

WEST 4th STREET TRANSIT ORIENTED DEVELOPMENT CORRIDOR PLAN



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TABLE OF CONTENTS

Introduction

Plan Organization	1
Boundary	1
Time Frame	1 2
Relationship to Other Plans	1 2
<u>Purpose.....</u>	<u>3</u>

Corridor Plan

Development Concept.....	2 4
<u>General Circulation.....</u>	<u>4</u>
<u>Eastern Plan Area Circulation.....</u>	<u>5</u>
<u>Western Plan Area Circulation.....</u>	<u>7</u>
<u>Western Plan Area Gateways, Recreation, and Trails.....</u>	<u>7</u>
<u>General Land Uses.....</u>	<u>7</u>
<u>Eastern Plan Area.....</u>	<u>7</u>
<u>Western Plan Area.....</u>	<u>7</u>
Policies.....	3 10

Station Area Plans.....

Implementation.....

Land Use.....	7 16
Zoning.....	8 16
Infrastructure.....	8 16

Maps

~~Map 1: Circulation Concept9~~

Map 1: Western Plan Area1

Map 2: Eastern Plan Area2

Map 3: Eastern Plan Area Circulation Concept.....5

Map 4: Western Plan Area Circulation Concept.....6

Map 5: Western Plan Area, Gateways, Recreation, and Trails8

Map 6: Western Plan Area - Land Uses.....9

INTRODUCTION

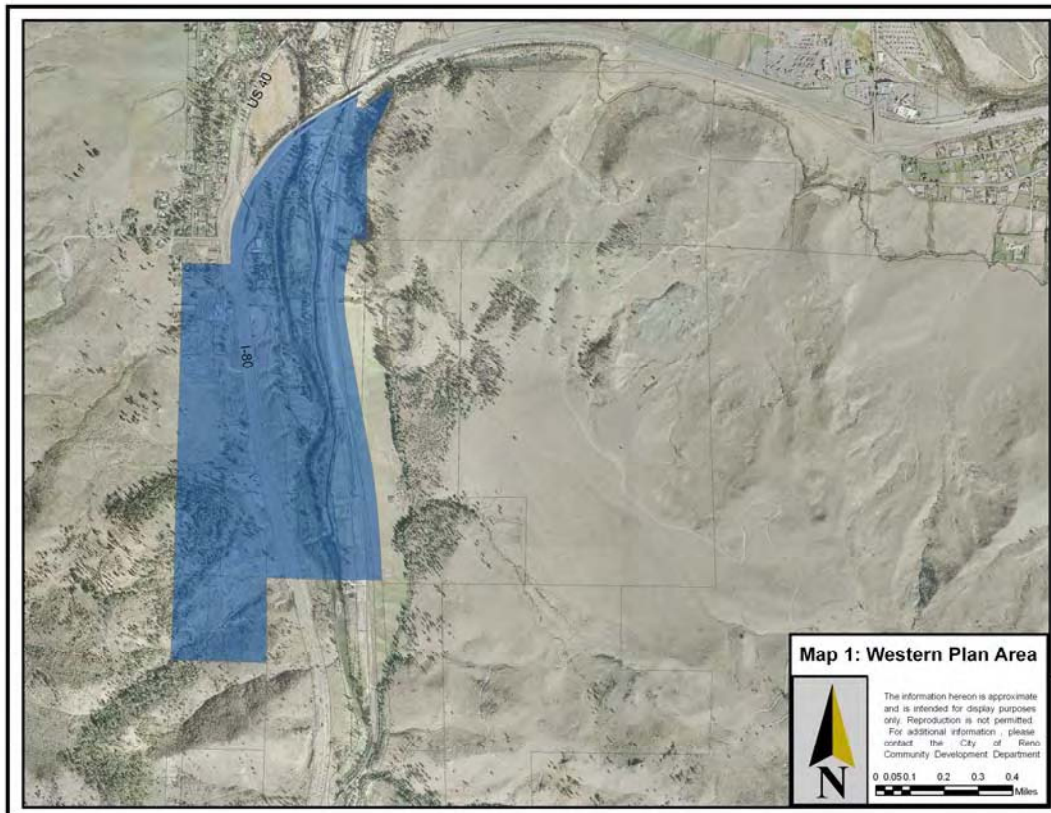
Plan Organization

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

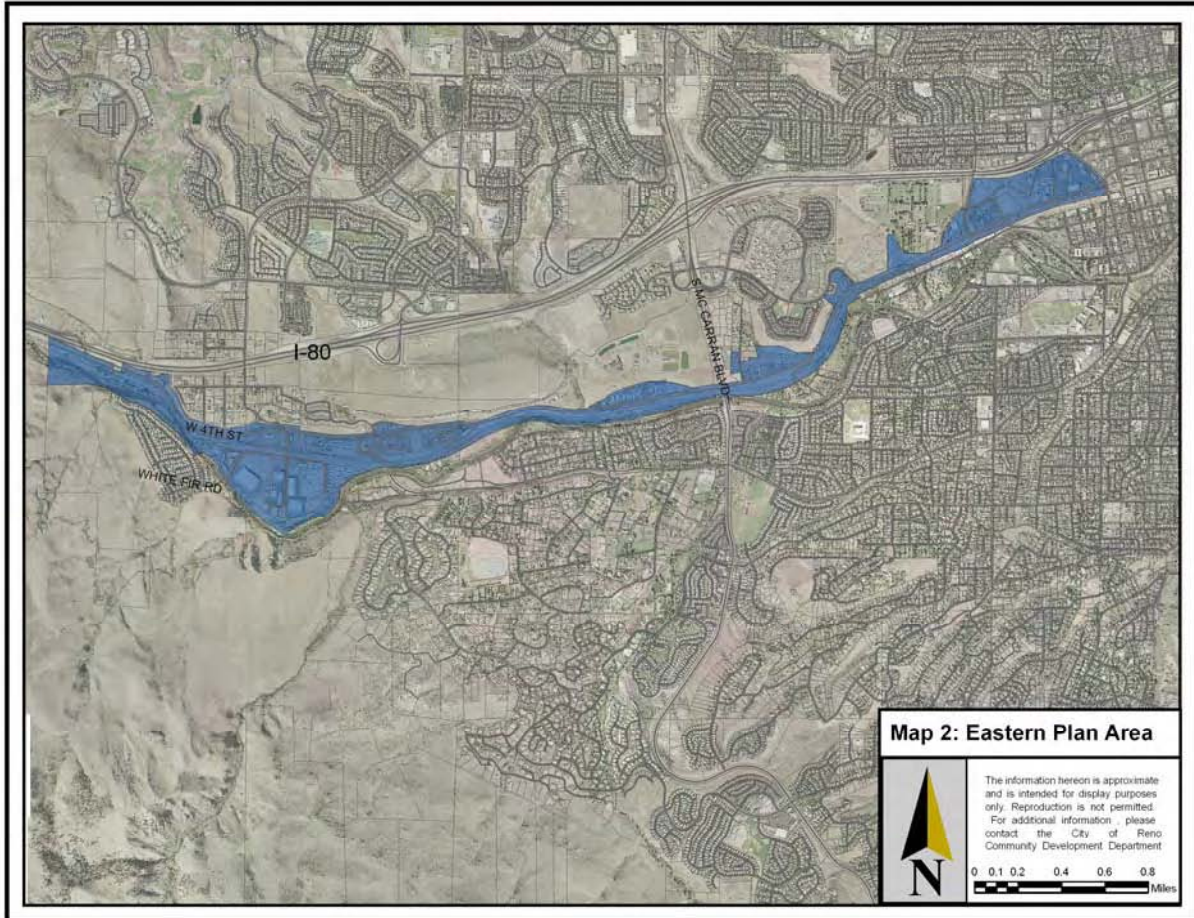
Boundary

The West 4th Street TOD Corridor area is shown on the map below. In conformance with the Truckee Meadows Regional Plan, defines the West 4th Street TOD Corridor as the corridor which is generally ¼ mile on each side of West 4th Street extending from the Downtown Regional Center western boundary to the City of Reno western boundary at I-80.

Maps 1 and 2 below illustrate the west and east sections of the West 4th Street TOD Corridor. The western plan area extends from the intersection of South Verdi Road and



I-80, following I-80 southwest and is generally bounded on the east by the Mortensen-Garson Plan Area, and the southern and western extent of the City's Sphere of Influence (SOI). The eastern plan area generally extends ¼ mile on each side of West 4th Street extending from the Downtown Regional Center western boundary west to the I-80 intersection.



Time Frame

The time horizon for this plan is twenty years.

Relationship to Other Plans

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

Policies of the Truckee Meadows Regional Plan are applicable regionwide. The City of Reno Master Plan has three different levels of applicability; Citywide, Center and Transit Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Transit Corridor plans are for the eight regional centers and five transit oriented development corridors in the City and its sphere of influence. The West 4th Street TOD Plan is one of the five transit oriented development corridors plans. Neighborhood plans cover other areas, not in outside of centers or transit corridors, which have been designated as appropriate for

more detailed planning. Policies in center, transit corridor, and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center, corridor, plan areas and neighborhood plans must conform with ~~and not be in conflict with~~ to the policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate Municipal Code provisions (e.g., zoning, development standards, and processing requirements) must be consistent with these plans.

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

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

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

Purpose

Certain key areas in the region were designated as regional centers and transit oriented development (TOD) corridors during the 2002 Truckee Meadows Regional Plan update. The North and South Virginia Street, East and West 4th Street, and Mill Street TODs link the Downtown Reno Regional Center to the Stead Airport, University of Nevada, Sparks Downtown, Dandini, Medical, Reno Tahoe International Airport, Redfield, and Convention Regional Centers. Updates in the 2007 Regional Plan identify an extension of the West 4th Street TOD plan area to the land generally surrounding Gold Ranch Road. The east and west corridor plan areas are noncontiguous due to physical and jurisdictional constraints. Land use intensity should be sufficient to ensure that, over time, the plan areas can be connected through viable transit service.

CORRIDOR PLAN

Development Concept

In 2002, the Truckee Meadows Regional Planning Agency updated the Regional Plan. During this update certain key areas in the region were designated as regional centers and transit oriented developments (TODs). West 4th Street is a major east-west arterial and was named as one of the five TODs. A key component for a successful TOD corridor is the mix of land uses, with higher densities and the continual expansion of transit, infrastructure, with and significant pedestrian improvements. In order to encourage and facilitate successful transit-oriented development, a full range of public facilities must be in place to accommodate the type of mixed-use neighborhood development that is desired. The TOD Corridor has a land use designation of Special Planning Area West 4th Street Transit Corridor, with special sub-land use designations identified in the western plan area (map 6), and a A zoning designation of MU (Mixed Use) with a West 4th Street Transit Corridor (W4TC) Overlay District. The overlay district should apply and includes specific development requirements for the area, such as setbacks, parking, site layout, architecture, and landscaping.

~~There is currently a mix of residential and businesses along the corridor. However most of the development is auto oriented. This plan will encourage redevelopment and intensification of the properties to create a successful TOD corridor. Future development within this corridor should be required to develop with a minimum residential density of 14 dwelling units per acre and nonresidential and mixed used buildings should have a minimum floor area ratio (FAR) of 0.25 or greater. Hotel with Non-restricted Gaming Operation is entitled on the site located generally north and east of Truckee River and south and west of West 4th Street at the site known as the River Inn (APN: 038-160-03 and 038-160-20)~~

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

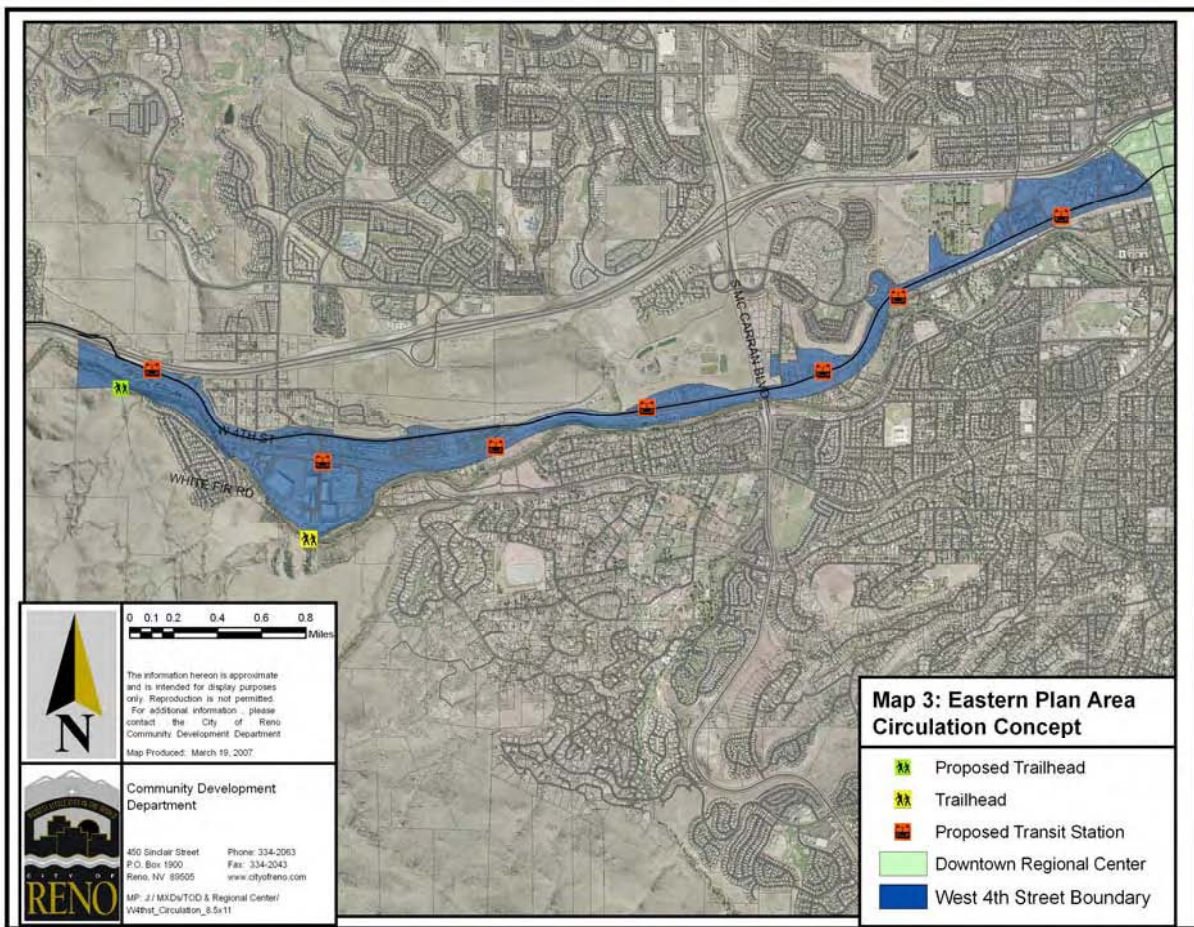
General Circulation

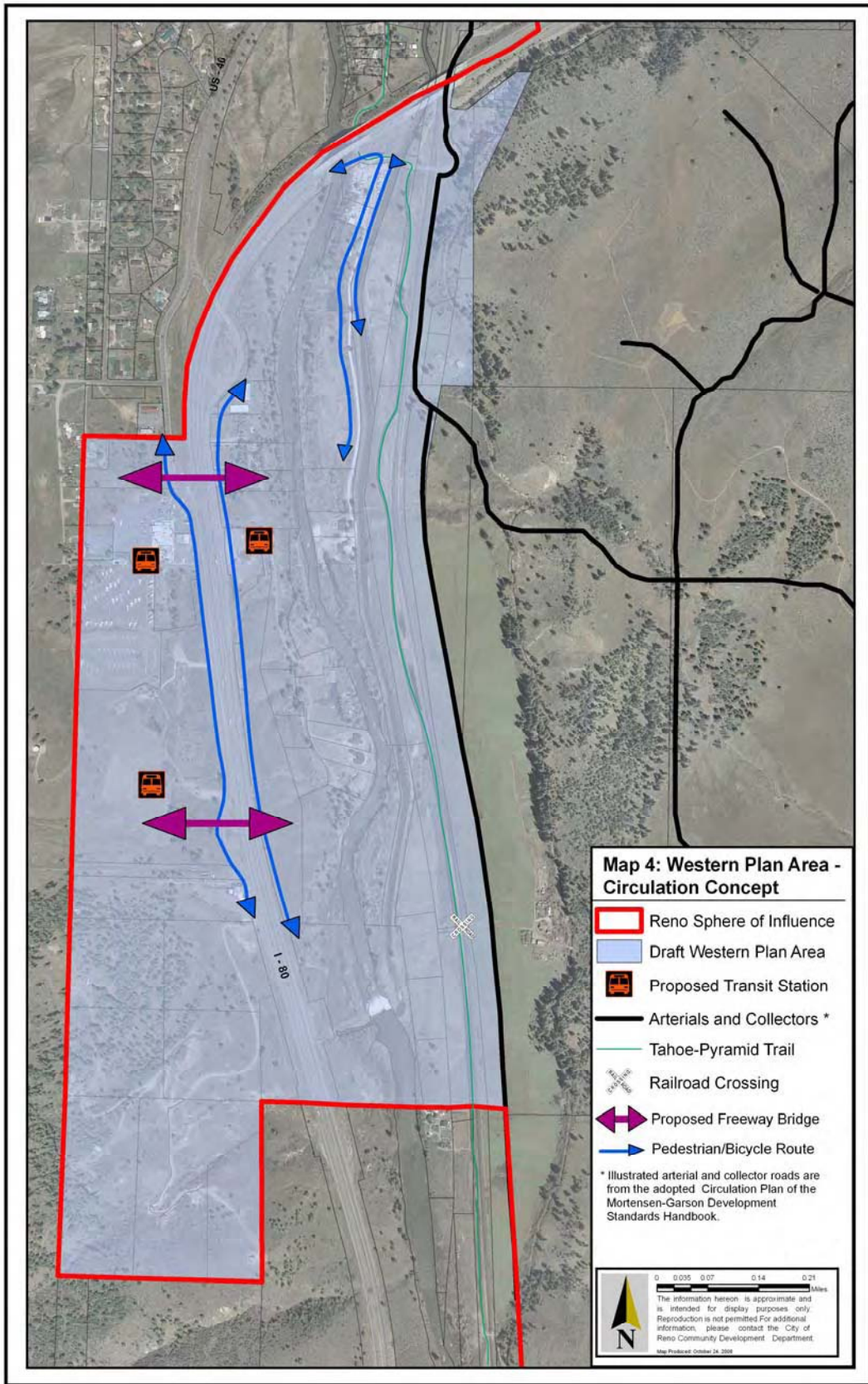
Access for both plan areas should be provided through an integrated circulation system that accounts for pedestrians, bicycles, transit and automobiles. In order to encourage and facilitate successful transit-oriented development, a full range of public facilities must be in place. A variety of infrastructure improvements will need to be made within each the corridor in order to accommodate the type of urban, mixed-use neighborhood development that is desired. The development Implementation of transit is a key

element that needs to be supported by increased land use densities and significant pedestrian facilities and amenities.

Eastern Plan Area Circulation (Map 3)

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





Western Plan Area Circulation (Map 4)

As land use intensities increase, the western plan area should be served by traditional transit that provides connectivity to the eastern corridor. While Rapid Transit is not envisioned in the area, high density Station Area Plans should be developed to facilitate viable bus service in the Tourist Commercial Gateway designations where circulation should be designed to place the highest priority towards transit and pedestrian infrastructure. Major streets in this designation should generally include travel lanes for autos and bikes, bus pullouts, on-street parking, landscaped parkways, wide sidewalks, and window shopping areas.

As a gateway TOD, transit should be prioritized to demonstrate the City's commitment to implementing this service through high quality facilities that are integrated into new development. A park and ride facility may be appropriate for I-80 commuters to utilize public transportation options. Overpasses should span the freeway to enhance auto and pedestrian access for the portion of plan area west of the Truckee River. These connections should integrate a distinctive rural design that compliments the gateway identity. Existing freeway interchanges should be improved to provide enhanced access as warranted by development traffic studies.

Western Plan Area Gateways, Recreation and Trails (Map 5)

The western plan area features excellent recreational opportunities that may be enhanced through improved access and way-finding signage. Conceptual access and trailheads are illustrated in map 5. New development along the Truckee River should be encouraged to provide direct public access and pedestrian connections should be established to service the adjacent business park that is entitled through the Mortensen-Garson Plan. Trailheads providing access to adjacent public lands and trails such as the Steam Boat Ditch and Tahoe/Pyramid Trail should be encouraged in appropriate project designs. A secondary River Gateway should be developed to feature exceptional access to the Truckee River for fishing, kayaking, tubing, etc. This may be incorporated into development plans in the Tourist Commercial Gateway areas and through significantly enhanced access to open space areas.

General Land Uses

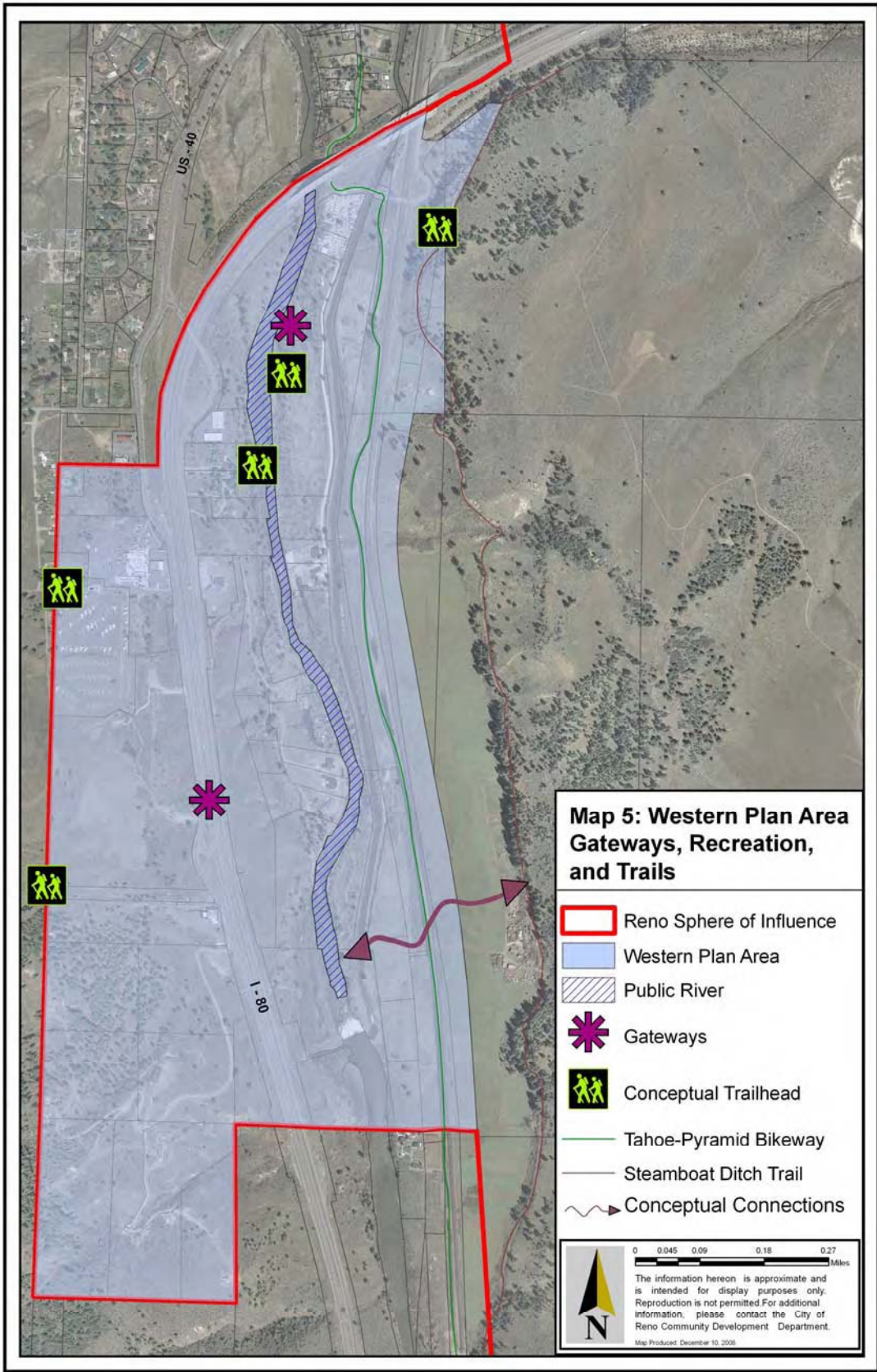
There are currently a mix of auto oriented residential and business uses along both sections of the corridor. This plan encourages redevelopment and intensification of the properties in key areas while enhancing access to the natural environment.

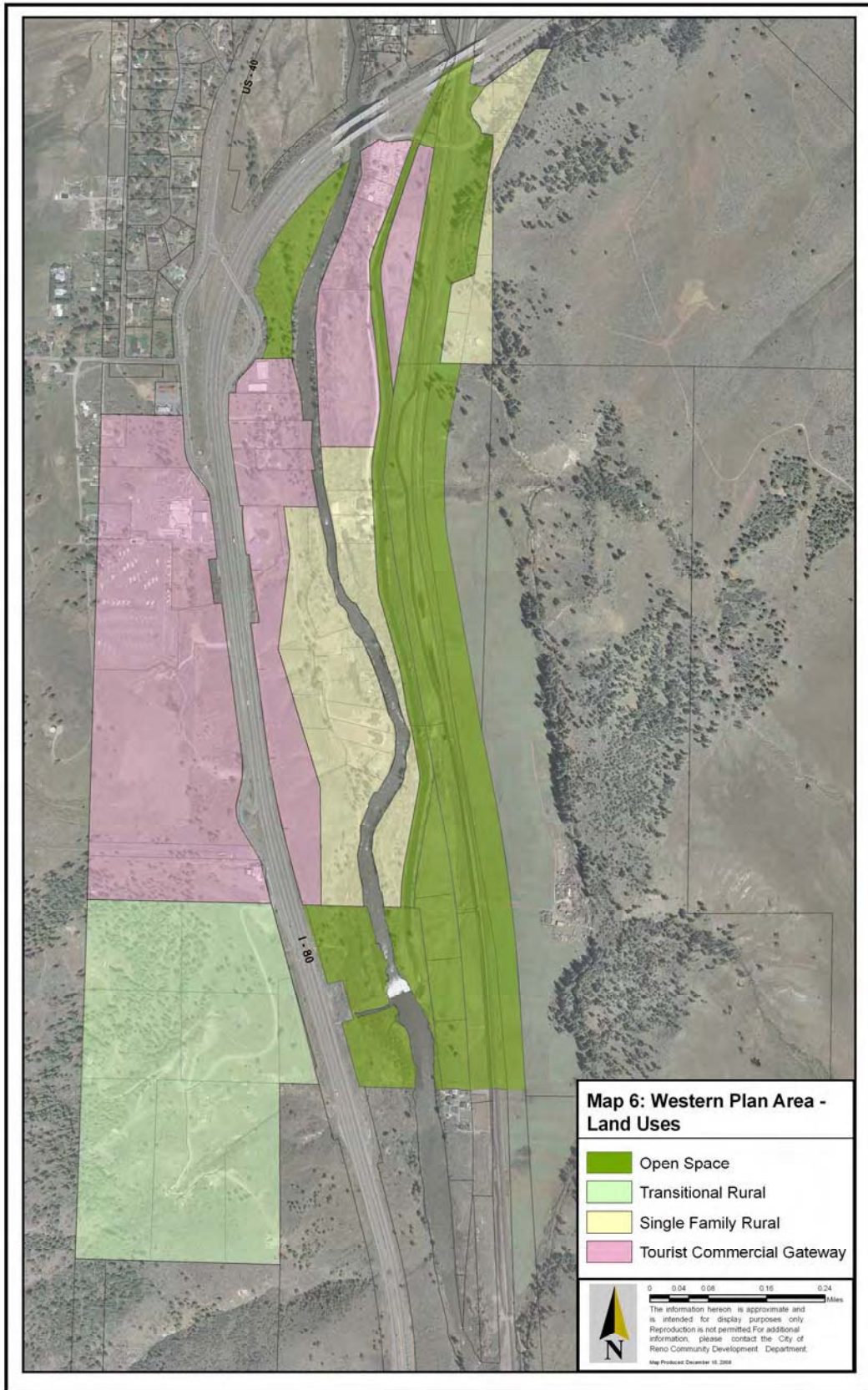
Eastern Plan Area

Development within the eastern corridor plan area should require a minimum residential density of 14 dwelling units per acre while nonresidential and mixed-used buildings should have a minimum floor area ratio (FAR) of 0.25 or greater.

Western Plan Area

The western plan area balances compatibility considerations with Regional Plan policies that promote high intensity development in corridors. The resulting development concept is shown on Map 6: Western Plan Area – Land Uses. The Open Space, Transitional Rural and Single Family Rural designations should accommodate a range





of lower densities intended to preserve a rural aesthetic and transition into the urbanized area. These areas are incorporated to ensure cohesive urban design and connectivity within the general plan area and should not feature traditional high density TOD mixed use standards.

Traditional high density transit oriented development is focused in the Tourist Commercial Gateway areas where minimum residential densities should be 18 dwelling units per acre and nonresidential and mixed-used buildings should have a minimum floor area ratio (FAR) of 0.25 or greater. Density in Tourist Commercial Gateway areas should average 30 units per acre for residential uses and have an average floor area ratio (FAR) of .25 for non-residential development outside of adopted Station Areas and 1.5 within them. Development in the Tourist Commercial Gateway sub-land use designations with proposed density below the desired average should be designed to allow future intensification to meet or exceed the desired density.

Policies

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

Policy 1 - Identity

- A. The historic characteristics and features of the West 4th Street and the Truckee River should be a key identity.
- B. The natural characteristics of the area should be respected and new development should demonstrate an effort to retain natural features and land contours.
- C. New developments should build in context to the surrounding area, through building scale and density, landscaping, signage, building material, and unique amenities.
- D. Specific standards for lighting, signage, passenger waiting shelters, benches and/or trash containers should be developed for the corridor.
- E. The western plan area should be developed to serve as a primary gateway to the Sierra Nevada and Truckee Meadows. Contextual urban design and transitional land use densities should assist in clearly identifying the area as a gateway. The built environment should be composed of specific elements that serve to provide a sense of arrival, reaffirm direction, and reinforce the identity and character of the region.

F. A secondary “River Gateway” should be established to highlight the western plan area’s riverfront recreational value. Development should strengthen the role of “America’s Adventure Place” with enhanced access and design of adjacent development in the Tourist Commercial Gateway designation.

G. Development should promote and enhance access to recreation areas and natural features.

Policy 2 - Infrastructure

A. In the eastern Plan area and in areas designated as Tourist Commercial Gateway, the concept of “complete streets” should be promoted with travel lanes for transit (where appropriate), auto, and bikes along with on-street parking, landscaped parkways, sidewalks, and window shopping areas. Expansion of regional road capacity should not come at the expense of transit or pedestrian improvements within the corridor and adequate right-of-way should be maintained to facilitate future rapid transit service within the eastern plan area. This policy should apply to bicycle improvements, if a practicable alternative route to service the corridor cannot be established.

B. As new roadway projects are developed they should be designed and reviewed to further support the TOD concepts including crosswalks, bike lanes, and transit amenities.

C. In the eastern plan area and in areas designated as Tourist Commercial Gateway, Transit should be available and promoted with significant transit amenities, including park-and-ride, benches, passenger waiting shelters, bus turn-outs, trash containers, and safe pedestrian facilities.

D. Pedestrian connections should be provided throughout the corridor to residences, businesses, services, parks, and the Truckee River.

E. Infrastructure improvements and capital improvement plans should be reviewed and updated to support and encourage development along the TOD- i.e. streets, water, sewage, power etc.

F. Dark Sky lighting standards should be developed for the western plan area.

G. New signage should be designed to minimize its impact on the viewshed and utilize dark sky lighting or other suitable alternative.

H. High access control in both the western and eastern plan areas should be required of all new development to help reduce the need for capacity improvements for automobile traffic.

Policy 3 - Attractions

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

Policy 4 - Intensity/density

- ~~A. New development should provide a minimum residential density of 14 dwelling units per acre and a minimum of 0.25 floor area ratio (FAR) for nonresidential and mixed use buildings.~~
- A. A transitional area should be provided in height and density from existing and surrounding neighborhoods as the corridor develops. Specific residential adjacency standards should apply to new development within the Tourist Commercial Gateway designation that borders any other land use designation or jurisdiction to ensure appropriate design and density transition to surrounding areas.
- B. Infill and redevelopment should be encouraged for the underutilized and vacant parcels in the eastern plan area and in areas designated as Tourist Commercial Gateway.
- C. Western plan area land uses should reflect a defined transition in the intensity and design of the built environment that reflects a gradual transition from the Sierras to the urban Truckee Meadows.
- D. The Transitional Rural sub-land use designation should provide a gradual transition into the urban plan area with minimum lot sizes of 8 acres.

- E. The Single Family Rural sub-land use designation should preserve larger lot residential land uses.

Policy 5 - Pedestrian Connections

- A. A safe and inviting environment for transit, pedestrians, and bicycles should be established. Providing streetscape amenities including landscaping, benches, crosswalks, median refuges on large streets, and signal timing to ensure pedestrian safety and manage traffic flow.
- B. Shared driveways, access and parking between building parcels should be provided to limit street access points and to minimize conflicts between vehicles and pedestrians.
- C. Safe, visually attractive, and well-defined pedestrian walkways from parking areas, park-and-ride areas, and transit stops to building entrances should be provided.
- D. Connectivity and access for pedestrians and bicycles should be provided and developed from the TOD to the surrounding area.
- E. Development should maintain and/or create access to the Truckee River where possible.
- F. The various topography constraints need to be identified while still providing for pedestrian access.

Policy 6 - Quality Site Layout/Urban Design

- A. In the eastern plan area and areas designated as Tourist Commercial Gateway, Buildings should be oriented to the sidewalk to provide a prominent pedestrian access and the development of public space along the street frontage should be encouraged.
- B. A variety of building heights and forms are encouraged to create visual interest and establish a distinct identity with architectural detail that provides a high level of interest at the street level.
- C. Clustering buildings to minimize the loss of natural features and open space should be encouraged.
- D. Connectivity should be provided and encouraged from existing development to the TOD development.

- E. Building height and massing should ~~be designed so~~ it contributes to the human-scaled environment, by using through architectural form elements, and additional techniques such as canopies, awnings, planters, and flower boxes.
- F. The use of “green” technologies should be encouraged.
- G. Buildings should blend into the natural topography and landscape.
- H. A comprehensive design guideline and gateway plan should be developed for the corridor to foster architectural and site designs that respect the scenic, recreational, and gateway character of the area. These guidelines should generally coordinate with the concepts in the Nevada Department of Transportation’s 1-80 Landscape and Aesthetic Corridor Plan.
- I. Projects that would permit or expand non-restricted gaming and hotel/resort uses should be encouraged to develop with the highest architectural standards reflective of the surrounding natural environment.
- J. With consideration for desired densities, development in the Tourist Commercial Gateway areas should generally be no higher than three stories and be oriented towards the frontage roads. Development in this district should be constructed so that the façade design, including roof lines and treatments, are consistent on all sides of the building.
- K. In the western plan area, important views should be protected through appropriate height restrictions, multi-story setbacks, and/or similar techniques.
- L. Special Use Permit requirements should apply for applicable grading activities in the western plan area (east of interstate 80).

Policy 7 - Parking Management

- ~~A. Parking should not be located in the front of buildings and should provide a convenient and safe pedestrian access to the building.~~ Parking should be located in the rear, side, inside or underground of buildings and prohibited in the front of buildings within the eastern plan areas with a Tourist Commercial Gateway designation.
- B. Parking structures should be designed to be compatible with the scale and architectural character of the surrounding buildings.
- C. Shared parking should be required to decrease the amount of parking and decrease the emphasis of private vehicles.

- D. Parking areas should be ~~designated~~ developed that can be utilized by both residents and businesses, including parking garages, carpool parking and park-and-ride areas.

Policy 8 - Public Space

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

STATION AREA PLANS

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

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

IMPLEMENTATION

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

Land Use

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

Zoning

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

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

Infrastructure

As new development is proposed the impact of the development ~~will~~ should be reviewed by various appropriate departments and agencies, consistent with Citywide policies. If additional services are needed they ~~will~~ should be required with the development. RTC, in the 20340 Regional Transportation Plan (RTP) has identified planned roadway improvements within the West 4th Street TOD. Additional development not anticipated when the 20340 RTP was updated ~~will~~ should be mitigated as development occurs and ~~will~~ should be included in new updates to the RTP.