; college, university or seminary; communication facility, equipment only; government facility; library, art gallery or museum; post office; school, primary (public or private); school, secondary (public or private); school, vocational/trade; utility box/well house, back-up generator, pumping or booster station; helipad; temporary construction structures | Permitted by-right |
|  | fraternity or sorority house; laboratory (greater than 4,000 square feet, "Group H" occupancy as defined by building code in effect); sports arena, stadium or track;   | Special Use Permit |
| Residential  | boarding or rooming house; multi-family; private dorm; child care center; convenience store; laundry, self service; restaurant with alcohol service; restaurant without alcohol service; fitness center; pool or billiard parlor; private club, lodge or fraternal organization; public park or recreation area; bed and breakfast inn; hotel (without nonrestricted gaming operation); church/house of worship; government facility; post office; school, primary (public or private); school, secondary (public or private); utility box/well house, back-up generator, pumping or booster station; community center, private (accessory); sidewalk cafes (accessory); temporary construction structures  | Permitted by-right |
|  | fraternity or sorority house;   | Special Use Permit |



| <b>TABLE 18.08-17: USES PERMITTED IN UNIVERSITY OF NEVADA REGIONAL CENTER<br/>DEVELOPMENT CONCEPT - LAND USE MAP DESIGNATIONS</b> |  |                    |
|---|--|--------------------|
| Open Space  | public park or recreation area;<br>tennis courts; utility box/well<br>house, back-up generator,<br>pumping or booster station; farm<br>(no commercial slaughtering);<br>temporary construction structures  | Permitted by-right |
|   | sports arena, stadium or track   | Special Use Permit |
| Commercial  | boarding or rooming house; multi-<br>family; bakery, retail; bar;<br>barber/beauty shop; child care<br>center; cleaners, commercial;<br>convenience store; copy center;<br>financial institution; freestanding<br>automated teller machine; general<br>personal service; laundry, drop-<br>off/pickup; laundry, self service;<br>medical facility, day use only;<br>recording studio; restaurant with<br>alcohol service; restaurant without<br>alcohol service; TV broadcasting &<br>other communication service;<br>fitness center; pool or billiard<br>parlor; private club, lodge or<br>fraternal organization; public park<br>or recreation area; tennis courts;<br>theater (no drive-in); video<br>arcades; bed and breakfast inn;<br>hotel (without nonrestricted<br>gaming operation); church/house<br>of worship; college, university or<br>seminary; communication facility,<br>equipment only; government<br>facility; library, art gallery or<br>museum; post office; school,<br>primary (public or private); school,<br>secondary (public or private);<br>school, vocational/trade; utility<br>box/well house, back-up<br>generator, pumping or booster<br>station; helipad; showroom;<br>community center, private<br>(accessory); sidewalk cafes<br>(accessory); temporary<br>construction structures | Permitted by-right |
|   | night club; sports arena, stadium<br>or track  | Special Use Permit |

(Ord. 5702, § 1, 5-13-05)

**(9) Exemption from special use permit for operation between 11:00 p.m. and 6:00 a.m.**

Development entailing operation between 11:00 p.m. and 6:00 a.m. shall be exempt from the requirement for a special use permit in section 18.06.405(a)(4), if not sharing a property line with, or, if sharing a property line more than 100 feet from, existing single family residential uses.

(Ord. 5702, § 1, 5-13-05)

- (10) Exemption from special use permit for grading with cuts deeper than 20 feet and/or fills greater than 10 feet, grading within any major drainageway, or on any hillside development.**

Grading that is consistent with the University of Nevada Regional Center Plan Grading map, as determined by the Administrator, shall be exempt from the requirement for a special use permit in section 18.06.405 (a) (10) and 18.06.405(a)(11) provided all other requirements of these sections are met.

(Ord. 5702, § 1, 5-13-05)

- (11) Exemption from special use permit for construction of skyway.**

Pedestrian skywalks, sky-buildings and skytrams that do not cross a right of way owned by the City of Reno or do not cross Virginia Street shall be exempt from the requirement for a special use permit in section 18.06.405(a)(12).

(Ord. 4702, § 1, 5-13-05)

**(h) DRC DANDINI REGIONAL CENTER PLANNING AREA OVERLAY ZONING DISTRICT**

- (1) Definitions.**

The following words when used in Section 18.08.405(h)'s et seq. shall have the meanings respectively ascribed to them:

District shall mean the Dandini Regional Center Plan Overlay Zoning District (DRC).

- (2) Purpose.**

The purpose of the DRC District is to modify the mixed use zoning district land uses, development standards, and development review procedures within the DRC. This DRC district is intended to maintain and enhance the area and promote compatible land use in the immediate vicinity.

- (3) Applicability.**

This Section 18.08.405(h)'s standards shall apply to all properties identified within the MU/DRC Overlay Zoning District.

- (4) Land uses.**

**d.** In addition to those land uses allowed in the MU District, the following land uses shall be permitted:

1. Indoor Manufacturing, Processing, Assembly or Fabrication, if not adjacent to residentially zoned property;
2. Warehouse/Distribution, as an accessory use; and
3. Wholesale of Construction Material, indoor use only.

**e.** In addition to those land uses allowed in the MU District, the following land uses shall require the approval of a special use permit:

1. Auto Repair Garage and Paint and Body Shop;
2. Automobile & Truck Sales and Mobile Home, RV, Boat, & Trailer Sales or Rental;
3. Automobile Rental;
4. Drive-thru Facility, as an accessory use, only with direct or indirect freeway access;
5. Service Station, only with direct or indirect freeway access; and
6. Single Family, Detached.

- f. Notwithstanding land uses allowed in the MU District, the following land uses shall be prohibited in the Dandini Regional Center Planning Area Overlay District:

1. Car Wash;
2. Collection Station;
3. Crematorium;
4. Mini-warehouse;
5. Motels;
6. Off-Premise Advertisement;
7. Pawn Shop;
8. Recreational Vehicle Park; and
9. Rental store w/Outdoor Storage & Truck Rental.

**(5) Nonconformities.**

- d. Existing land uses legally established prior to the adoption of the MU/DRC zoning district are allowed to continue to operate and expand. Expansion of existing and legally established uses at the time of the adoption of this ordinance, that are not allowed by the MU/DRC zoning district shall require a special use permit if the proposed development expands the site, building or business area by more than 100%.
- e. Any expansion of land uses that were non-conforming prior to the plan and are still non-conforming in the MU/DRC zoning district, must apply for a special use permit to expand.
- f. Changing land use from one non-conforming use to another non-conforming use is not allowed.
- g. Any expansion shall be brought into closer conformity with code.

**(6) Design Standards.**

If any standards contained in this section are in conflict with other sections of code, this section shall prevail. If any standard is not contained in this section then the Reno Municipal Code Title 18 shall prevail.

**d. Minimum Setbacks.**

| <b>TABLE 18.08-A: DRC DISTRICT MINIMUM SETBACKS</b> |  |
|---|--|
| <b>MIXED USE</b>                                    |  |
| Front on Dandini Boulevard or Parr Boulevard        | 18 feet from adjacent street curb – meeting standards specified in the of section Nonresidential and Mixed Use Base 18.08.302 Zoning Districts, Figure 18.08-6 |
| Front on all other streets                          | 10 feet from adjacent street curb, which will include 5 feet for landscaping/trees and 5 feet for sidewalk   |
| Side  | 0 or greater than 4 feet   |
| Rear  | 0 or greater than 4 feet   |
| Alleys  | 0  |

**e. Parking.**

| <b>TABLE 18.08-B:DRC DISTRICT PARKING REQUIREMENTS</b> |   |
|--|---|
| Residential  | 2 spaces/unit and not less than 1 space/unit  |
| Guest Parking for Residential                          | 1 space/10 units  |
| Non-residential  | Not to exceed parking standards required by RMC Off-Street Parking Requirements 18.12.1102 for each specified use, as amended but shall not be less than 50% of the required parking standard for each specified use. |

1. Parking shall not be located in front of buildings in new development and shall provide a convenient and safe pedestrian access to the building.
2. Any parking garage structure and open lot parking must comply with Architecture and Site Layout standards below and be complementary to adjacent buildings in form and material.
3. The Desert Research Institute (DRI) and/or Truckee Meadows Community College (TMCC) parking and parking structures will be situated to support the campus setting and comply with Architecture and Site Layout standards below, be complementary to adjacent buildings in form and material, and provide a 10 foot wide landscape strip around the perimeter.
4. Parking structures will be calculated into the floor area ratio (FAR) of the building, when the FAR is a minimum of 1.0.
5. A minimum five (5) foot front yard setback, excluding alleys, fully landscaped, excluding any curb shall be provided for all parking areas.
6. Shared parking may be considered and granted by the zoning administrator.
7. All bicycle parking spaces, required by this code, shall be located adjacent to the building or inside the building.

**f. Architecture and Site Layout.**

1. Architectural details shall include vertical and/or horizontal articulation on all building facades and roofs. The use of stone and/or other masonry materials, incorporation of fenestration, awnings, balconies, or other similar details shall be incorporated to provide a high level of interest at the ground level. Blank walls shall not be permitted.
2. At least 75% of the total street front shall comprise of building. Pedestrian amenities including plazas, artwork, fountains, seating, landscaping, and walkways can be included in the 75%. For a corner lot this requirement pertains to the street with the higher street classification (e.g. arterial/collector). Instances where both streets have the same classification (e.g. collector) the requirement pertains to the street with the highest traffic volume.
3. DRI and TMCC buildings will be oriented and/or clustered to support the campus setting and enhance the pedestrian circulation through out the site.

4. Buildings located on the side or rear of property line shall have variations in color and/or materials, no other articulation is required.
5. Buildings will front the street with direct and safe pedestrian access from the street to the buildings.
6. Pedestrian and transit amenities shall be provided in an amount equal to one percent of the entire project costs exclusive of land and financing. These amenities may include passenger waiting shelters, benches, plazas, artwork, fountains, landscaping, and walkways (outside of and through buildings). Standard improvements such as sidewalks, street trees, etc. shall not count towards meeting the one percent requirement.

**g. Signs.**

1. All projecting signs from the building shall not exceed six (6) square feet and shall be between 8 and 12 feet in height.
2. Wall signs shall not overpower the facade or its surrounding streetscape and shall be oriented to pedestrians with brief and easy to read messages.
3. All sign colors shall be selected to contribute to legibility and design integrity.
4. All sign design shall be complimentary to the style of the building on which it is placed and be an integral part of the building facade.

**h. Lighting.**

1. Lighting of parking areas, entryways, group mailboxes, and trash enclosures shall be lighted to the satisfaction of the Community Development and Police Departments.
2. Search lights, laser source lights, or any similar high-intensity light shall not be permitted.
3. All lighting shall be fully shielded.
4. The FAA may require temporary uses to be exempt from the above lighting standards.

**i. Landscaping.**

| TABLE 18.08-C: DRC DISTRICT LANDSCAPING    |     |
|--|-----|
| Residential with 30 units per acre or more | 10% |
| Commercial 1.5 FAR or higher               | 10% |
| All other development                      | 20% |

**j. Site Density.**

Unless otherwise restricted by another regulatory agency (e.g. FAA height regulations), the minimum residential density shall be 14 dwelling units per acre, and the minimum site intensity shall be 0.75 FAR for nonresidential and mixed used developments.

**k. Hillside Development.**

1. The requirements and standards contained in the Hillside Development section of the Reno Municipal Code Title 18 shall prevail.
2. The Desert Research Institute and Truckee Meadows Community College grading map, as determined by the Administrator, shall be exempt from the requirement for a Special Use Permit in Section 18.06.405(a) (10) and 18.06.405(a) (11) for grading cuts deeper than 20 feet and/or fills greater than 10 feet, grading within any major drainage way, or on any hillside development, provided all other requirements of these sections are met.



***l. Residential Adjacency.***

The requirements and standards contained in the Residential Adjacency Standards section of the Reno Municipal Code Title 18 shall prevail.

***m. Discretionary Review.***

1. All development that meets the adopted standards and uses in the underlying zoning district and the requirements of this section may proceed to apply for a building permit.
2. Development on properties with operations between 11:00 p.m. and 6:00 a.m. shall be exempt from the requirement for a Special Use Permit in section 18.06.405(a)(4) as amended, if property line fronts on Dandini Boulevard/Parr Boulevard.

(Ord. 5702, § 1, 5-13-05; Ord. No. 5830, § 2, 5-26-06)

***(i) RSARC RENO-STEAD AIRPORT REGIONAL CENTER PLANNING AREA OVERLAY ZONING DISTRICT***

***(7) Applicability.***

This Section 18.08.405(i)'s zoning district standards shall apply to properties that are zoned MU and are located within the Reno-Stead Airport Regional Center Plan.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

***(8) Land uses.***

- d.*** In addition to uses allowed in the MU District, permitted, accessory, and conditional land uses allowed in the IC District and those uses allowed in the IC District with a site plan review or special use permit are permitted without discretionary review, subject to other requirements of this title, and land uses that are allowed in the I District as a permitted, accessory, conditional, site plan review or special use permit use are allowed in the Reno-Stead Regional Center District subject to approval procedures and development standards that apply to the I District. Applicants may use MU, IC, or I District provisions at their discretion, as modified by the RSARC Overlay District.
- e.*** All residential land uses, schools, churches, libraries, medical facilities and day care centers are prohibited. Lodging facilities (including hotels and motels without gaming) are only permitted within one-half mile of the airport terminal, subject to MU District provisions.
- f.*** Existing permitted land uses are allowed to continue to operate, expand and are considered conforming.
- g.*** Communication facilities for purposes of air traffic control and airport operations are permitted without conditions.
- h.*** Stables and farms are permitted as a conditional use, subject to all conditions required by Section 18.08.202 (Additional Regulations for Principal Uses) for any zoning district, except that outdoor stables and riding areas are permitted.
- i.*** Temporary asphalt or concrete batch plants are permitted for airport construction for a period not to exceed four years. Temporary asphalt or concrete batch plants shall be located a minimum of 750 feet from residentially zoned property.
- j.*** Airport operations.
- k.*** Airport operations and airport facilities are permitted.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(9) Land use intensities.**

The minimum land use intensities for the MU District shall not apply.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(10) Default development standards.**

Development standards for I and IC District uses that are not addressed by the Reno-Stead Airport Regional Center Planning Area Overlay shall be in accordance with standards for the I District.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(11) Sidewalks.**

The standards in the MU District regarding sidewalks shall not apply except for development adjacent to Stead Boulevard, a designated transit-oriented development corridor.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(12) Pedestrian amenities.**

Pedestrian amenity standards of the MU District shall not apply, except for development sited within 200 feet of Stead Boulevard.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(13) Building orientation.**

Building orientation requirements of the MU District shall not apply.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(14) Off-street parking.**

Excess surface parking may be provided for the Reno-Stead Airport if supported with information from an accepted professional parking publication or an analysis submitted by a professional involved in parking.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(15) Landscaping.**

**d.** Landscaping requirements for properties adjacent to Stead Boulevard shall be in accordance with requirements for the MU District.

**e.** Landscaping requirements for properties that do not qualify under subsection a. above, but which are located adjacent to a public street or the plan area boundary, shall be in accordance with requirements for the IC District.

**f.** Landscaping shall not be required for properties that do not qualify under subsections a. or b. above.

**g.** Trees and other required landscaping features are not required if that landscaping would interfere with safe airport operations. In cases where required landscaping would interfere with safe airport operations, landscaping features that will not interfere with safe airport operations shall be substituted.

(Ord. No. 5473, § 1, 7-16-03; Ord. 5702, § 1, 5-13-05)

**(j) RRC REDFIELD CENTER PLANNING AREA OVERLAY ZONING DISTRICT**

**(7) Applicability.**

This Section 18.08.4-5(j)'s zoning district standards shall apply to properties located within the Redfield Regional Center Plan.

**(8) Land Uses.**

**d.** Existing permitted land uses are allowed to continue to operate, expand and are considered conforming. Expansions of existing legally established businesses that

are not allowed by any of the zoning districts below shall require a special use permit if the proposed development expands the site, building, or business by more than 100%.

- e. All uses permitted in the MU (Mixed Use) District are allowed with the following modifications that apply to the land use designations shown in the Redfield Regional Center Plan, Map 1: Development Concept – Land Use:

1. Tourist Commercial

- i. Only one casino with non-restricted gaming is allowed in the Redfield Regional Center Planning Area. The City shall not approve a special use permit for such a casino unless any existing special use permit is simultaneously revoked.
- ii. In addition to those land uses allowed in the MU District, the following land uses shall be permitted:
  - Convention Center;
  - Hotel-condominium; and
  - Single Family Attached/ Condominium Townhouse.
- iii. Accessory land uses that are customarily associated with an allowed primary use and are not otherwise allowed are permitted as accessory uses occupying not more than 25% of the business floor area.
- iv. The following land uses shall be permitted through the Site Plan Review process in RMC 18.06.407:
  - Wells and transmission lines related to geothermal energy exploration and development.
- v. The following land use shall be permitted through the Special Use Permit process in RMC 18.06.405:
  - Hotel with non-restricted gaming operation.
- vi. Notwithstanding land uses allowed in the MU District, the following land uses shall be prohibited:
  - Auto Repair Garage and Paint and Body Shop;
  - Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental;
  - Off-Premise Advertisement;
  - Collection Station;
  - Crematorium;
  - Drive-throughs;
  - Maintenance, Repair or Renovation Business;
  - Mini-warehouse;
  - Motel;
  - Recreational Vehicle Park;
  - Pawn Shop;
  - Rental Store, w/outdoor Storage; and
  - Taxidermist.

2. Retail Commercial/Academic

- i.* In addition to those land uses allowed in the MU District, the following land uses shall be permitted:
    - Utility Installation other than listed; and
    - Single Family Attached/ Condominium Townhouse.
  - ii.* Accessory land uses that are customarily associated with an allowed primary use and are not otherwise allowed are permitted as accessory uses occupying not more than 25% of the business floor area.
  - iii.* The following land uses shall be permitted through the Site Plan Review process in RMC 18.06.407:
    - Wells and transmission lines related to geothermal energy exploration and development.
  - iv.* Notwithstanding land uses allowed in the MU District, the following land uses shall be prohibited:
    - Auto Repair Garage and Paint and Body Shop;
    - Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental;
    - Drive-throughs;
    - Off-Premise Advertisement;
    - Building & Landscape Material/Lumber Yard;
    - Collection Station;
    - Motel;
    - Recreational Vehicle Park;
    - Pawn Shop;
    - Rental Store w/outdoor storage;
    - Taxidermist; and
    - Tattoo Parlor, Body Painting, & Similar Uses.
3. Industrial
- i.* Land uses and development standards shall be in accordance with the IC District as amended. MU District standards shall not apply.
  - ii.* In addition to those land uses allowed in the IC District, the following land uses shall be permitted:
    - Accessory dwelling or caretakers quarters/ domestic or security unit; and
    - Wells and transmission lines related to geothermal energy exploration and development.
  - iii.* In addition to those land uses allowed in the IC District as amended, the following land uses shall be permitted with approval of a Special Use Permit process in RMC 18.06.405:
    - Auto Repair Garage and Paint and Body Shop (with indoor storage only);
    - Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental;
    - Heavy Machinery Equipment(Rental, Sales & Service);
    - Outdoor Storage;
    - Mining sand and gravel operation;

- Mini-warehouse;
  - Transfer station; and
  - Corporation yard.
- iv. Notwithstanding land uses allowed in the IC District as amended, the following land uses shall be prohibited:
- Adult Business;
  - Drive-throughs; and
  - Off-Premise Advertisement.
4. Transitional Mixed Use
- i. The following land uses shall be permitted through the Site Plan Review process in RMC 18.06.407:
- Single Family Attached/ Condominium Townhouse;
  - Single Family Detached; and
  - Wells and transmission lines related to geothermal energy exploration and development.
- ii. Notwithstanding land uses allowed in the MU District, the following land uses shall be prohibited:
- Auto Repair Garage and Paint and Body Shop;
  - Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental;
  - Bar;
  - Building & Landscape Material/Lumber Yard;
  - Bus or other Transportation Terminal;
  - Car Wash;
  - Collection Station;
  - Convention Center;
  - Crematorium;
  - Drive-throughs;
  - Food Processing/Wholesale Bakery;
  - Helipad;
  - Maintenance, Repair or Renovation Business;
  - Mini-warehouse,
  - Motel;
  - Nightclub;
  - Off-Premise Advertisement;
  - Pawn Shop;
  - Pool or Billiard Parlor;
  - Rental Store, w/outdoor Storage;
  - Recreational Vehicle Park;
  - Sale of low volume bulky goods;
  - Service station;
  - Taxidermist;



- Tattoo Parlor, Body Painting, & Similar Uses; and
  - TV Broadcasting & Other Communication Service.
5. Open Space
- i. Land uses and development standards shall be in accordance with the OS District. MU District standards shall not apply.
  - ii. In addition to those land uses allowed in the OS District, the following land uses shall be permitted through the Site Plan Review process in RMC 18.06.407:
    - Wells and transmission lines related to geothermal energy exploration and development.

**(9) Geothermal Energy.**

**d. Geothermal energy exploration and development:**

1. Applications for development shall provide utility easements for planned geothermal wells and transmission pipeline corridors identified in the Redfield Regional Center Plan, Map 2: Development Concept – Utility Corridors. An agreement between the property owner and geothermal company must be recorded prior to any permit for construction of wells or transmission lines. Easements for geothermal facilities shall not be required if an agreement between the property owner and the geothermal company is not in place.
2. Residential developers shall provide notice of the Geothermal Energy Plan to all homebuyers and tenants.
3. New wells and transmission lines related to geothermal energy production outside of the Industrial and Open Space districts shall be screened. Screening techniques may include underground installation, berming, strategic placement and/or landscaping. Appropriate screening levels shall be determined by the administrator based on compatibility with existing and planned land uses.
4. As development is proposed, the City of Reno and the Developer shall consult with the Administrator of the Division of Environmental Protection of the State Department of Conservation and Natural Resources and other parties as deemed appropriate to understand fully the effect that industrial facility accidents could have on the health and safety of the public. The Developer, after consultation with the City of Reno and any organizations consulted on this matter, shall mitigate any unreasonable impacts on the public.

**(10) Land Use Intensities.**

- d. The minimum residential densities for properties designated Tourist Commercial and Retail Commercial/Academic shall be 14 units per acre.
- e. Properties designated Open Space, Transitional Mixed Use, and Industrial shall not have a minimum density.
- f. The minimum non-residential and mixed use intensity shall be 0.5 FAR for properties designated Tourist Commercial and 0.25 FAR for properties designated Retail Commercial / Mixed Use. Properties designated Open Space, Industrial and Transitional Mixed Use shall not have a minimum intensity.
- g. Property that is retained as open space accessible to the public, dedicated for public roads or reserved for public plazas or recreational amenities are not subject to the density and intensity standards in sections a, b, and c above.

- h.* Development in the Tourist Commercial and Retail Commercial / Academic districts shall be designed to allow future intensification and shall include intensification plans showing how future improvements that would achieve 30 units per acre or 1.5 FAR (or desired density and intensity in the Truckee Meadows Regional Plan, as it may be amended) could be incorporated into the project in the future.
- i.* The minimum parcel size for projects with non-restricted gaming shall be 50 acres.
- j.* Minimum project intensities above shall be reduced for hillside developments in accordance with RMC 18.12.1605.
- k.* The maximum parcel size for single family detached in the Transitional Mixed Use district shall be 3,500 square feet.
- l.* A minimum of 30% of the gross project area must be dedicated as common open space for single family detached projects in the Transitional Mixed Use district.

**(11) Height.**

- d.* Building height for the Residential/Mount Rose Interface Area, and Open Space land use are restricted to 35 feet. The maximum building height can be increased up to 85 feet with the approval of a special use permit.
- e.* Building height for the Industrial land use are restricted to 55 feet. The maximum building height can be increased up to 85 feet with the approval of a special use permit.
- f.* Building height for the Transitional Mixed Use land uses are restricted to 45 feet.
- g.* Building height for the Retail Commercial/Academic are restricted to 80 feet. The maximum building height can be increased with the approval of a special use permit.
- h.* Building height for the Tourist Commercial land use are restricted to 55 feet. The maximum building height can be increased with the approval of a special use permit.

**(12) Pedestrian Circulation.**

- d.* Eight (8) foot wide paved paths and five (5) foot wide sidewalks shall be provided in accordance with Map 3: Development Concept - Pedestrian Circulation in the Redfield Regional Center Plan. All streets shall have sidewalks or pathways on both sides unless alternative all-weather trail connections are provided between development areas and likely pedestrian destinations on both sides of the street. Additional pedestrian connections shall be provided connecting through sites to provide safe access to transit stations and activity centers.
- e.* All new streets not shown on Map 4: Development Concept - Transit Circulation in the plan area shall either have a eight (8) foot wide paved paths and or five (5) foot wide sidewalks on each side of the street.

**(13) Transit Circulation.**

Applications for development shall provide transit stations and dedicate rights-of-way in accordance with Map 4: Development Concept – Transit Circulation in the Redfield Regional Center Plan.

**(14) Infrastructure.**

Should development be proposed in advance of updated facility plans, improvements necessary to mitigate any additional impacts, if any, shall be provided by the developer concurrently with the impact from the proposed development. Mitigation shall be proportional to the impacts from the proposed development.

**(15) Site Access.**

Applications for development shall provide for shared vehicular access and/or through vehicular access as shown on Map 5: Development Concept – Vehicular Circulation in the Redfield Regional Center Plan.

**(16) Parking.**

These standards are in addition to the requirements of the MU Zoning District.

- d.* Shared parking may be considered and granted by the zoning administrator.
- e.* All bicycle parking spaces shall be sheltered and incorporated into the rapid transit station, if it is on site.
- f.* All parking garage structures must comply with articulation standards set forth in this section.

**(17) Environmental Protection.**

- d.* No development, grading or tree removal may occur prior to completion of a tree survey of all six (6) inch caliper and larger Ponderosa Pine trees by a licensed arborist or landscape architect. Development applications on any parcel containing these trees shall consider the location of mature healthy trees and shall include design provisions to preserve and incorporate healthy mature trees into development proposals. Tree preservation incentives, tree removal penalties and tree protection methods shall be in accordance with RMC Sections 18.12.501 through 18.12.508 inclusive (tree protection). Unauthorized tree removal shall be subject to enforcement and penalty provisions in RMC Chapter 01.05 (code enforcement).
- e.* Public roadways are exempt from the standards listed above
- f.* The Steamboat Creek shall not be piped and/or filled and must be maintained as a natural feature of any development. If necessary, a development will be required to reroute or restore the Creek.

**(18) Archaeological Resources.**

- d.* New development is required to perform an archaeological/historical survey prior to ground disturbing activity. The survey will be developed to the satisfaction of SHPO. An archaeological/historical study is not required, if one has previously been prepared for the area proposed to be disturbed for new development.

**(19) Architecture and Site Design.**

These standards are in addition to the requirements of the MU Zoning District. Materials not listed below can be used if the administrator determines they conform to the intent of these standards. If any standards contained in this section are in conflict with other sections of this code, this section shall prevail.

- d.* Tourist Commercial, Retail Commercial/Academic, and Transitional Mixed Use.
  - 1. The exterior siding shall be non-glaring, excluding windows. Use of local stone is encouraged for foundations, low walls and chimneys. Other appropriate masonry materials include stucco, brick, painted brick and textured concrete.
  - 2. Appropriate materials for exterior siding include: masonry, brick, textured concrete, stucco, horizontally or vertically applied wood boards, wood shingles, or exterior insulation and finishing system (EIFS) with a finished appearance resembling an allowed siding material.
  - 3. Appropriate materials for pitched roofing include: clay tile, concrete tile, slate or simulated slate, standing seam metal. Roofs shall be of fire resistant

materials. Shiny metal roofs and primary colors on roofs shall be prohibited. Flat roofs shall be screened.

4. The use of color shall be limited to tones, shades and hues that match the surrounding on-site soil and vegetation, so that the color blends in with natural surroundings. Primary colors are prohibited.
5. Articulation standards must conform to Section 18.12.301(a) Articulation, as amended, of this chapter.
6. Pedestrian amenities including, plazas, artwork, fountains, seating, landscaping and walkways (outside of and through buildings) shall be provided in an amount equal to one (1) percent of the entire project construction costs exclusive of land and financing to the satisfaction of the administrator. Required improvements such as sidewalks, street trees, etc, shall not count towards meeting the one (1) percent requirement.
7. New buildings shall be oriented towards the primary street frontage.
8. The first new construction on the site shall incorporate a transit station into the site design for stops shown on Map 4: Development Concept: Transit Circulation. The transit station shall be integrated into site design to the satisfaction of the administrator.
9. Perimeter walls and fences topped with barbed wire, razor wire, or broken glass are prohibited.

e. Industrial.

1. The use of color shall be limited to tones, shades and hues that match the surrounding on-site soil and vegetation, so that the color blends in with natural surroundings. It is recognized that this may not be possible at high temperatures.
2. Roofs shall be of fire resistant materials and limited to tones, shades and hues that match the surrounding soil and vegetation. Shiny metal roofs shall be prohibited.
3. Articulation standards must conform to Section 18.12.301(a) Articulation of this chapter, as amended.
4. Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental storage areas are considered parking area and shall not be located in the front of the building.
5. Perimeter walls and fences topped with barbed wire, razor wire, or broken glass are prohibited.
6. Pedestrian amenities including, plazas, artwork, fountains, seating, landscaping and walkways (outside of and through buildings) shall be provided in an amount equal to one (1) percent of the entire project construction costs exclusive of land and financing to the satisfaction of the administrator. Required improvements such as sidewalks, street trees, etc, shall not count towards meeting the one (1) percent requirement.

(20) Lighting.

- d. All outdoor lighting shall be fully shielded. Fully shielded is defined as a lighting fixture constructed so that all of the light emitted by the fixture is projected below the horizontal plane of the lowest point of the fixture.

- e. Lighting fixtures used to illuminate a sign shall be mounted on the top of the sign structure, lighting the sign downward.
- f. Low-pressure Sodium (LPS) lamps or other dark sky alternatives are required throughout the plan area.
- g. Search lights, laser source lights, or any similar high-intensity light shall not be permitted.
- h. The FAA may require temporary uses to be exempt from the above lighting standards.

**(21) Setbacks.**

| <b>TABLE 18.08-17A: RRC DISTRICT SETBACK STANDARDS</b>                   |   |
|--|---|
| Front on Virginia Street   | 18 feet   |
| Front on Mount Rose Highway  | 30 feet   |
| All sides adjoining I-580  | 18 feet   |
| All sides adjoining residentially zoned property                         | a 1:8 height/setback ratio from residential property line |
| New development in Industrial areas adjacent to Tourist Commercial areas | 30 feet   |

- d. Setback shall be measured from parcel line or planned right-of-way edge.
- e. Wells and transmission lines related to geothermal energy exploration and development are not considered new development.
- f. In cases where applicable residentially zoned properties are at a higher elevation than the proposed development, the 1:8 height/setback ratio may be measured from the elevation of the residential property line.

**(22) Signs**

- a. All development shall comply with the following outdoor sign design standards.
  1. Sign structures (e.g. supports, poles, sign boxes, etc.) shall be covered and trimmed with wood, stone or other natural materials.
  2. Illumination, if any, shall be of diffused light that is stationary and of constant intensity.
  3. Exterior signage design for individual businesses within a building or a business complex shall be consistent.
  4. All projecting signs from buildings shall not exceed 6 square feet and shall be located between 10 and 12 feet in height.
  5. Exterior sign illumination sources shall be shielded from view.
  6. Street-front signs shall be monument style with a maximum height of ten (10) feet and a maximum surface area per side of sixty (60) square feet.
  7. Only one (1) freestanding sign is allowed per project.
  8. Wall signs shall be limited to one square foot per linear foot of business frontage up to 100 square feet.
  9. Wall signs for businesses in multi-tenant buildings shall be limited to the frontage(s) for each business.



10. Allowed sign sizes for each business frontage shall not be combined into a larger sign or relocated to other facades.
- b. Notwithstanding the above, projects over 20 acres in size may vary from the above standards through a Special Use Permit process as defined in RMC 18.06.405 Special Use Permit.

**(23) Residential/Mount Rose Interface Area.**

- d. The standards of this subsection apply within Residential/Mount Rose Interface areas identified in the Redfield Regional Center Plan, Map 1: Development Concept – Land Use.
- e. Where this subsection addresses an issue that is also addressed elsewhere in the Reno Municipal Code, the more restrictive standard shall apply.
- f. All development must comply with all of the following adjacency requirements:
  1. Sites shall be designed with buildings, parking areas and/or landscaping located adjacent to residentially zoned properties.
  2. Truck loading areas, dumpsters and outdoor storage areas are prohibited between buildings and residentially zoned properties.
  3. Exterior lights, including but not limited to lights mounted on poles or attached to walls, shall have a maximum height of 20 feet above the elevation of adjacent residentially zoned property.
  4. Lights shall be directed away from residentially zoned properties and designed with a sharp cut-off cover to prevent light spill-over onto residentially zoned properties.
  5. Improvements that are not visible from adjacent residentially zoned properties are not subject to these limitations.
- g. All development must comply with one (1) of the following adjacency requirements:
  1. In addition to height limitations and operational restrictions, all development in the Residential/Mount Rose Interface area shall comply with one (1) of the following adjacency requirements:
    - i. Development shall be limited to three (3) stories in height; or
    - ii. Development shall provide a 20 foot landscaped buffer adjacent to residentially zoned property.

**(24) Discretionary Review.**

- d. Exemption from special use permit for operation between 11:00 p.m. and 6:00 a.m.
  1. Development on properties designated Tourist Commercial and Retail Commercial/Academic with operations between 11:00 p.m. and 6:00 a.m. shall be exempt from the requirement for a Special Use Permit in section 18.06.405(a)(4) as amended, if not sharing a property line with or not located less than 100 feet from existing single family residential zones.
- e. Hillside Development
  1. No discretionary review is required for hillside developments, cuts over 20 feet in depth or fills greater than 10 feet in height if the administrator determines they are consistent with Map 7: Grading, in the Redfield Regional Center Plan and meet the findings set forth in 18.06.405 Special Use Permit (e)(4) Findings, as amended.

**f. Sensitive Stream Environment**

1. No discretionary review shall be required for development of land uses within the sensitive stream environment zone, as outlined in RMC subsection 18.08.404(d) if said land uses are otherwise permitted by the underlying land use and zoning designations and all development standards are adhered to.

(Ord. 5778, § 1, 12-03-05)

**(k) SVTC-PLC SOUTH VIRGINIA TRANSIT CORRIDOR-PLUMB LANE CROSSING  
PLANNING AREA OVERLAY ZONING DISTRICT**

**(7) Applicability.**

The district consists of properties identified within the Plumb Lane Crossing area, as identified in the Reno Master Plan.

(Ord. 5702, § 1, 5-13-05)

**(8) Land Uses.**

- d.** Existing permitted land uses are allowed to continue to operate, expand and are considered conforming. Expansions of existing businesses that are not allowed by the zoning district shall require a special use permit if the proposed development expands the site or building by more than 100%.
- e.** In addition to those land uses allowed in the MU District, the following land use shall be permitted: Single Family Detached.
- f.** Notwithstanding land uses allowed in the MU District, the following land uses shall be prohibited in the Plumb Lane Crossing Overlay District:
  1. Auto Repair Garage and Paint and Body Shop;
  2. Automobile & Truck Sales and Mobile Home;
  3. Automobile Rental; Building & Landscape Material/Lumber Yard;
  4. Car Wash;
  5. Collection Station;
  6. Drive-through Facility;
  7. Mini-warehouse;
  8. Rental store w/Outside Storage;
  9. RV, Boat & Trailer Sales or Rental;
  10. Recreational Vehicle Park
  11. Service Station; and
  12. Truck Rental.
- g.** In addition to those land uses allowed in the MU District, the following buildings and uses shall require the approval of a special use permit:
  1. Any building over 65 feet in height; and
  2. Any hotel or motel containing over 60 units.

**(9) Design Standards.**

If any standards contained in this section are in conflict with other sections of this code, this section shall prevail.

**d. Minimum Setbacks.**

| <b>TABLE 18.08-18: PLC DISTRICT MINIMUM SETBACKS</b>                                    |              |
|---|--------------|
| <b>RESIDENTIAL DEVELOPMENT ON LYMBERY AND HILLCREST:</b>                                |              |
| Front to porches and stairs   | 0 feet       |
| Front to main structure   | 5 feet       |
| Side  | 5 feet       |
| Rear to interior streets  | 3 feet       |
| Rear  | 5 feet       |
| <b>MIXED USE OR COMMERCIAL DEVELOPMENT ON SOUTH VIRGINIA STREET AND CADILLAC PLACE:</b> |              |
| Front less than 45 feet in building height  | 0 feet       |
| Front between 45 feet & 90 feet in building height                                      | 15 feet      |
| Front greater than 90 feet in building height   | 30 feet      |
| Side  | 0 to 10 feet |
| Rear  | 0 to 10 feet |
| Rear or Side adjacent to residential land use   | 10 feet      |

**e. Off-Street Parking.**

| <b>TABLE 18.08-19: PLC DISTRICT PARKING</b> |                     |
|---|---------------------|
| Residential                                 | 2 spaces/unit       |
| Guest Parking for Residential               | 1 space/4 units     |
| Restaurant                                  | 1 space/150 sq. ft. |
| Office/Medical/Commercial/Retail            | 1 space/375 sq. ft. |

1. Any other land uses not listed above shall comply with the standards for the use as specified in the parking section of the zoning code in effect at the time of development. Parking requirements may be reduced by 25%. All required parking spaces shall be provided on site.
2. Shared parking may be considered and granted by the zoning administrator with the submittal of a parking study by a certified parking expert.
3. All bicycle parking spaces, required by this code, shall be sheltered.

**f. Architecture and Site Layout.**

1. Architectural details shall be generous and include articulation on all building facades. The use of stone and/or other masonry materials, incorporation of fenestration, awnings, balconies, or other similar details shall be incorporated to provide a high level of interest at the ground level. Blank walls shall not be permitted.
2. Screening between different land uses shall be achieved through the use of (1) a solid fence or wall with a minimum of 5 feet of landscaping or (2) a minimum of a 10 foot wide landscaped berm.
3. The first development adjacent to South Virginia Street shall incorporate a transit station into the site design.
4. Pedestrian connections shall be constructed throughout the site. The primary pedestrian connection shall be between the transit station on South Virginia Street and Virginia Lake.

5. **Pedestrian Amenities.** Pedestrian amenities including walkways (outside of and through buildings), plazas, artwork, fountains, seating and landscaping shall be provided in an amount equal to: 1 percent of the entire project costs exclusive of land and financing. Standard improvements such as sidewalks, street trees etc, shall not count towards meeting the 1 percent requirement.

**g. Landscaping.**

| <b>TABLE 18.08-20: PLC DISTRICT LANDSCAPING</b> |     |
|---|-----|
| Residential                                     | 20% |
| Mixed Use/Commercial 0 – .50 FAR                | 15% |
| Mixed Use/Commercial .51 – 1.0 FAR              | 10% |
| Mixed Use/Commercial 1.1 and greater FAR        | 5%  |

**h. Discretionary Review.**

All development that meets the adopted standards and uses in the underlying zone district and the requirements of this section may proceed to apply for a building permit.

**i. Relationship to GTC District.**

The standards contained in this section shall supercede the requirements of the GTC General Transit Corridor Overlay Zoning District, as amended.

(Ord. No. 5616, §1, 10-27-04; Ord. 5702, § 1, 5-13-05)

**(I) MSTC MILL STREET TRANSIT CORRIDOR OVERLAY ZONING DISTRICT**

**(7) Definitions.**

The following words when used in Section 18.08.405(I) et seq. shall have the meanings respectively ascribed to them:

District shall mean the Mill Street Overlay District.

**(8) Purpose.**

The purpose of the District is to modify the Mixed Use land uses, development standards, and development review procedures within the Mill Street Transit Corridor. This District is intended to maintain and enhance the Mill Street Transit Corridor area and promote compatible land uses in the immediate vicinity.

**(9) Applicability.**

This Section 18.08.405(I)'s standards shall apply to all properties identified within the Mill Street Transit Corridor, as identified in the Figure 18.08-20.

**(10) MSTC Land Uses.**

**d.** Existing permitted land uses are allowed to continue to operate, expand and are considered conforming. Expansions of existing businesses at the time of the adoption of this ordinance, that are not allowed by the MSTC zoning district shall require a special use permit if the proposed development expands the site or building by more than 100%.

**e.** In addition to those land uses allowed in the MU District, the following land use shall be permitted: Single Family Attached.

**f.** In addition to those land uses listed in the MU section of the Land Use Table in Sec. 18.08.201 requiring special use permits, the following items shall require the approval of a special use permit:

1. Auto Repair Garage and Paint and Body Shop; and
2. Building & Landscape Material/Lumber Yard;

- g.** Notwithstanding land uses allowed in the MU District, the following land uses shall be prohibited in the Mill Street Overlay District:

1. Billboards;
2. Car Wash;
3. Collection Station;
4. Mini-warehouse;
5. Rental Store w/Outside Storage;
6. Recreational Vehicle Park; and
7. Electric Generating Plant.

**(11) MSTC Design Standards.**

If any standards contained in this section are in conflict with other sections of this code, this section shall prevail.

**d. MSTC Minimum Setbacks.**

| <b>TABLE 18.08-20A: MSTC DISTRICT MINIMUM SETBACKS</b> |                         |
|--|-------------------------|
| <b>MIXED USE OR COMMERCIAL DEVELOPMENT:</b>            |                         |
| Front (less than 45 feet in building height)           | 0 feet                  |
| Front (between 45 feet & 90 feet in building height)   | 15 feet                 |
| Front (greater than 90 feet in building height)        | 30 feet                 |
| Side   | 0 or 10 feet            |
| Rear   | 0 or 10 feet or greater |
| Rear or Side adjacent to residential land use          | 10 feet                 |

**e. MSTC Parking.**

| <b>TABLE 18.08-20B:MSTC DISTRICT MAXIMUM PARKING</b> |                         |
|--|-------------------------|
| Residential  | 1 space/unit            |
| Guest Parking for Residential                        | 1 space/14 units        |
| Restaurant   | 1 space/385 square feet |
| Office/Medical/Commercial/Retail                     | 1 space/385 square feet |

1. Any other land uses not listed above shall comply with the standards for the use as specified in the parking section of the zoning code in effect at the time of development. Parking requirements shall be reduced by 25%. All required parking spaces shall be provided on site.
2. Shared parking may be considered and granted by the zoning administrator with the submittal of a parking study.
3. All bicycle parking spaces, required by this code, shall be sheltered.

**f. MSTC Architecture and Site Layout.**

1. Architectural details shall be generous and include articulation on all building facades. The use of stone and/or other masonry materials, incorporation of fenestration, awnings, balconies, or other similar details shall be incorporated to provide a high level of interest at the ground level. Blank walls shall not be permitted.



2. On walls with 0 foot setbacks, variations in color, and/or material are required no articulation is required.
3. On any new development balconies shall be constructed above the second floor of any multifamily residential facility.
4. Articulation standards must conform to Section 18.12.301 of this chapter.
5. On any new development the ground floor shall be raised a minimum of three (3) feet above the adjacent sidewalk grade unless it can be demonstrated that it would not work or causes an undue hardship.
6. Pedestrian amenities including walkways (outside of and through buildings), plazas, artwork, fountains, seating and landscaping above code requirements shall be provided in an amount equal to one (1) percent of the entire project costs exclusive of land and financing for building less than 65 feet, two (2) percent of the entire project costs exclusive of land and financing for buildings 65 feet or taller. Standard improvements such as sidewalks, street trees etc, shall not count towards meeting the one (1) percent or two (2) percent requirement.

***g. MSTC Landscaping.***

| <b>TABLE 18.08-20C: MSTC DISTRICT LANDSCAPING</b> |                     |     |
|---|---------------------|-----|
| Mixed Use/Commercial                              | 1.0-1.5 FAR         | 10% |
| Mixed Use/Commercial                              | 1.5 and greater FAR | 5%  |

***h. MSTC Residential Density***

1. Unless otherwise restricted by another regulatory agency (E.g. FAA height regulations), a minimum residential density shall be 30 dwelling units per acre.

***i. MSTC Residential Adjacency***

1. Residential adjacency standards shall comply with section 18.12.304 of this chapter, with the addition of the Reno-Sparks Indian Colony residential homes being included in properties considered residential.

***j. MSTC Discretionary Review.***

1. All development that meets the adopted standards and uses in the underlying zone district and the requirements of this section may proceed to apply for a building permit.

***(12) RLM River Landing at Mill.***

***d. RLM Applicability.***

The District consists of properties identified within the Mill Street Transit Corridor in the River Landing at Mill area, as identified in the Figure 18.08-3A.

***e. RLM Land Uses***

1. Existing permitted land uses are allowed to continue to operate, expand and are considered conforming. Expansions of existing businesses at the time of the adoption of this ordinance, that are not allowed by the RLM zoning district shall require a special use permit if the proposed development expands the site or building by more than 100%.
2. In addition to those land uses listed in the MU section of the Land Use Table in Sec. 18.08.201, as amended, the following land use shall be permitted:
  - i.* Hotel-condominium;

- ii. Single Family Attached/Condominiums/Townhouses;
  - iii. Convention center;
  - iv. Hotel without non-restricted gaming;
  - v. Nightclub; and
  - vi. Accessory uses consistent with a resort property (i.e. arcade, pool, tennis court etc.).
3. In addition to those land uses listed in the MU section of the Land Use Table in Sec. 18.08.201, the following land uses shall be prohibited:
- i. Auto Repair Garage and Paint and Body Shop;
  - ii. Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental as a primary use;
  - iii. Building & Landscape Material/Lumber Yard;
  - iv. Car Wash;
  - v. Service Station;
  - vi. Collection Station;
  - vii. Mini-warehouse;
  - viii. Rental store w/Outside Storage;
  - ix. Truck Rental; and
  - x. Recreational Vehicle Park.
4. In addition to those land uses listed in the MU section of the Land Use Table in Sec. 18.08.201 requiring special use permits, the following items shall require the approval of a special use permit:
- i. Automobile rental;
  - ii. Cabaret; and
  - iii. Hotel with non-restricted gaming.
5. Exemption from special use permit for construction of skyway.
- i. Pedestrian skywalks, sky-buildings and skytrams that do not cross a right of way owned by the City of Reno shall be exempt from the requirement for a special use permit in section 18.06.405(a)(12).
6. Exemption from special use permit for operation between 11:00 p.m. and 6:00 a.m.
- i. Development entailing operation between 11:00 p.m. and 6:00 a.m. shall be exempt from the requirement for a special use permit in section 18.06.405(a)(4), if not sharing a property line with, or, if sharing a property line more than 100 feet from, existing single family residential uses.

***f. RLM Design Standards***

If any standards contained in this section are in conflict with other sections of this code, this section shall prevail.

1. RLM Minimum Setbacks:

| <b>TABLE 18.08-2D: RLM DISTRICT MINIMUM SETBACKS</b> |   |
|--|---|
| Residential Development on the Truckee River:        | 50 feet off the banks of the Truckee River as designated in the Record of Survey #1167 filed in the office of the County Recorder on April 18, 1978 |
| Mill Street  | 18 feet from face of curb (as shown in figure 18.08-6)  |
| Second Street/ Glendale                              | 18 feet from face of curb (as shown in figure 18.08-6)  |
| US Highway 395                                       | 50 feet from property line  |

- i. There will be no minimum setbacks from property lines that do not abut the Truckee River, Mill Street, Second Street / Glendale or US Highway 395.

2. RLM Parking:

| <b>TABLE 18.08-20E: RLM DISTRICT MAXIMUM PARKING STANDARDS</b> |                         |
|--|-------------------------|
| Residential – 1 Bedroom  | 1 space/unit            |
| Residential - 2 or more Bedrooms                               | 2 spaces/unit           |
| Guest Parking for Residential                                  | 1 space/14 units        |
| Hotel Condominium  | .72 space/unit          |
| Casino Area/Amusement Park                                     | 1/1,100 square feet     |
| Office/Commercial/Retail                                       | 1 space/385 square feet |

- i. Any other land uses not listed above shall comply with the standards for the use as specified in the parking section of the zoning code in effect at the time of development reduced by 25%.
- ii. Shared parking may be considered and granted by the zoning administrator with the submittal of a parking study.
- iii. Any parking garage structure must comply with articulation standards below and must incorporate living landscaping material at the edge of every other level to the satisfaction of the administrator.
- iv. All bicycle parking spaces, required by code, shall be sheltered and included near employee entrances and the Transit Station.

3. RLM Architecture and Site Layout:

- i. Architectural details shall be generous and include articulation on all building facades. The use of stone and/or other masonry materials, incorporation of fenestration, awnings, balconies, or other similar details shall be incorporated to provide a high level of interest at the ground level. Blank walls shall not be permitted.
- ii. Articulation standards must conform to Section 18.12.301 of this chapter.
- iii. With the first new construction on the site shall incorporate a transit station into the site design. The transit station shall be integrated into site design and shall reserve an area of 300 feet long by 40 feet wide to the satisfaction of the administrator.
- iv. Pedestrian connections shall be constructed throughout the site. The primary pedestrian connection shall be between the Truckee River and Mill Street.
- v. Pedestrian amenities including walkways (outside of and through buildings), plazas, artwork, fountains, seating and landscaping above code requirements shall be provided in an amount equal to one (1) percent of the entire project costs exclusive of land and financing for

building less than 65 feet, two (2) percent of the entire project costs exclusive of land and financing for buildings 65 feet or taller to the satisfaction of the administrator. Standard improvements such as sidewalks, street trees etc, shall not count towards meeting the one (1) percent or two (2) percent requirement.

4. RLM Landscaping

| TABLE 18.08-20F: RLM DISTRICT LANDSCAPING STANDARDS |    |
|---|----|
| Mixed Use 1.5 and greater FAR                       | 5% |

5. RLM Residential Density

- i. Unless otherwise restricted by another regulatory agency (E.g. FAA height regulations), a minimum residential density shall be 30 dwelling units per acre.

6. RLM Employee Trip Reduction Program

- i. Major employers of the River Landing at Mill District are required to provide documentation of an implemented employee trip reduction program. This can include, but is not limited to subsidized bus passes or ride-share premium parking.

7. RLM Discretionary Review

- i. All development, which meets the adopted standards and uses in the underlying zone and the requirements of this section, may proceed to apply for a building permit.

(Ord No. 5750, § 1, 9-30-05)

**(m) RESERVED: E4TC EAST 4<sup>TH</sup> STREET TRANSIT CORRIDOR OVERLAY ZONING DISTRICT**

**(n) RESERVED: NVTC NORTH VIRGINIA STREET TRANSIT CORRIDOR OVERLAY ZONING DISTRICT**

**(o) W4TC WEST 4<sup>TH</sup> STREET TRANSIT CORRIDOR OVERLAY ZONING DISTRICT**

**(1) Definitions.**

The following words when used in Section 18.08.405(o) et seq. shall have the meanings respectively ascribed to them:

District shall mean the West 4th Street Transit Corridor Overlay Zoning District (W4TC).

**(2) Purpose.**

The purpose of the W4TC District is to modify the Mixed Use Overlay Zoning District land uses, development standards, and development review procedures within the W4TC plan area. This District is intended to maintain and enhance the W4TC plan area and promote compatible land uses in the immediate vicinity.

**(3) Applicability.**

This Section 18.08.405(o)'s standards shall apply to all properties identified within the MU/W4TC.

**(4) Land Uses.**

a. In addition to those land uses allowed in the MU District, the following land use shall be permitted, with the approval of a special use permit:

1. Indoor Manufacturing, Processing, Assembly or Fabrication;
2. Outdoor Storage, as accessory use only; and
3. Warehouse/Distribution Center.

- b.** In addition to those land uses allowed in the MU District, the following land uses shall be allowed to operate between 6:00 a.m. and 9:00 p.m. indoors only, with the approval of a special use permit:
  - 1. Heavy Machinery & Equipment (Rental, Sales & Service);
  - 2. Welding Repair;
  - 3. Wholesale of construction materials; and
  - 4. Wholesale of products manufactured or assembled on site.
- c.** In addition to those land uses listed in the MU District, the following land uses shall be allowed with the approval of a special use permit:
  - 1. Automobile Rental;
  - 2. Auto Repair Garage and Paint and Body Shop;
  - 3. Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental;
  - 4. Car Wash;
  - 5. Hotel with Nonrestricted Gaming Operation, only where Nonrestricted gaming is currently operating and existing and/or entitled at the adoption of this ordinance;
  - 6. Mini-warehouse;
  - 7. Recreational Vehicle Park; and
  - 8. Single Family, Detached.
- d.** Notwithstanding land uses allowed in the MU District, the following land uses shall be prohibited in the West 4<sup>th</sup> Street Transit Corridor Overlay District:
  - 1. Drive-thru Facility, as an accessory use;
  - 2. Collection Station;
  - 3. Motels;
  - 4. Rental Store w/Outside Storage & Truck Rental; and
  - 5. Service Station.

**(5) Non-conformities.**

- a.** Existing land uses legally established prior to the adoption of the MU/W4TC Overlay Zoning District are allowed to continue to operate and expand.
- b.** Expansion of existing and legally established uses at the time of the adoption of this ordinance, that are not allowed by the MU/W4TC Overlay Zoning District, shall require a special use permit if the proposed development expands the site, building or business area by more than 100%.
- c.** Any expansion of land uses that were non-conforming prior to the plan and are still non-conforming in the W4TC Overlay Zoning District, must apply for a special use permit to expand.
- d.** Changing land use from one non-conforming use to another non-conforming use is not allowed.
- e.** Any expansion shall be brought into closer conformity with the W4TC Overlay Zoning District requirements.

**(6) Design Standards.**

If any standards contained in this section are in conflict with other sections of this code, this section shall prevail. If any standard is not contained in this section, then the Reno Municipal Code Title 18 shall prevail.

**a. Minimum Setbacks.**

| <b>TABLE 18.08-AA: W4TC DISTRICT MINIMUM SETBACKS</b> |  |
|---|--|
| Front on West 4 <sup>th</sup> Street                  | 18 feet from adjacent street curb-meeting standards specified in section 18.08.302 of the Nonresidential and Mixed Use Base Zoning Districts, Figure 18.08-6 |
| Front on all other streets                            | 10 feet from adjacent street curb, which will include 5 feet for landscaping/trees and a 5 foot sidewalk   |
| Truckee River Setback                                 | The requirements and standards contained in the Truckee River setback section of the Reno Municipal Code Title 18 shall prevail                              |
| Side or rear adjoining residentially zoned property   | A 1:3 height/setback ratio from residential property line  |
| Side  | 0 or greater than 5 feet   |
| Rear  | 0 or greater than 5 feet   |
| Alleys  | 0  |

**b. Parking.**

| <b>TABLE 18.08-B: W4TC DISTRICT PARKING REQUIREMENT</b> |  |
|---|--|
| Residential   | A minimum of 1 space/unit and not exceeding 2 spaces/unit  |
| Guest Parking for Residential                           | 1 space/10 units   |
| Non-residential   | Not to exceed the parking standards required by RMC Off-Street Parking Requirements in Title 18.12 for each specified use, as amended. A 50% reduction of the required parking standard for each specified use maybe granted by the zoning administrator. The property owner shall justify the parking reduction to the satisfaction of the zoning administrator |

1. Parking shall not be located in front of buildings in new development and shall provide a convenient and safe pedestrian access to the building.
2. Any parking garage structure or open lot parking must comply with Architecture and Site Layout standards below and be complementary to adjacent buildings in form and material.



3. Parking structures will be calculated into the floor area ratio (FAR) of the building, when the FAR is a minimum of 1.0.
4. A minimum five (5) foot front yard setback, excluding alleys, fully landscaped, excluding any curb shall be provided for all parking areas.
5. Shared parking is encouraged and may be considered and granted by the zoning administrator.
6. No existing parking or parking structure shall be deemed non-conforming solely because it exceeds the maximum parking requirements prescribed in Title 18.12.
7. All bicycle parking spaces, required by this code, shall be located adjacent to the building or inside the building.

**c. *Architecture and Site Layout.***

1. Architectural details shall include vertical and/or horizontal articulation on all building facades and roofs. The use of stone and/or other masonry materials, incorporation of fenestration, awnings, balconies, or other similar details shall be incorporated to provide a high level of interest at the ground level. Blank walls shall not be permitted.
2. At least 75% of the total street front shall comprise of building. Pedestrian amenities including plazas, artwork, fountains, seating, landscaping and walkways can be included in the 75%. For a corner lot this requirement pertains to the street with the higher street classification (e.g. arterial/collector). Instances where both streets have the same classification (e.g. collector) the requirement pertains to the street with the highest traffic volume.
3. At least one pedestrian entrance shall be provided from the street to the building that is direct and safe.
4. Walls with zero (0) foot side or rear setbacks shall have variations in color and/or materials, no other articulation is required.
5. Pedestrian and transit amenities shall be provided in an amount equal to one percent of the entire project costs exclusive of land and financing. These amenities may include passenger waiting shelters, benches, plazas, artwork, fountains, landscaping, and walkways (outside of and through buildings). Standard improvements such as sidewalks, street trees, etc. shall not count towards meeting the one percent requirement.

**d. *Signs.***

1. Non-conforming signs shall be permitted to continue and/or altered. Altered means that the sign may be changed in configuration, repaired, and/or removed and replaced with a new sign containing no greater square footage than the one being replaced. Any changes to a non-conforming on-premise sign shall not be allowed, unless the changes will increase the level of conformance with the W4TC Overlay Zoning District or otherwise allowed by code.
2. All sign design shall be complimentary to the style of the building on which it is placed and be an integral part of the building façade and shall be oriented to pedestrians and will be legible and easy to read messages.
3. All signs projecting from the building shall not exceed six (6) square feet and shall be located between 8 and 12 feet in height.

**e. Fencing and Screening.**

1. Any non-residential use shall provide a six (6) foot tall solid view screening fence and a minimum five (5) foot wide edge, fully landscaped, excluding any curb, along the common property line adjacent to any residentially developed property.
2. Outdoor storage shall be screened with a six (6) foot tall solid view screening fence and a minimum five (5) foot wide edge, fully landscaped, excluding any curb, along all common property lines.

**f. Lighting.**

1. Search lights, laser source lights, or any similar high-intensity light shall not be permitted.
2. All lighting shall be fully shielded.
3. Low-pressure Sodium (LPS) lamps or other dark sky alternatives are required throughout the plan area.

**g. Landscaping.**

| <b>TABLE 18.08-C: W4TC DISTRICT LANDSCAPING</b> |     |
|---|-----|
| Residential with 30 units per acre or greater.  | 10% |
| Commercial 1.5 FAR or higher                    | 10% |
| All other development                           | 20% |

**h. Site Density**

Unless otherwise restricted by another regulatory agency (e.g. FAA height regulations), the minimum residential density shall be 14 dwelling units per acre and the minimum intensity shall be 0.25 FAR for nonresidential and mixed use developments.

**i. Hillside Development**

The requirements and standards contained in the Hillside Development section of the Reno Municipal Code Title 18 shall prevail.

**j. Residential Adjacency**

The requirements and standards contained in the Residential Adjacency Standards section of the Reno Municipal Code Title 18 shall prevail.

**k. Discretionary Review.**

1. All development that meets the adopted standards and uses in the underlying zone district and the requirements of this section may proceed to apply for a building permit.
2. A special use permit is required when grading results in cuts deeper than 20 feet and/or fills greater than 10 feet and/or grading in any major drainageway, on any hillside development, or within the Open Space Zoning District.
3. Development entailing operation between 11:00 p.m. and 6:00 a.m. shall be excepted from the requirement for a special use permit in Section 18.06.405(a)(4), if property line fronts on West 4<sup>th</sup> Street.

SECTION 3. This Ordinance shall be in effect from and after its passage, adoption and publication in one issue of a newspaper printed and published in the City of Reno; and upon a finding of conformance by the Regional Planning Agency for the Master Plan Amendment for LDC07-00126

SECTION 4. The City Clerk and Clerk of the City Council of the City of Reno is hereby authorized and directed to have this Ordinance published in one issue of the Reno-Gazette Journal, a newspaper printed and published in the City of Reno.

PASSED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_,  
\_\_\_\_\_, by the following vote of the Council:

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSTAIN: \_\_\_\_\_ ABSENT: \_\_\_\_\_

APPROVED this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

\_\_\_\_\_  
MAYOR OF THE CITY OF RENO

ATTEST:

\_\_\_\_\_  
CITY CLERK AND CLERK OF THE CITY  
COUNCIL OF THE CITY OF REN, NEVADA

EFFECTIVE DATE:

AT-16-06 (DRRC-Keystone District) - JCO - 1-18-07



PROJECT REVIEW FORM  
Ward One Southwest Reno  
Neighborhood Advisory Board

EXHIBIT D

Case No. \_\_\_\_\_ Date: 1/15/06

Case Name: DRBC Plan Amendment

Case Planner: Julie Olander

NAB Member Name: Lori Wray

Community Liaison: Lisa Mann

NAB COMMENTS:

Terrible Idea. This Keystone section should  
NOT include Hotel/Gaming. This Area is too  
close to Reno High School, where on a daily  
basis High School kids are driving to lunch.  
Two groups would be colliding.  
→ sometimes dangerous

Issues/Concerns: The "sample issues" box below may be used as a guide during the project review process.

SAMPLE ISSUES:

|                                     |                           |                               |                      |
|-------------------------------------|---------------------------|-------------------------------|----------------------|
| <u>Auto &amp; Pedestrian Access</u> | <u>Public/Fire Safety</u> | <u>Architecture</u>           | <u>School Impact</u> |
| <u>Neighborhood Compatibility</u>   | <u>Traffic</u>            | <u>Building Height</u>        | <u>Pollution</u>     |
| <u>Intensity/Density</u>            | <u>Signage</u>            | <u>Landscaping</u>            | <u>Privacy</u>       |
| <u>Good Location</u>                | <u>Lighting</u>           | <u>Environmental Concerns</u> |                      |

Suggested modifications to the proposal to address NAB concerns:

Please Do NOT Amend this plan for one property  
owner who has Every opportunity To get  
the highest & best use out by following  
the current use assigned to the Keystone  
Area. Circled above are All the reasons  
why this plan should NOT be amended. All  
would be negt negatively impacted!

Lori Wray  
NAB Member Signature



**PROJECT REVIEW FORM**  
**Ward One Southwest Reno**  
**Neighborhood Advisory Board**

Case No. DRRC Date: 11-14-06  
Case Name: Downtown/Keystone Regional Center Plan  
Case Planner: Julee Olander  
NAB Member Name: \_\_\_\_\_  
Community Liaison: Lisa Mann

**NAB COMMENTS:**

*I would like to know:*

*would fast food merchants be forced to leave?*

*H.S. won't frequent this area (Unsubstantiated) etc.*

*How do other casino's feel about competition/conflict*

*How Neighborhood feels about possibility of another casino?*

*I would like to see improvement (Landscape Beautification*

*(area run-down) etc.*

Issues/Concerns: The "sample issues" box below may be used as a guide during the project review process.

**SAMPLE ISSUES:**

|                              |                    |                        |                 |
|------------------------------|--------------------|------------------------|-----------------|
| Auto & Pedestrian Access ✓   | Public/Fire Safety | Architecture           | School Impact ✓ |
| Neighborhood Compatibility ✓ | Traffic            | Building Height ✓      | Pollution       |
| Intensity/Density            | Signage            | Landscaping ✓          | Privacy         |
| Good Location                | Lighting           | Environmental Concerns |                 |

Suggested modifications to the proposal to address NAB concerns:

*Julee Olander*

NAB Member Signature



PROJECT REVIEW FORM  
Ward One Southwest Reno  
Neighborhood Advisory Board

Case No. \_\_\_\_\_

Date: 11/14/06

Case Name: DRRC

Case Planner: Jule

NAB Member Name: Doug Smith

Community Liaison: Lisa Mann

NAB COMMENTS:

Casino next to residential area  
Reno High students patronizing drive ins.  
Border residential area north of I-80  
Entertainment district is for gaming  
Not in favor  
Mix students with Casino, alcohol

Issues/Concerns: The "sample issues" box below may be used as a guide during the project review process.

SAMPLE ISSUES:

|                                     |                           |                               |                      |
|-------------------------------------|---------------------------|-------------------------------|----------------------|
| <i>Auto &amp; Pedestrian Access</i> | <i>Public/Fire Safety</i> | <i>Architecture</i>           | <i>School Impact</i> |
| <i>Neighborhood Compatibility</i>   | <i>Traffic</i>            | <i>Building Height</i>        | <i>Pollution</i>     |
| <i>Intensity/Density</i>            | <i>Signage</i>            | <i>Landscaping</i>            | <i>Privacy</i>       |
| <i>Good Location</i>                | <i>Lighting</i>           | <i>Environmental Concerns</i> |                      |

Suggested modifications to the proposal to address NAB concerns:

---

---

---

---

---

---

---

---

Doug Smith  
NAB Member Signature





**PROJECT REVIEW FORM**  
**Ward One Southwest Reno**  
**Neighborhood Advisory Board**

Case No. \_\_\_\_\_

Date: \_\_\_\_\_

Case Name: DRRC

Case Planner: JULEE OLANDER

NAB Member Name: JACK KEEPER

Community Liaison: Lisa Mann

**NAB COMMENTS:**

- ACCEPTABLE LOCATION FOR GAMING
- NOT SURE HOW GOLDUSTWEST WILL REACT
- HS KIDS EAT LUNCH IN AREA

Issues/Concerns: The "sample issues" box below may be used as a guide during the project review process.

**SAMPLE ISSUES:**

|                                     |                           |                               |                      |
|-------------------------------------|---------------------------|-------------------------------|----------------------|
| <i>Auto &amp; Pedestrian Access</i> | <i>Public/Fire Safety</i> | <i>Architecture</i>           | <i>School Impact</i> |
| <i>Neighborhood Compatibility</i>   | <i>Traffic</i>            | <i>Building Height</i>        | <i>Pollution</i>     |
| <i>Intensity/Density</i>            | <i>Signage</i>            | <i>Landscaping</i>            | <i>Privacy</i>       |
| <i>Good Location</i>                | <i>Lighting</i>           | <i>Environmental Concerns</i> |                      |

Suggested modifications to the proposal to address NAB concerns:

---

---

---

---

---

---

---

Jack Keeper

NAB Member Signature

# PROJECT REVIEW FORM

## Old Northwest

### Neighborhood Advisory Board

Case No. \_\_\_\_\_ Date: 11.09.06

Case Name: Downtown Reno Regional Center Plan (DRRC)

Case Planner: Julee Olander

Community Liaison: Jung

#### NAB Comments:

I feel full use gaming would be fine and would help clean up the last part of the 4<sup>th</sup> Street area. The Improvements to the corner of 5<sup>th</sup> and the freeway would be great. The Keystone area in general is run down and I would love to see the improvement to the area.

The Master Plan was created and established with considerable research, effort, and planning. To so quickly amend the plan for a developer is a dangerous standard and message. I feel the plan needs to remain as it is. The city has a history of ignoring the wishes of the people and pursuing actions that favor developers and speculators. While I understand the desire of businessmen to make money, there needs to be a limit. The city should not abandon what has been established to satisfy the fiscal ambitions of investors. When considering this issue, please consider the impact this change will have on the high school and day care center. Reno has many empty hotels. We do not need to encourage the construction of more future empty building/condominium conversions.

**Concerns:** The "sample concerns" box below may be used as a guide during the project review process. Please check any concerns your NAB may have in the box below or add additional comments in the spaces provided.

#### SAMPLE CONCERNS:

- ☐ Auto & Pedestrian Access
- ☐ School Impact
- ☐ Building Height / Pollution
- ☐ Landscaping
- ☐ Lighting

- ☐ Police/Fire Safety
- ☐ Neighborhood Compatibility
- ☐ Intensity/Density
- ☐ Privacy
- ☐ Environmental Concerns

- ☐ Architecture
- ☐ Traffic
- ☐ Signage
- ☐ Good Location

**Suggested modifications to the proposal to address NAB concerns:**

\_\_\_\_\_  
NAB Chair Signature

## Additional NAB Comments:

I am not in favor of non-restricted gaming in this area. It is apparent that this area needs improvement, however, gaming is not the answer. Just a hotel would help the area. There is a charter high school close to this proposed casino. To me, that is a good reason for denial. Gold Dust West and the Cold and Silver have been in the area many years. These places have been "user friend" to residents. Needless to say, a large, new casino would unfavorably affect their two businesses. Also the St. Mary's child care center is in close proximity.

Do not approve of the gaming proposal in Keystone Square. Do not feel it is appropriate for this area of town. Too close to residential.

1. Why have a Master Plan if you are going to change it? 2. How ill it benefit the city of Reno by allowing the master plan change? 3. I would clean up the area bounded by the highway. 4. What else could be put there? 5. I would prefer a casino hotel over a bus station for the area. 6. It would fit in the neighborhood in this area. 7. Can it made to be compatible with the TOD for walk-in? 8. What effect will it have on downtown?

I actually asked my neighbors how they felt about a casino on Keystone. Comments were hopes for good sports bar, good breakfasts, etc. My concerns are how it will fit in with rest of the neighborhood. There is a hospital, a charter school and a plan to develop and improve transit, town homes, etc. Will a large casino overwhelm this plan? Will the townhouses no longer be marketable because of bright lights, increased traffic, noise, etc brought in by this industry? Rail City has not improved the area which it surrounds and neither does the Gold Dust West. I would like to see 4<sup>th</sup> Street improved. It could be nice but it isn't nice now.

**From:** Priscilla Streng <pmshome@pyramid.net>  
**To:** Lora Nay <lanay@gbis.com>, Kitty Jung <jungk@ci.reno.nv.us>, Dave Aiazzi <aiazzi@cityofreno.com>, Julie Olander <olanderj@ci.reno.nv.us>  
**Date:** 11/11/2006 3:20:03 PM  
**Subject:** RE: DEVELOPMENT PROJECTS

In regard to the development projects as presented to Old Northwest NAB

**PROJECT A: NON- RESTRICTED GAMING AND HOTEL.** As presented, seems to include the P&S Hardware shopping center. It was unclear if the project extends north to 6th street (where there are a few houses in the area west of the vine street pedestrian overpass), and would necessarily encompass Wendy's and the automotive center in order to have an area large enough for the intended project.

This seems to be an undesirable location for the intended use both Sociologically and Philosophically. It seems this type of development should remain on 4th street. Ideally existing business' should be redeveloped for this use and keep 5th street for the necessary supporting business.

**PROJECT B: UNIVERSITY DUETS.** This is not an "ugly" piece of ground as suggested by the presenter, rather a typical Nevada landscape which has the bonus of being a drainage area with some willows etc. Summit Ridge off of 4th street has a "landscaped" street strip that is not maintained. It is full of weeds. The natural area is more attractive.

Adding this many units in this area seems and called then university type housing is just a socially acceptable means to build very low cost housing. These would be rental units I presume. As was stated a roadway onto North McCarran would be necessary.

Some of us have tried for years to expand the existing dirt roadway into Ranch San Rafael and it was rejected as providing excess entrances onto N. McCarran Blvd. What makes this intended entrance/exit, considerably less than 1/2 mile away, any better.

Precedent should favor the existing egress into Rancho San Rafael.

I can only suggest that both of these projects be denied.

Priscilla Streng