

# RIVERSIDE DEVELOPMENT SPECIFIC PLAN DISTRICT HANDBOOK



Adopted: \_\_\_\_\_

**Riverside Development  
Specific Plan District Development Standards Handbook**

Notice is given that the Specific Plan District Development Standards Handbook was approved by the Reno City Council on \_\_\_\_\_, 2024. A copy of the certified handbook is attached hereto and incorporated herein.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_ (name)

\_\_\_\_\_ (signature)

STATE OF NEVADA            )  
                                      )SS  
COUNTY OF WASHOE        )

On this \_\_\_\_\_ day of \_\_\_\_\_, 2024, \_\_\_\_\_ personally appeared before me, a Notary Public, known to me or proved to me on the basis of satisfactory evidence to be the person who executed this instrument.

\_\_\_\_\_ (seal)  
Notary Public

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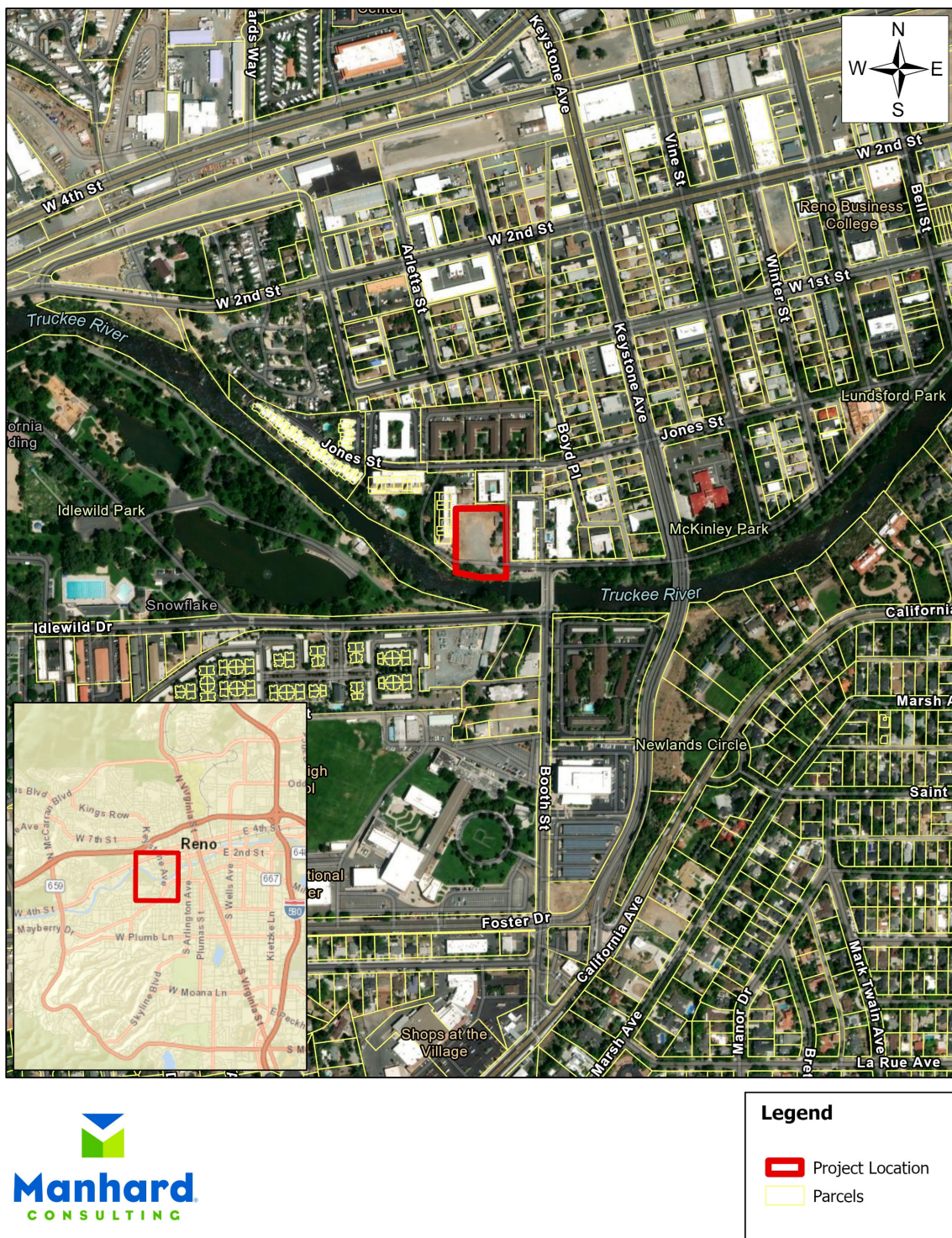
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## PROJECT LOCATION

The subject property is +/- 1.39 acres and is located at western terminus of Riverside Drive, north of the Truckee River and west of Booth Street in Reno.

**Figure 1: Project Location**





## STATEMENT AND PURPOSE OF PLAN

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The purpose of this Specific Plan District (SPD) is to establish a plan area that provides appropriate design standards for the orderly development of the subject property providing for appropriate land use, compatibility with adjacent properties, mitigation of potential impacts, and compliance with Reno Municipal Code standards, as noted and modified, herein.

The proposed project is a 123-unit multi-family residential development with a mix of studio, 1- and 2-bedroom units, a variety of amenities and associated off-street parking in a ground-level parking garage. However, to provide for flexibility and an alternate unit mix, the SPD allows for up to 180 units. This conceptual project was presented to the City of Reno when it was decided to enter into a Purchase and Sale Agreement (PSA) at the June 7, 2023, City Council meeting.

The project has been designed to meet the City's goals related to attainable housing, increased housing density, placemaking and quality of life, sustainability, and attractive and vibrant Truckee River Corridor; it will increase the supply of attainable housing with increased density, encourage development in an area with existing services and infrastructure, provide for housing in this neighborhood with extensive services in a one-mile radius, encourage community/placemaking with enhanced amenities, and promote an attractive and vibrant Truckee River.

Project amenities are proposed to include:

- Fitness Center
- Clubhouse
- Leasing Center
- Covered Parking
- Courtyard (with resident amenities)
- Upper Floor Patios (with resident amenities)
- Bike Storage
- River Frontage Amenities (including paths to the river and a riparian landscape area with pedestrian amenities)

## DESIGN STANDARDS

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The SPD recognizes the need to properly manage and reasonably control development of the subject property to create a project that meets the City's goals for the site while being compatible and complementary to the existing neighborhood. The SPD includes modified design standards that allow for an increased number of units and increased building height and number of stories above the standards set forth by the previous underlying MF-30 zoning designation.



### **Standards Not Addressed**

Any development standards not specifically addressed in this handbook, shall be subject to the requirements set forth in Reno Municipal Code (RMC). Where this document is silent on a standard, the applicable section of the RMC as amended associated with the Multi-Family Residential (MF-30) zoning district or applicable general design standards shall apply.

### **Allowed Uses**

All primary and accessory uses permitted by right or conditionally permitted in the underlying MF-30 zone will be permitted uses.

A conditional use permit shall not be required for development over 100 units.

### **Site and Building Standards**

The proposed development will be designed in conformance with the requirements for site and building standards set forth in the RMC. The proposed development is not subject to RMC 18.04.101(c) as amended regarding the Shading of Parks and Residences.



**Figure 2: Riverside Development SPD Design Standards**

	Riverside Development SPD
<b>General Standards</b>	
Base units, maximum	Up to 180 du [1]
Lot size, minimum	3,000 sq. ft.
Lot width, minimum	50 ft. (no minimum lot width for zero-lot line development)
<b>Setbacks, Minimum</b>	
Front	10 ft.
Side	5 ft.
Side (for a project with two or more units-side yard adjacent to SF zoned property)	10 ft.
Side (zero-lot-line development)	10 ft. on one side and 0 ft. on the other
Rear	10 ft.
Street-Facing Garage	20 ft. measured from sidewalk or planned sidewalk to face of garage
Building Separation	10 ft. between principal buildings
<b>Height Maximum</b>	
Height	[2]
Stories	[3]
<b>Other</b>	
Shading of Parks and Residences	Not subject to RMC 18.04.101(c) Shading of Parks and Residences
Landscaping, minimum	10%
Off Street Parking	0.6 spaces per unit To be provided at 60% of the Level 1 parking district minimum requirement per RMC 18.04.705(a)(1)(b)(2); project is within ¼ mile (950 ft.) of the MD district.

**Notes:**

[1] Site Plan Review required for any project in excess of 180 du

[2] Site Plan Review required for buildings in excess of 65 ft.

[3] Site Plan Review required for buildings in excess of 5 stories



Figure 3: Conceptual Site Plan



LEGEND

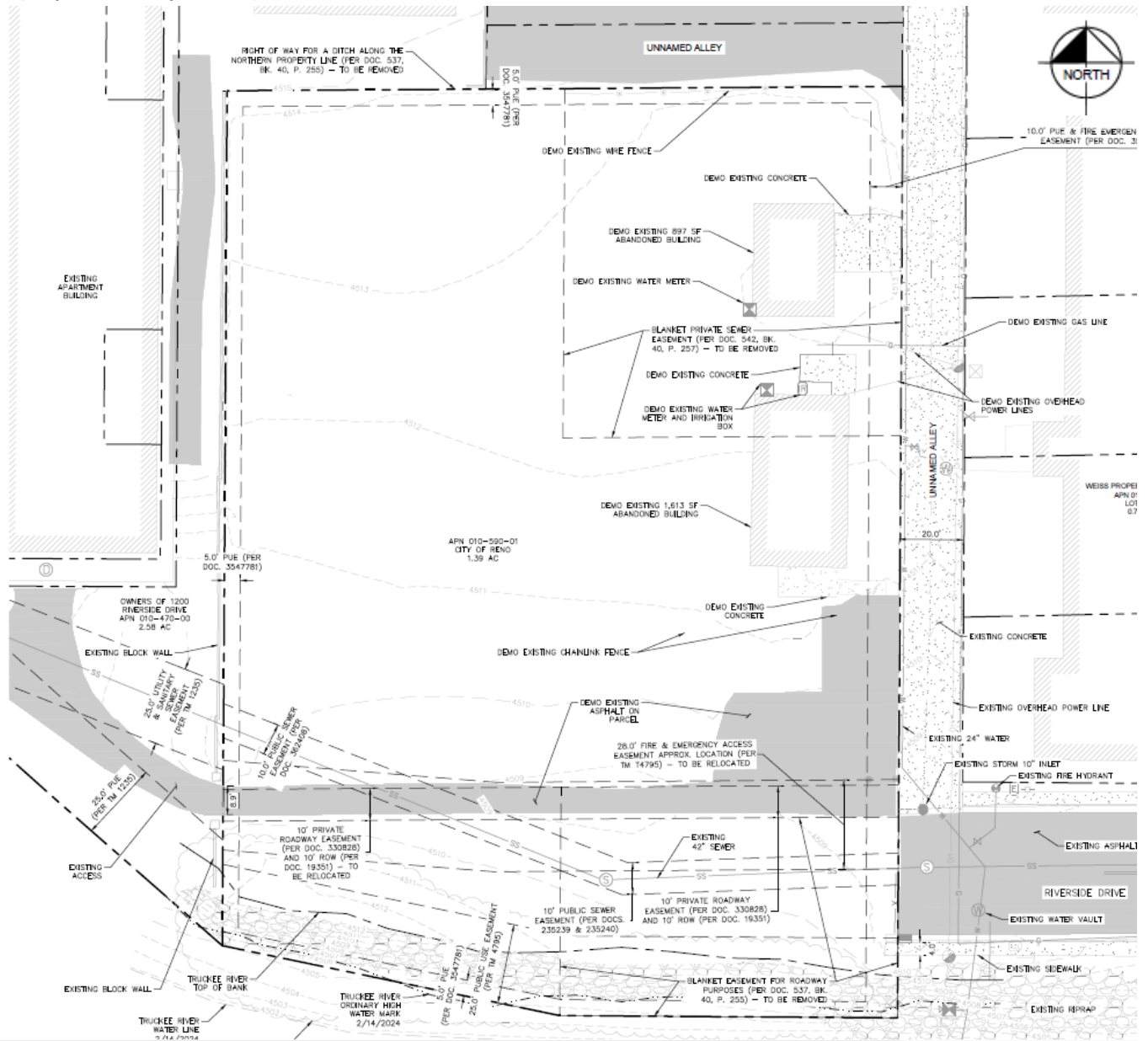
	PROPERTY LINE
	SETBACK LINE
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE
	PROPOSED LANDSCAPE
	PROPOSED BUILDING
	EXISTING RIVER
	EXISTING RIP-RAP

**Kimley»Horn**

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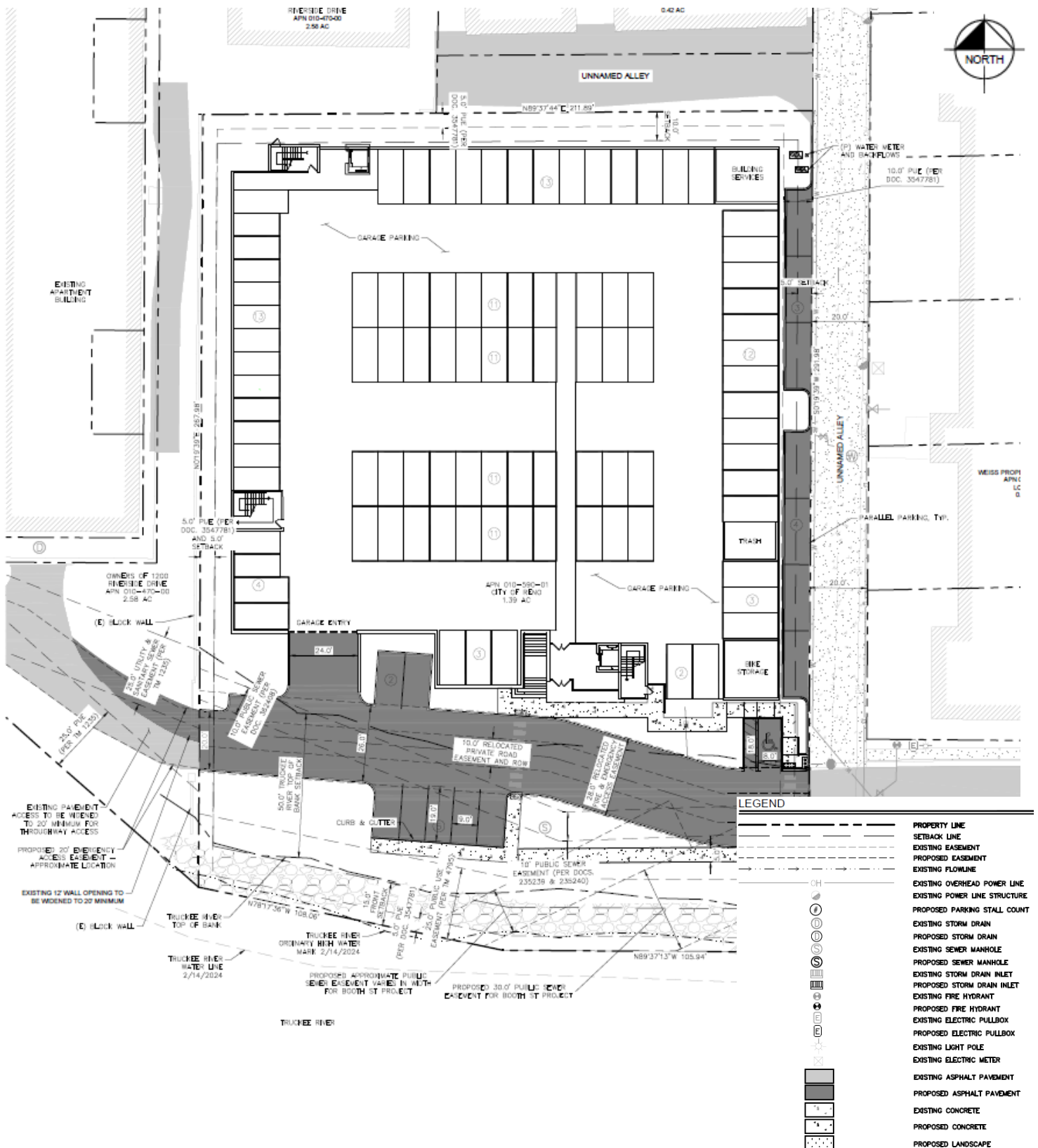


*(see full size sheet for details)*



**Figure 5: Preliminary Site Plan**

(see full size sheet for details)



*(see full size sheet for details)*

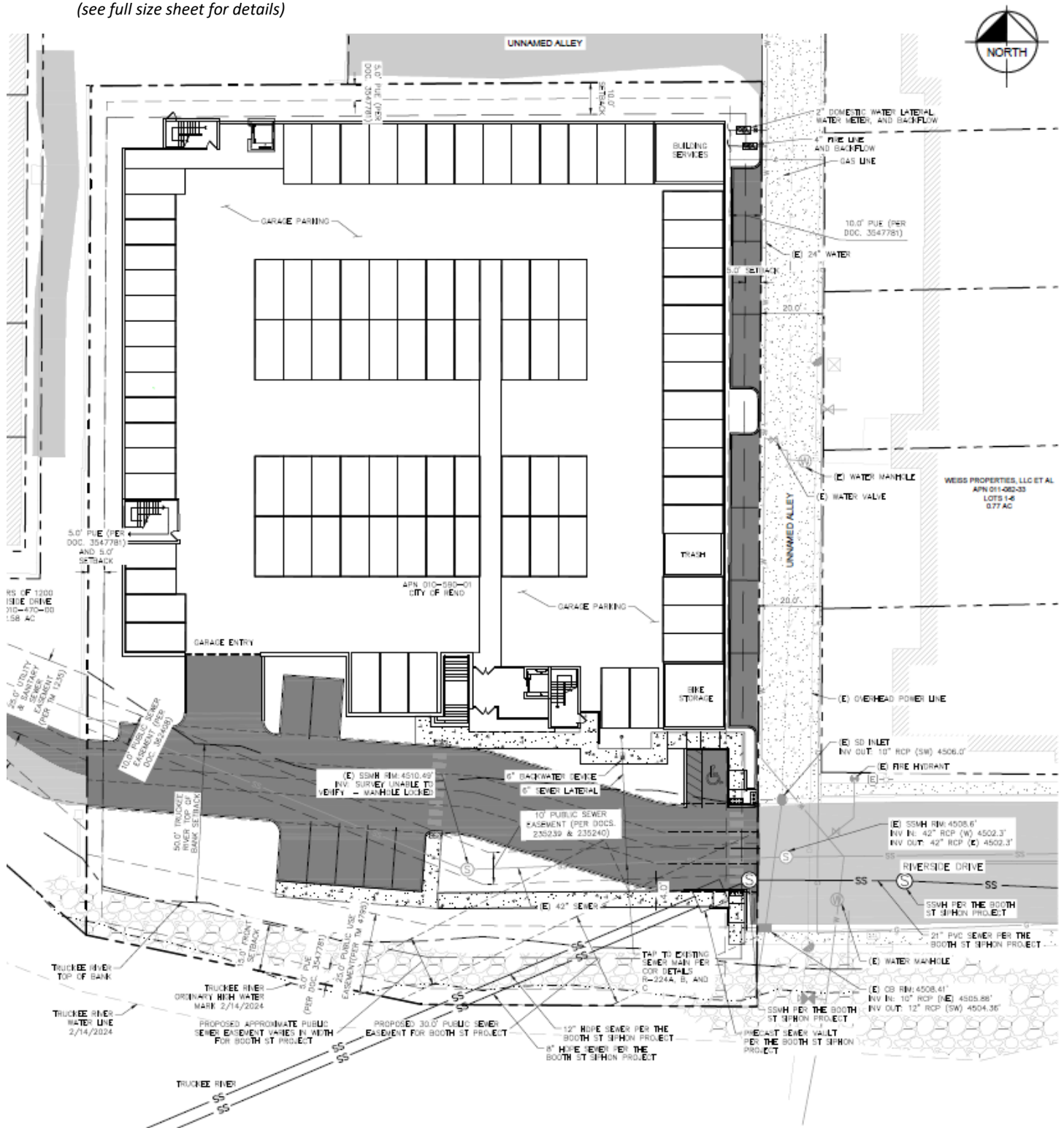


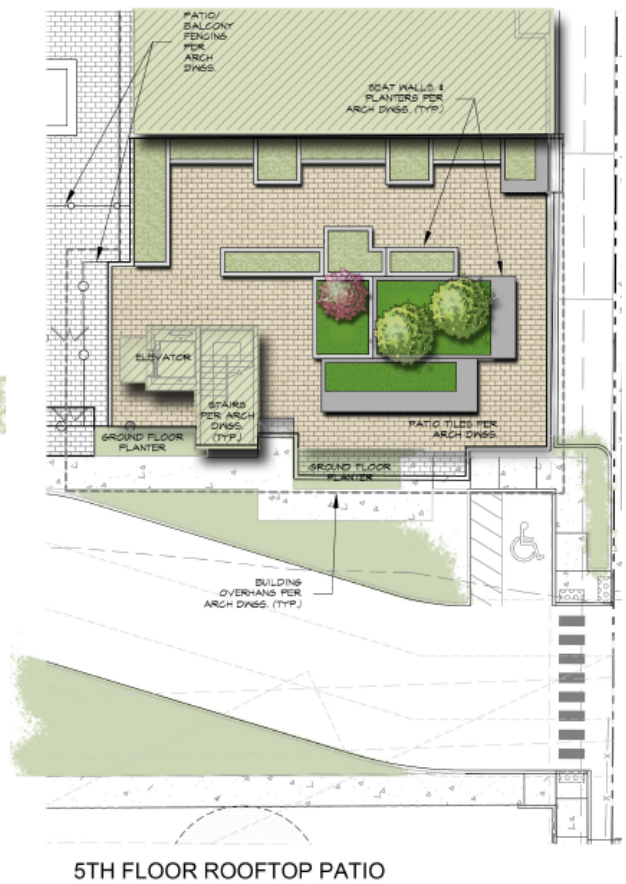
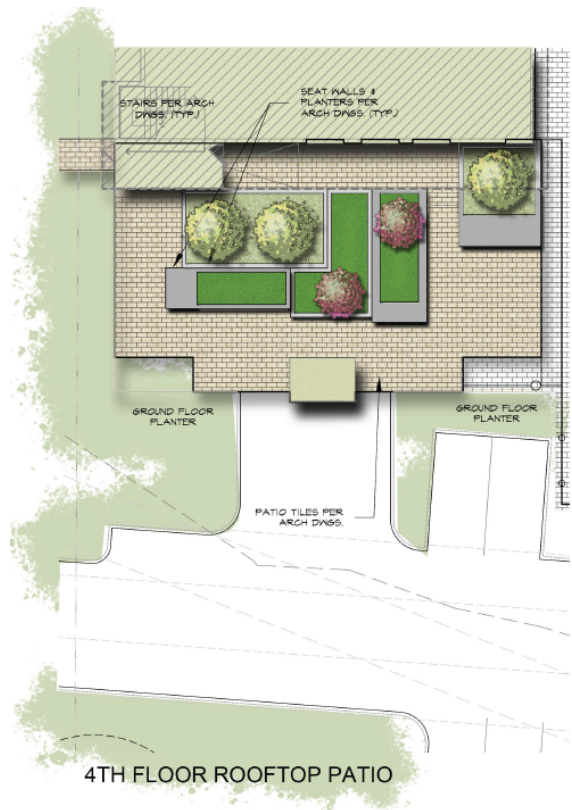


Figure 7: Preliminary Landscape Plan





Figure 7: Preliminary Landscape Plan, cont.



## **Traffic**

A Traffic Impact Study was prepared for the project. The study analyzes trip generation and impacts for a 180 unit project, although the project as proposed is 123 units. The project is expected to generate 802 daily weekday trips with 67 AM Peak Hour trips, and 70 PM Peak Hour trips. The project is not anticipated to have a significant impact to the key study intersections and the surrounding street network.

The traffic study includes the following conclusions/recommendations:

- The developer is recommended to install an R1-1 “STOP” sign with appropriate pavement markings for the egressing access drive on to Riverside Drive.
- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to the current Manual on Uniform Traffic Control Devices (MUTCD), as applicable.
- The project is not anticipated to have significant impacts to the key study intersections and the surrounding street network.
- Projects of a greater size could be pursued at this location by restricting project traffic from egressing onto Jones Street.

## **MODIFICATIONS**

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The Administrator shall have the ability to grant minor deviations as outlined in RMC 18.08.804(b)(2), as amended. Minor deviations shall be subject to written approval from the master developer. Deviations of 10% or more shall conform to the processes of RMC Chapter 18.08 Article 8 “Flexibility and Relief.”

## **DEVELOPMENT SCHEDULE**

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It is anticipated that the project will be completed in one phase. Build out of the project will be in accordance with the Purchase and Sale Agreement (PSA) with the City of Reno as amended. In the event significant progress cannot be shown towards commencing vertical construction within 5 years of close, Riverside Development, LLC will offer the land back to the City of Reno at the cost of original price + closing costs + development costs incurred + compounding interest equal to the CPI (per the PSA).

