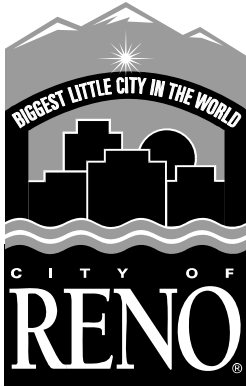
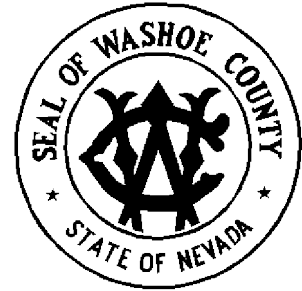


Reno-Stead Corridor Joint Plan





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Department of
Community Development
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Post Office Box 1900
Reno, NV 89505
Tel.: 775-334-2062
Fax: 775-334-2343**



**Washoe County
Department of
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Fax: 775-328-6133**

Reno-Stead Corridor Joint Plan

This document is one of a series, which, as adopted, constitute a part of the Washoe County Comprehensive (Master) Plan and is an element of the City of Reno Master Plan.

This document is available for \$25.00 from either the Washoe County Department of Community Development or the City of Reno Department of Community Development.

If you have a copy of the Washoe County Comprehensive (Master) Plan notebooks, please place this in Volume Three, Specific Plans.

The Washoe County Master Plan, including this document, is available on the Washoe County Community Development website at www.washoecounty.us/comdev/.

SIXTH PRINTING, NOVEMBER 2010

**JOINT RESOLUTION OF THE
RENO CITY COUNCIL AND THE BOARD OF COUNTY COMMISSIONERS**

**ADOPTING AN UPDATED RENO-STEAD CORRIDOR JOINT PLAN
A PART OF THE CITY OF RENO MASTER PLAN (CASE NUMBER LDC09-00078) AND
A PART OF THE WASHOE COUNTY COMPREHENSIVE PLAN (CASE NO. CP10-005)**

WHEREAS, Section 278.150 and 278.210, Nevada Revised Statutes, specifies that the Reno City Planning Commission may prepare and adopt a master plan for all or any part of the City of Reno, subject to Reno City Council approval, and the Washoe County Planning Commission may prepare and adopt a master plan for all or any part of the County, subject to County Commission approval;

WHEREAS, the Truckee Meadows Regional Plan identifies the RENO-STEAD CORRIDOR JOINT PLAN as a part of the City of Reno Master Plan and the Washoe County Comprehensive Plan - North Valleys Area Plan and, further, NRS 278.02784 and 278.02786 specify the purpose and procedure for the adoption of a joint plan consistent with the Truckee Meadows Regional Plan;

WHEREAS, a public hearing on the adoption of the updated RENO-STEAD CORRIDOR JOINT PLAN was held by the Reno City Planning Commission and the Washoe County Planning Commission, was held June 15, 2010;

WHEREAS, the Reno City Planning Commission and the Washoe County Planning Commission voted in the affirmative by a two-thirds majority in accordance with NRS 278.02786(2) to adopt said amendment having found that the RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, and the most recent amendment, comprised of the maps, descriptive matter and other matter intended to constitute the amendment, as submitted at the public hearing, provides a long-term general plan for the development of the City of Reno and Washoe County including the subject matter currently deemed appropriate for inclusion in the City of Reno Master Plan and the Washoe County Comprehensive Plan - North Valleys Area Plan;

WHEREAS, the Reno City Planning Commission, the Washoe County Planning Commission and the Regional Planning Commission have submitted the updated RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, to the City Council of the City of Reno, Nevada, and the Board of County Commissioners of Washoe County, Nevada, for approval and adoption;

WHEREAS, pursuant to NRS 278.02786(5), a joint public hearing on the adoption of the RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, was originally held on July 8, 1999, by the City Council of the City of Reno, Nevada, and the Board of County Commissioners of Washoe County, Nevada, with the most recent amendment to the RENO-STEAD CORRIDOR JOINT PLAN being held on July 12, 2010;

WHEREAS, under the provisions of NRS 278.220, the City Council of the City of Reno, Nevada and the Board of County Commissioners of Washoe County, Nevada find that the updated RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and the

JOINT RESOLUTION OF THE RENO CITY COUNCIL AND THE BOARD OF COUNTY COMMISSIONERS
ADOPTING AN UPDATED RENO-STEAD CORRIDOR JOINT PLAN A PART OF THE CITY OF RENO MASTER PLAN
(CASE NUMBER LDC09-00078) AND A PART OF THE WASHOE COUNTY COMPREHENSIVE PLAN (CASE NO. CP10-005)

amended Washoe County Comprehensive Plan - North Valleys Area Plan, conserves and promotes the public health, safety and general welfare;

WHEREAS, the updated RENO-STEAD CORRIDOR JOINT PLAN, an element of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, is the desired pattern and guide for the orderly physical growth and development of the Reno-Stead Corridor based on the projected population growth, with the least amount of natural resource impairment, and the efficient expenditure of funds for public services;

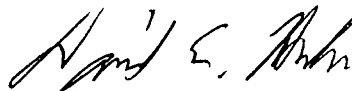
WHEREAS, NRS 278.02784 specifies that the RENO-STEAD CORRIDOR JOINT PLAN shall be submitted to the Regional Planning Commission for review of conformance with the Truckee Meadows Regional Plan pursuant to NRS 278.028; and, further, that a public hearing on review of conformance of the RENO-STEAD CORRIDOR JOINT PLAN, with the Truckee Meadows Regional Plan, was originally held on June 23, 1999, with the most recent amendment to the RENO-STEAD CORRIDOR JOINT PLAN being held on November 10, 2010, and the Regional Planning Commission found that the updated RENO-STEAD CORRIDOR JOINT PLAN, was in conformance with and promotes the goals and policies of the Truckee Meadows Regional Plan; now, therefore, it is hereby

RESOLVED, BY THE CITY COUNCIL OF THE CITY OF RENO, NEVADA, AND THE BOARD OF COUNTY COMMISSIONERS OF WASHOE COUNTY, NEVADA, that the Council and Board do hereby adopt and endorse the updated RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, to serve as a guide for the orderly growth and development of the City of Reno, Nevada, and of Washoe County, Nevada;

AND BE IT FURTHER RESOLVED, that the City Council of the City of Reno, Nevada, and the Board of County Commissioners of Washoe County, Nevada, do hereby agree and direct that any amendments to the RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, must be approved by both the Reno City Planning Commission and the Washoe County Planning Commission before being forwarded for adoption to the Council and Board.

ADOPTED this 12th day of November, 2010.

WASHOE COUNTY COMMISSION



David E. Humke, Chair

ATTEST:

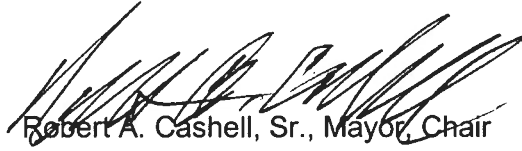


Amy Harvey, County Clerk

JOINT RESOLUTION OF THE RENO CITY COUNCIL AND THE BOARD OF COUNTY COMMISSIONERS
ADOPTING AN UPDATED RENO-STEAD CORRIDOR JOINT PLAN A PART OF THE CITY OF RENO MASTER PLAN
(CASE NUMBER LDC09-00078) AND A PART OF THE WASHOE COUNTY COMPREHENSIVE PLAN (CASE NO. CP10-005)

ADOPTED this 12th day of July, 2010.

RENO CITY COUNCIL


Robert A. Cashell, Sr., Mayor, Chair

ATTEST:


Lynnette Jones, City Clerk



**JOINT RESOLUTION OF THE
RENO CITY PLANNING COMMISSION (NO. 05-10) AND THE
WASHOE COUNTY PLANNING COMMISSION (NO. 10- 14)
ADOPTING AN UPDATED RENO-STEAD CORRIDOR JOINT PLAN
WASHOE COUNTY COMPREHENSIVE PLAN AMENDMENT CASE NO. CP10-005**

WHEREAS, Section 278.150 and 278.210, Nevada Revised Statutes, provide that the Reno City Planning Commission may prepare and adopt a master plan for all or any part of the City of Reno, and the Washoe County Planning Commission may prepare and adopt a master (comprehensive) plan for all or any part of the County;

WHEREAS, Section 278.02784 and 278.02786, Nevada Revised Statutes, specify the purpose and procedure for the adoption of a joint plan consistent with the Truckee Meadows Regional Plan; and

WHEREAS, a public hearing on the adoption of the updated RENO-STEAD CORRIDOR JOINT PLAN, a part of the Reno Master Plan and amended Washoe County Comprehensive Plan - North Valleys Area Plan, was held on June 15, 2010, by said Commissions;

WHEREAS, at that public hearing, the City of Reno Planning Commission and the Washoe County Planning Commission voted in the affirmative by a two-thirds majority, in accordance with NRS 278.02786(2), to adopt said amendment;

WHEREAS, the proposed amendments provide a long term general plan for the development of the joint planning area including the subject matter currently deemed appropriate for inclusion in the plan;

NOW, THEREFORE, BE IT RESOLVED pursuant to NRS 278.210(3) that (1) the City of Reno Planning Commission and the Washoe County Planning Commission do hereby approve the proposed master plan amendment, amending the RENO-STEAD CORRIDOR JOINT PLAN, an element of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, comprised of the maps, descriptive mater and other matter intended to constitute the amendment as submitted at public hearing noted above and included in Exhibit B;

BE IT FURTHER RESOLVED that the amended RENO-STEAD CORRIDOR JOINT PLAN, an element of the Reno Master Plan and the amended Washoe County Comprehensive Plan - North Valleys Area Plan, be submitted to the Truckee Meadows Regional Planning Commission for a finding of conformance with the Truckee Meadows Regional Plan, and to the City Council of the City of Reno, Nevada, and the Board of County Commissioners of Washoe County, Nevada, with the recommendation for approval and adoption thereof.

ADOPTED this 15th day of June, 2010, by the following vote of the Reno Planning Commission:

Ayes: Commissioners Newberg, Weiske, Foster, Romeo, Woosley

Nays: None

Absent: Commissioners Coffman, Haltom

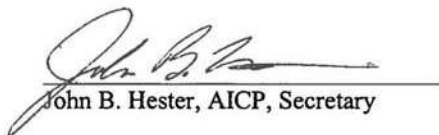
RENO CITY PLANNING COMMISSION

Joint Resolution of the City of Reno Planning Commission
and the Washoe County Planning Commission
Reno-Stead Corridor Joint Plan Update



Jim Newberg, Chair

ATTEST:



John B. Hester, AICP, Secretary

ADOPTED this 15th day of June, 2010, by the following vote of the Washoe County Planning Commission:

Ayes: Commissioners VanderWell, Weber, Cobb, Hartung, Edwards

Nays: Commissioner Hibdon

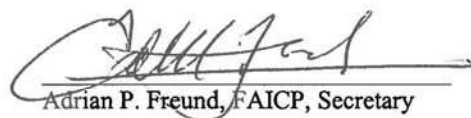
Absent: Commissioner Whittemore

WASHOE COUNTY PLANNING COMMISSION



Dian A. VanderWell, Chair

ATTEST:



Adrian P. Freund, FAICP, Secretary

Acknowledgments

City of Reno

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Sharon Zadra

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Introduction

The purpose of this plan is to identify a framework for future growth and development in the Reno-Stead Corridor Joint Plan area for residents, property owners, Washoe County and the City of Reno. The initial release of the Reno-Stead Corridor Joint Plan was based on the 1996 Truckee Meadows Regional Plan. This 2010 update drastically changes the appearance of the plan but maintains the main purpose and goals of the plan. Since previous versions of this plan there have been many updates to the overall City of Reno Master Plan and the Washoe County Comprehensive Plan. With those updates much of the information from this plan has become out of date or duplicative.

The 2010 version of the plan is a response to the request by the Citizen Advisory Board and the Neighborhood Advisory Board to improve communications related to development within the subject area.

The Reno-Stead Corridor Joint Plan area includes 4,309 acres. The joint plan area is generally described as bounded to the west by Red Rock Road, to the north by properties around Tholl Road, to the east by the community of Golden Valley, and to the south by the neighborhoods of Horizon Hills and Anderson Acres (Refer to Map 1, Vicinity Map). The joint plan respects the environmental constraints as well as existing and adjoining planned land uses. The joint planning process incorporated citizen input gathered at numerous workshops and public meetings. Citizens, landowners and the City of Reno and Washoe County Planning Commissions helped shape the land use plan and policies that address important land use relationships. The policies contained in the joint plan are designed to preserve desired community characteristics as the area matures during the 20-year plan period.

The Regional Planning Commission (RPC) designated this area as a joint plan area in 1996, with recommendations from the workshops. The Reno-Stead Corridor Joint Plan is required to be consistent with the *2007 Truckee Meadows Regional Plan*. Adoption of the joint plan requires approval by both Planning Commissions, Reno City Council and Washoe County Commission, and a finding of conformance by the Regional Planning Commission. The joint plan must then be certified by the Reno City Council and Washoe County Commission.

Since the original adoption of the plan, the City of Reno has processed all discretionary development and ministerial approvals within the sphere of influence. Washoe County administers all discretionary development and ministerial approvals for lands outside of the City's sphere of influence. Parcels within the City's sphere of influence are lands the City plans to annex within the 20-year plan period in accordance with an annexation plan per NRS 268.625.

A. Statutory Authority and Relationship to Adopted Plans

Nevada Revised Statutes (NRS 278.02784) authorizes the Truckee Meadows Regional Planning Commission (RPC), the regional planning body, to designate areas within Washoe County to be jointly planned by the County and municipality affected by development in the plan area. 2007 Truckee Meadows Regional Plan Policy 4.2.2 designates the Reno-Stead Corridor Joint Plan area as an area for joint planning.

2007 Truckee Meadows Regional Plan Policy 4.2.2 outlines the goals and policies of joint planning. The master plan for a joint plan area must:

1. Be consistent with the Regional Plan;
2. Designate the portion of the area, if any, that is included within the sphere of influence of a city;
3. Designate the portion of the area, if any, that is subject to the jurisdiction of the county for planning and zoning and development decisions; and
4. Be submitted to the RPC for review for conformance with the Regional Plan. (NRS 278.02784).

B. Development Constraints

The joint plan area encompasses a multitude of development constraints: sloped terrain in excess of 15 percent, drainage channels, 100-year flood hazards, floodway areas and potential wetlands. These development constraints, discussed in greater detail in the Conservation Section, were considered in assigning land uses. Additionally, this plan contains policies (in both the Conservation and Land Use sections) to complement development code requirements that mitigate environmental impacts of development.

C. Land Use

The Reno-Stead Corridor Joint Plan is a document that establishes master plan designations in the joint plan area. For the City of Reno, land use designations are effectuated by adoption of zoning. The City of Reno administers all development regulations for parcels within its sphere. In the case of Washoe County, the master plan designations are also the zoning/land use districts. Washoe County administers development regulations for parcels outside of Reno's sphere.

In 1999, existing development in the joint plan area consisted of four established communities, three mobile home parks, and scattered commercial and industrial uses. The residential communities were: Anderson Acres, Horizon Hills subdivision, Grandview Terrace subdivision, and properties along Tholl and Cassilis Roads. The densities were generally one-third acre homesites and one- to five-acre homesites, many with livestock.

The dominant land use within the joint plan area was private vacant land with a pre-1993 zoning classification of A-1 (1 dwelling unit/acre [du/ac]). With the adoption of the North Valleys Area Plan in 1991, most of these parcels were designated Low Density Suburban (1 du/ac) or General Rural (1 du/40 acres). The General Rural land use was applied on parcels that either exhibited an environmental constraint (e.g. slopes in excess of 15 percent) or were far removed from public infrastructure. Growth in the North Valleys planning area has brought infrastructure to areas that were until recently far removed from public services. The General Rural land use designation does, however, reflect a rural lifestyle enjoyed by many North Valleys residents. A number of parcels along North Virginia Street were designated Specific Plan. Specific Plan, as a designation, defines areas for mixed uses but requires more detailed planning to identify the appropriate mix of land uses within the area. The 1999 plan retained the recommendation of the North Valleys Area Plan that those properties develop as a Specific Plan Zoning District. This ensures a homogeneous development pattern between uses, building types, and architectural

elements. If a Specific Plan District is not adopted pursuant to the City's Zoning Ordinance, properties will develop according to the underlying land uses assigned by this joint plan.

Vacant lands within the plan area also include public property owned by Washoe County (e.g. the North Valleys Regional Sports Complex and water tanks), Washoe County School District (e.g. the North Valleys Transportation Center) and the federal government (e.g. steep slopes and ridgelines). The U.S. Forest Service may acquire private parcels in this area in an effort to consolidate its holdings in the Peavine Mountain area and protect a valued scenic and natural resource.

In 1999, the most concentrated area of commercial activity was located in the North Valleys Shopping Center located at the intersection of Lemmon Road and U.S. 395. Additional commercial uses included stand-alone commercial businesses on Red Rock Road and the North Virginia Street corridor. Industrial activity was scattered throughout the plan area, particularly on lands bounded by U.S. 395 and North Virginia Street. These uses included open storage, warehousing, and vehicle and machinery repair shops.

The Reno-Stead Corridor Joint Plan area is surrounded to the north and east by the Reno City limits. In 1966, upon disposal by the United States Government, the Stead Air Force Base and surrounding properties were annexed to the City. Over time, the City annexed lands contiguous to the former military base. During the same period, the City's main northern limits were expanded.

Conservation

The conservation of natural resources and open space is important to residents in the Truckee Meadows. Furthermore, the Reno-Sparks business community recognizes that our scenic and natural environment in northern Nevada can be used to promote tourism. Outdoor activities such as hiking, bird watching, horseback riding and biking all require open space. Natural resources such as ridgelines, playas and rock outcroppings also help define community boundaries. The philosophy of preserving and expanding our area's open system is documented in the *Truckee Meadows Regional Plan*, the *Washoe County Regional Open Space Plan*, the *Washoe County Comprehensive Plan* and the *City of Reno Master Plan*. Several properties within the joint plan area have slopes in excess of 15 percent and provide habitat for a variety of large birds, including bald eagles, and other wildlife.

This section of the plan identifies natural resources in the Reno-Stead Corridor Joint Plan area and proposes policies to preserve environmental features in areas where development is proposed. These policies relate to two types of resources most commonly impacted during development: topography (as related to sloped terrain) and water resource environments (including major drainageways, floodplains, wetlands and stream environments).

Additionally, the Truckee Meadows Regional Plan, Washoe County Comprehensive Plan - Conservation Element, Washoe County Regional Open Space Plan and City of Reno Master Plan Conservation and Open Space and Greenway Plans discuss and establish policies for the preservation of these resources. The joint plan does not discuss these resources in detail but incorporates specific policies to protect natural and scenic resources. Policies included throughout the aforementioned plans regarding natural resources are incorporated by reference and should be considered when development proposals are reviewed.

Topography

The joint plan area is dominated by undulating terrain of mountains and valleys, particularly south of U.S. 395 and west of Red Rock Road. The terrain projects a sparse imagery, populated by solitary rock outcroppings and isolated vegetative stands. Mountain and hillside terrains provide views into the valleys below in addition to areas well outside of the joint plan area. The mountains and hills also serve as a scenic backdrop to the communities of the North Valleys and provide habitat for a variety of species.

The *City of Reno Hillside Development Ordinance* (Reno Municipal Code [RMC] 18.12 Article XVI) and *Washoe County Development Code* (WCDC Article 424), regulate development on hillsides. The intent of each is to establish provisions for developing, preserving and protecting hillsides and ridgelines within Washoe County. Hillside development policies minimize the potential for environmental degradation including slope failure, increased erosion, sedimentation, and stormwater run-off. In Reno, hillside policies are applicable on properties that have an average gradient equal to or greater than 10 percent or slopes that exceed 15 percent on 25 percent of the site. The City hillside ordinance contains a density reduction formula as slope grade increases. Development Code Article 424 in Washoe County applies to new development on properties containing slopes in excess of 15 percent on 20 percent or more of the site. In addition to existing regulations, this joint plan adopts policies to address development on hillside terrain.

Drainageways

Peavine Mountain forms the southern boundary of the North Valleys planning area. Tributary streams drain off the face of Peavine Mountain carrying water through a series of natural drainageways to Lemmon Lake playa, just east of the Stead Airport. Tributary streams also carry water off Peavine Mountain towards Stead Boulevard under U.S. 395 that eventually flows into the Silver Lake playa west of Stead Airport. Several steep hills and knolls are situated at the base of Peavine Mountain and within the joint plan area that direct the natural flow along Lemmon Drive and through the Tholl Road area. Because Lemmon Lake and Silver Lake are closed basin lakes, evaporation or infiltration is typically the only means of discharge. The Federal Emergency Management Agency (FEMA) has established a high water elevation for the Lemmon Lake and Silver Lake playas that cannot be exceeded or structural flooding may occur.

The City of Reno Conservation Plan identifies a major drainageway as having the following characteristics:

- Drains an area of 100 acres or more;
- Has unique biological and physical characteristics created by the conveyance of water;
- Connects neighborhoods or open spaces such as parks or public land;
- Provides a continuous system which may provide pedestrian/bicycle use of wildlife corridor opportunities; and
- Provides important open space between similar or different development types.

The City of Reno Master Plan and the Washoe County Comprehensive Plan contain adopted policies for drainageway protection. Essentially, it is desirable for drainageways to remain in an undisturbed and natural state. This condition is not always available or feasible; therefore, policy allows drainageways to be altered when an enhancement is made to the drainageway. Specific design standards shall be applied to each development based on the zoning jurisdiction.

Floodplains

Floodplains are drainageways with high flood risk subject to a one percent or greater statistical chance of flooding in any given year. Development constraints related to floodplains should be determined from the Federal Emergency Management Agency (FEMA) which depicts areas within the floodway and 100-year floodplain. Both the City and County participate in the FEMA insurance program.

Washoe County and the City of Reno are collectively working with private entities to develop a flood control master plan for the properties within the City and unincorporated County near the intersection of Military Road and Lemmon Drive. The goal is to permit development without raising the highwater mark at Lemmon Lake. However, development increases the amount of impervious surface that could result in raising of the base flood elevation in the playas. Federal and local regulations do not permit an increase in base elevation beyond one foot. New development is required to store natural runoff on-site. Lemmon Valley Land Company will also construct a system of pervious drainage channels to carry water directly to Lemmon Lake. Open channels allow for the water to both evaporate and infiltrate which replenishes the groundwater supply.

Stream Environments/Wetlands

Any physical construction which may impact the presence of a Federally Significant 404 wetland will be required to obtain a permit from the U.S. Army Corp of Engineers. Construction

impacting non-404 wetlands must satisfy the requirements of the City's *Wetland and Stream Environment Policy* and related regulations.

Conservation Policies

- C.1 Regulate development in hillside and mountainous areas in order to mitigate drainage, erosion, siltation and landslide problems, in accordance with the applicable City or County hillside development and conservation ordinances.**
- C.1.1 During the discretionary approval process projects should be evaluated to ensure that soil disturbance and removal of vegetative cover be limited to specified building envelopes, approved driveways and roads. Revegetation of impacted areas shall be consistent with natural vegetation.
- C.2 Protect and preserve water resources including drainageways, floodplains, stream environments and wetlands in accordance with the applicable City or County streamzone protection and conservation ordinances based on zoning jurisdiction.**
- C.2.1 The use of major drainageways as undeveloped buffers between areas of development is encouraged. Undeveloped drainageways should also be used for pedestrian, equestrian or bicycle access into the Peavine Mountain area and other open space areas where appropriate. Access routes along major drainageways should include sufficient width for a trail easement. Motorized vehicle access should be restricted where appropriate.
- C.2.2 Development proposals that incorporate wetlands or other stream environments shall comply with the requirements of the City's Major Drainageways Plan and Wetland and Stream Environment Policy, or Article 438, Significant Hydrologic Resources, of the County's Development Code, as applicable in each jurisdiction.
- C.3 Discourage development that detracts from an area's visual features and amenities, architectural character or neighborhood integrity.**
- C.3.1 Each development proposal shall be evaluated with the intent to preserve visually prominent ridges and rock outcroppings. Evaluation should address mitigation of the affects on visual appearance, scarring of hillsides, and the impact of increasing access in roadless areas.
- C.3.2 Building envelopes for lots on ridgetops that are not set aside for open space shall be subject to a minimum 100-foot setback from the horizontal plane of the ridgeline and 50 feet from the vertical plane of the ridgeline, whichever is more restrictive.
- C.3.3 The color of building materials including that of structures, retaining and masonry walls shall be consistent with that of the natural terrain. Reflective material should not be used.

C.3.4

Signage, exposed utility poles and billboards that contribute to visual clutter shall be evaluated during development review. Utilities shall be placed underground. Existing billboards shall be removed in conjunction with new development along the U.S. 395 corridor.

Land Use and Sphere of Influence

The joint planning area encompasses a variety of lifestyle opportunities. High mountains including Granite Peak on the west and views of Peavine Mountain to the south surround the valley. There are steep rock outcroppings reaching 5,350 feet on the east side of Lemmon Drive, separating Lemmon Valley from Golden Valley. The physical characteristics of the land are a fundamental element of land use planning. This section incorporates policies to protect the area's significant resources, including existing neighborhoods.

Land Use

In most instances, there is a corresponding City of Reno land use for each County land use designation. For example, the City of Reno's Suburban Residential land use designation is comparable to Washoe County's Medium Density Suburban designation—both permit up to three dwelling units per acre. Generally, City of Reno land uses reflect the more urbanized nature of the City in contrast to lower density/intensity features prominent in the County. This joint plan adopts hybridized land use designations unique to the joint plan effort. The hybridized land uses are anticipated to most adequately accommodate expected densities and uses as the plan area matures. Upon adoption, the joint plan is incorporated as a portion of the City of Reno Master Plan. The following table defines the hybridized land uses specified in the joint plan.

Joint Plan Area Land Use Designations

Land Use Designation	Description
High Density Rural (HDR)	Residential uses on 5 to 2.5 acre lots. Livestock grazing and agricultural activities are common secondary uses.
Low Density Suburban/Rural Residential (LDS/RR)	Residential uses on 2.5 to 1 acre lots.
Medium Density Suburban/Suburban Residential (MDS/SR)	Predominant housing type is single family, detached at 1 to 3 dwelling units per acre. Attached single family, small neighborhood commercial and civic uses may also be permitted.
High Density Suburban/Low Density Residential (HDS/LDR)	Predominant housing type is single family, detached at 3 to 7 units per acre. Small neighborhood and civic uses to service the needs of the residents may be permitted.
General Rural (GR)	Predominant housing type is single family, detached at 1 dwelling unit per 40 acres.
General Commercial	Areas for businesses that provide a variety of wholesale and retail goods and services and serve a community or regional market. Offices, restaurants, theaters, limited gaming and other compatible activities that serve the area are also permitted.
Industrial	Allows for a range of manufacturing, warehouse and distribution activities. Also associated with research and production facilities.
Parks and Recreation	Lands devoted to parks or recreation activity, available for public access, use or enjoyment, containing significant environmental resources.
Public and Semi-Public Facilities	Areas intended for public or semi-public facilities such as schools, churches, fire stations, hospitals, civic and community buildings, and utility building and facilities. This designation includes uses developed either by public or private capital which may be public or may be restricted, as in the case of private roads, but in both cases, a large number of people use the facility and the use is essentially public in nature.
Open Space	Identifies areas that have slopes in excess of 30 percent as identified by Washoe County's Geographic Information System integrated terrain unit data. These areas must be kept in a natural, undisturbed state.

The following table identifies the zoning district which corresponds to each land use designation. For explanation of Land Use Designations and Zoning Districts refer to the Washoe County Development Code and Reno Municipal Code, Title 18 respectively.

**Joint Plan Area Land Use Designations and
Corresponding City Zoning Districts**

RSCJP Land Use Designation	Comparable City Zoning Districts
High Density Rural (HDR)	LLR- 2.5
Low Density Suburban/Rural Residential (LDS/RR)	LLR-2.5, LLR-1
Medium Density Suburban/ Suburban Residential (MDS/SR)	LLR-1, SFR-15
High Density Suburban/ Low Density Residential (HDS/LDR)	SFR-15, SFR-9, SFR-6
General Commercial	PO, GO, NC, AC, CC
Industrial	I, IC, IB
Parks and Recreation	PF
Public and Semi-Public Lands	PF
General Rural (GR)	NA
Open Space (OS)	OS, PF, LLR-2.5

Planned Land Use

The following factors were taken into consideration in assigning land uses within the joint plan area:

- **Development suitability.** Topographical data included in the North Valley Area Plan was used to identify properties with development constraints due to steep slopes, floodplains or potential wetlands. Assigned land uses in the proposed land use plan and plan policies specific to topographical features or individual properties are intended to protect sensitive environmental features.
- **Existing surrounding development.** An attempt was made to propose compatible uses adjacent to existing ones, particularly around established residential areas. This issue was of special concern for properties along Tholl Road and Cassilis Roads, and along North Virginia Street.
- **Input from property owners and residents.** Property owners and residents discussed their preferences with members of the general public at the public workshops or advisory board meetings. As mentioned previously, several property owners petitioned the City during the plan process for inclusion into the sphere of influence. These pending SOI applications provided detail of owner intentions for the development of their property.

The proposed land use plan blended property owner requests, interpretations of regional and local master plan policies, and development constraints. The following is a discussion of the land uses assigned to the original joint plan area based on the above-referenced factors.

The *Washoe County North Valleys Area Plan* identifies a significant ridgeline that begins at the intersection of Lemmon Drive and U.S. 395 and runs north-south to Tholl Road. The highest elevation point on this ridgeline is approximately 5,000 feet. Geographically, the North Valleys Regional Sports Complex is located at the base of the highest peak. Six private parcels and one

publicly-owned parcel encompassed this ridgeline. The development suitability analysis confirmed that approximately 41 acres on the six parcels had slopes in excess of 30 percent. The adopted land use was General Rural. The land use plan proposed Open Space land use designation for all areas above 30 percent slope. Consequently, a total of 50 acres have been designated Open Space throughout the joint plan. This designation preserves land that should be kept in a natural, undisturbed state.

The North Valleys Regional Sports Complex, coupled with the significant ridgeline, separate the established Tholl Road neighborhood from the more urbanizing undeveloped areas along U.S. Highway 395. The established Tholl Road neighborhood and surrounding undeveloped parcels were designated Low Density Suburban. The land use plan proposed no change in land use in order to preserve the existing suburban lifestyle.

North of Tholl Road is an existing mobile home park, scattered single family homes or large lots, and undeveloped lands. The adopted land use was Low Density Suburban. The land use plan proposed an intensification and feathering of more intense land use designations from Tholl Road north toward incorporated Reno. This included redesignating the Etcheberry properties to Medium Density Suburban and the Harding property to High Density Suburban. It is anticipated that the Harding property would be developed at five dwelling units to the acre and that one-third acre lots would predominate adjacent to five-acre homesites between the Etcheberry and Harding properties. Land use policies are included to protect existing homes from the additional impacts created by new development to the extent possible.

The properties north of Buck Drive and east of Lemmon Drive are situated at the base of steep slopes. The adopted designation was General Rural. Development consisted of a church and nursery. These parcels have steep slopes, a 100-year flood hazard or a drainageway constraining the properties. The land use plan proposed gradually intensifying these densities north from Medium Density Suburban to General Rural. The proposed land uses were consistent with property owner requests and community survey results.

The land use plan proposed concentrating the bulk of the density and development potential on the two vacant parcels fronting U.S. 395 and Lemmon Drive. The proposed land uses included High Density Suburban and General Commercial in addition to Low Density Suburban on the areas with a slope condition of 15 to 30 percent. It is anticipated that property owners will transfer the density down to the more developable areas on-site. The amount of General Commercial totals 246 acres, which is of sufficient quantity to develop as either a major shopping center or business park, or combination. The community survey results indicated that 71 percent of the respondents favored more commercial uses, particularly professional services/office parks, medical/dental, restaurants and hardware/lumber stores.

The Washoe County Specific Plan areas have been redesignated with industrial, commercial and residential uses in the Reno-Stead Corridor Joint Plan, consistent with the survey results and with the request of the property owners. The land use plan proposed increased intensity on the vacant land west of Grandview Terrace and comparable density abutting Horizon Hills. The drainage channel adjacent to Grandview Terrace will buffer the existing residential development from the planned residential development to the west.

Sphere of Influence

Purpose

The purpose for establishing sphere of influence (SOI) boundaries is twofold. As discussed in the context section, state statute defines the SOI as an area for City expansion. The second purpose for the SOI is to define an extra-jurisdiction area into which the City may administer development regulations (which may include zoning, subdivision review and approval, and issuance of building permits). One advantage to extra-jurisdiction regulations is that the delivery of services may occur in a more continuous and unified manner.

Special Planning Area 1

Purpose

Special Planning Area 1 is hereby created to recognize the mediated agreement for the area identified on page 18 as Special Planning Area 1. Special Planning Area 1 provides for development standards that recognize these properties as a transition between primarily urban uses located west and south of the planning area and suburban/rural uses located north and east of the planning area. The development standards are intended to accommodate a smooth transition between the two different development patterns described above.

Land Use Policies and Development Standards

The purpose of the following policies is to encourage appropriate development within the plan area. These policies should be consulted upon preparation and review of any development plans within the plan area or upon review of a development proposal. Within the context of the policies, the City of Reno shall be referred to as “City” and Washoe County as “County.” The Land Use and Transportation Element and the Housing Element of the Washoe County Comprehensive Plan and the Land Use Plan, Public Services, Facilities and Infrastructure Plan, and Housing Plan of the City of Reno are incorporated into this document, by reference.

Land Use

- LU.1 Provide clearly defined, effective and efficient procedures for development review in the Sphere of Influence by the City of Reno and Washoe County.**
- LU.1.1 Upon Regional Planning Commission adoption of the Sphere of Influence boundaries proposed by this plan, the City may assign and initiate zoning for properties in the Sphere of Influence.
- LU.1.2 The County will administer all development regulations and permits outside of the Sphere of Influence.
- LU.1.3 The City land use and development standards will apply within the Sphere of Influence as authorized by NRS 278.02788.
- LU.1.4 If desired by residents of existing neighborhoods, the City should prepare neighborhood plans. The purpose of neighborhood plans shall be to address localized land use conditions and inventory capital improvement and infrastructure needs.
- LU.2 Allow non-conforming uses to continue for properties within the Sphere of Influence and for properties which are annexed into the City of Reno.**
- LU.3 New development adjacent to established residential communities should be compatible. A gradual transition to higher intensity land uses shall be provided.**
- LU.3.1 The use of buffer areas or lot-width matching should be used between existing residential development and new residential developments if varying lot sizes are proposed. The buffer areas may include non-motorized pedestrian trails, greenbelts or no-build zones indicated on individual lots.
- LU.3.2 To ensure that new residential development will be compatible with existing development, the zoning district assigned to new lots adjoining existing homesites should not allow densities greater

than those established by the Master Plan land use designation for the developing parcel (e.g. if the land use designation is Medium Density Suburban/Suburban Residential [1-3 du/acre], a zoning designation should not allow lot sizes smaller than one-third acre in size). If a buffer area is provided between existing homesites and new development, this policy shall not apply.

LU.3.3 The height of proposed residential structures directly abutting existing homes should not exceed the average height of the existing homes.

LU.3.4 Major drainageways should be maintained as buffers between developments of dissimilar characteristics or between residential and non-residential uses, or to be used as open space. In such circumstances, it may be necessary that setbacks are needed which exceed those specified in the Reno Major Drainageways Plan and other development ordinances. It may be appropriate to situate pedestrian paths in drainageways or setback areas.

LU.3.5 To provide a transition, development features of existing neighborhoods should be included in new adjacent development.

LU.3.6 Buffering should be provided between residential and new non-residential developments which includes landscaping and a solid screen.

LU.4 New residential subdivisions should provide drought tolerant landscaping in the front yard area.

LU.5 New development adjacent to public land should provide opportunities for non-vehicular access to these areas.

LU.5.1 Access to public lands should be provided as identified in the Open Space and Greenways plans.

LU.5.2 New subdivisions should provide pedestrian and bicycle access to adjacent developments to encourage alternative modes of transportation.

LU.5.3 New development should be proportionate to and integrated with surrounding terrain and existing development in the vicinity.

LU.6 Encourage mixed uses which present unifying community design features and integrate a diversity of residential neighborhoods, neighborhood centers, employment, shopping, and recreation activities.

LU.6.1 To avoid monotonous linear development, multi-family development should be designed in small clusters as neighborhood units. Vertical and horizontal offsets should be required to visually reduce building mass and create individual spaces (courtyards, seating arrangements, etc.) for multifamily projects.

LU.6.2 New development requiring discretionary approval shall be noticed to neighboring property owners within 750 feet, with a minimum of 30 property owners. Development proposals shall be presented to both the City of Reno Ward Four North Valleys Neighborhood Advisory Board and the Washoe County North Valleys Citizen Advisory Board.

- LU.7 The impacts of industrial development on residential areas shall be considered in building placement and design.**
- LU.7.1 Industrial development should generally be of the industrial business park type including light manufacturing, warehousing and distribution facilities.
- LU.7.2 Outdoor storage may be permitted on properties with Industrial land use designations with minimum operational and screening standards.
- LU.7.3 On industrial sites that are two acres or less the minimum side and/or rear yard setback should be determined by utilizing a 1:1 height:setback ratio (1:3 for parcels over two acres) for that portion of any building which exceeds 15 feet in height. The additional setback shall be measured from the side or rear setback line. The ten feet adjacent to the property line shall be landscaped.
- LU.7.4 The minimum building separation from industrial development adjacent to residential areas should be at least twice the height of the industrial building. This area may be used for parking and landscaping.
- LU.7.5 To convey visual interest and disrupt massing, a multi-color treatment should be used on the exterior of industrial buildings.
- LU.8 U.S. 395 shall be considered a “gateway” into the Truckee Meadows. New development shall be sensitive to the views from U.S. 395.**
- LU.8.1 Truck delivery areas and/or loading bays should be screened from U.S. 395.
- LU.8.2 Existing billboards along U.S. 395 should be removed in conjunction with new developments any time a discretionary permit is required. No new billboards should be allowed within the plan area and no electronic billboards should be allowed within the plan area.
- LU.8.3 Mineral Extraction sites should not be located in areas visible from U.S. 395.
- LU.9 Ensure that signs and the architecture of buildings and projects are compatible with the surrounding character of the area.**
- LU.9.1 Neon signage should be prohibited.
- LU.9.2 Illumination, if any, should be of diffused light that is stationary and constant intensity. No uplighting should be allowed.

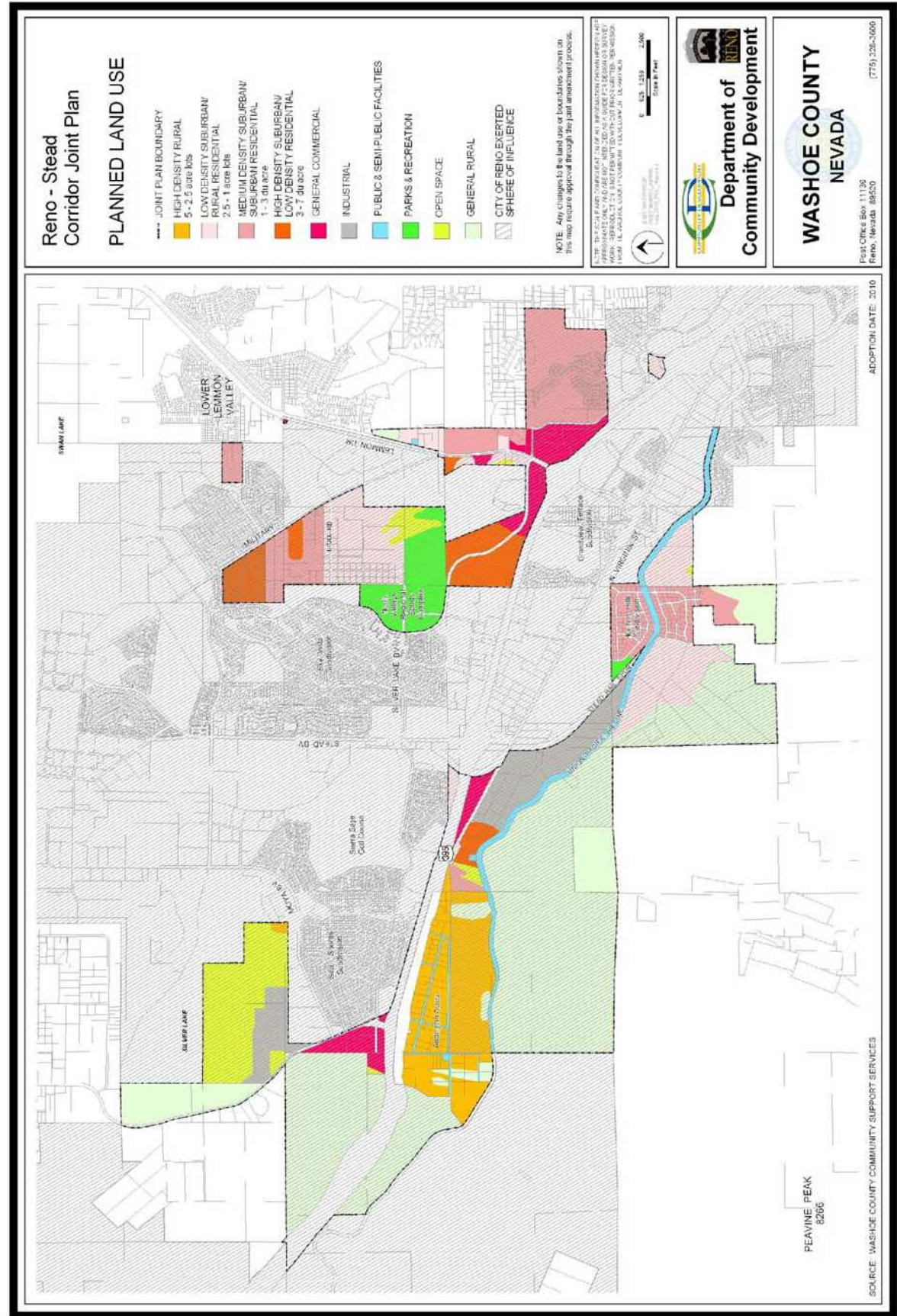
Sphere of Influence

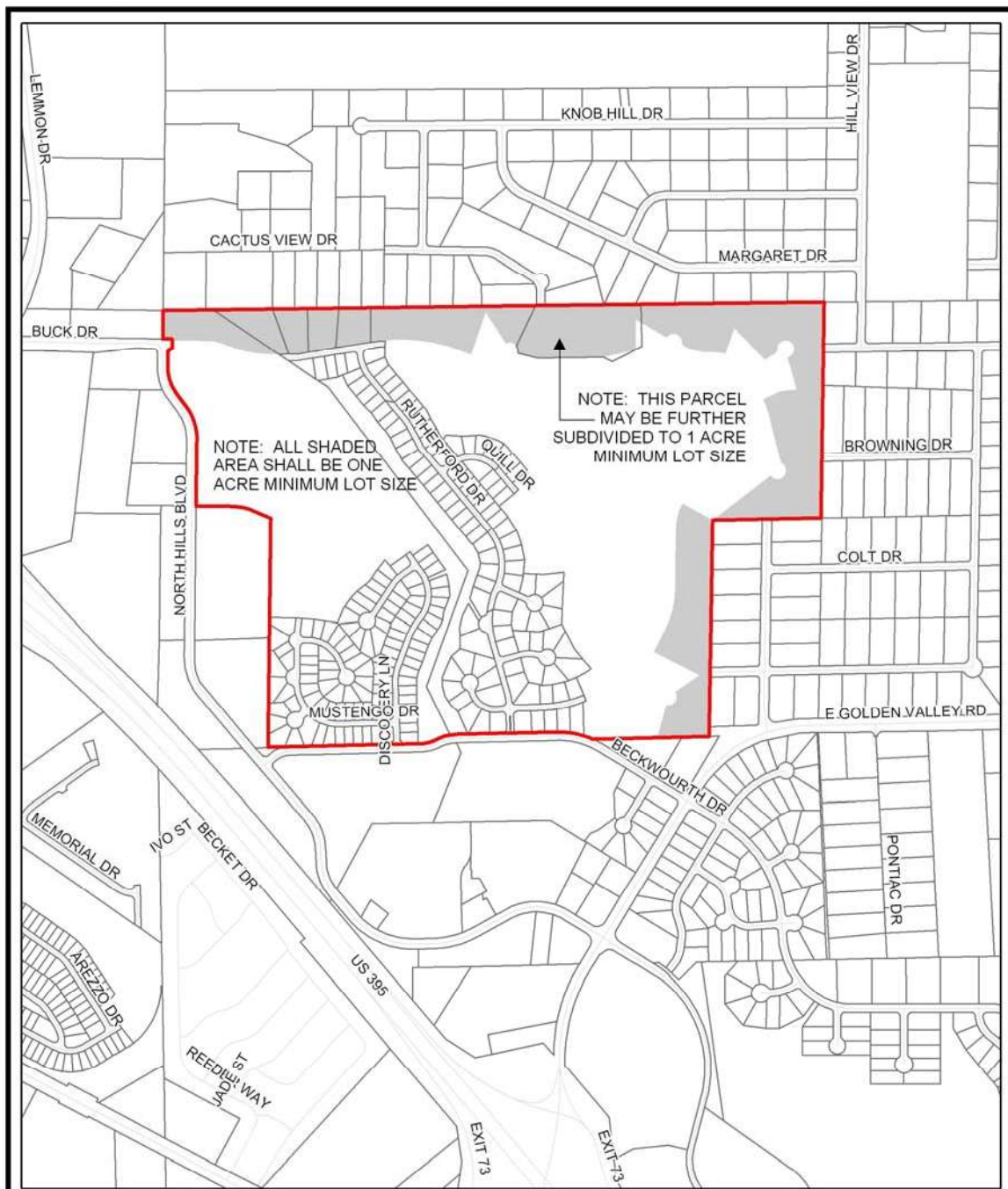
- LU.10 The properties in the Grandview Terrace (i.e. Grandview GID) area shall be shown as voluntary (i.e. cannot be annexed if a majority of all property owners protest) annexation areas in all future City of Reno Annexation Programs for those programs to be found in conformance with this joint plan and the 2007 Truckee Meadows Regional Plan.**
- LU.11 Neither the City of Reno nor Washoe County will independently sponsor a Regional Plan amendment regarding the Joint Plan boundary from private property owners.**

Special Planning Area 1

LU.12 The following standards shall apply to development within Special Planning Area 1 (see page 18, Special Planning Area 1):

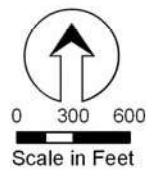
- LU.13.1 The height of structures and the setback of structures, both main and accessory, within the buffer area displayed on Map 2 Special Planning Area 1, shall be in compliance with Article 406, Table 110.406.05.1 of the Washoe County Development Code (Chapter 110) for Low Density Suburban (LDS) uses.
- LU.13.2 Subdivision and design of lots along the north and east boundaries of Special Planning Area 1 shall be in accordance with the design enumerated on Map 2, Special Planning Area 1, or shall be designated as open space.
- LU.13.3 Equine uses may be permitted on the buffer lots enumerated on Map 2, Special Planning Area 1.
- LU.13.4 All vehicular access should be paved for air and water quality. Street lights should be placed throughout developments for safety reasons. Shorter lights could be installed to decrease light spillage.
- LU.13.5 Access easements for emergency vehicles may be created along the north and east boundaries of the special planning area. If access easements are created, they shall align with Winchester Drive and/or Cactus View Drive and the easements shall be signed and secured in such a manner as to discourage vehicular traffic except for emergency vehicles.
- LU.13.6 Water and sewer lines shall be sized at the direction of the water and/or sewer purveyor to serve properties outside of the boundaries of Special Planning Area 1. Water and sewer easements that may serve property outside and north and east of Special Planning Area 1 shall be aligned with the emergency access easements.
- LU.13.7 All electrical utilities below transmission scale within the special planning area should be placed underground.
- LU.13.8 All lighting shall be “dark skies” compliant.





RENO-STEAD CORRIDOR JOINT PLAN SPECIAL PLANNING AREA 1

Date: September 2010
Source: Washoe County Community Development



Public Services and Facilities

As growth continues to occur in the planning area, the demand for public services and facilities will increase. The Public Services and Facilities portion of the City of Reno Master Plan and associated policies and the adopted Washoe County Comprehensive Plan are hereby incorporated, by reference.

Libraries

The Peavine Branch library located in the North Valleys Shopping Center on Golden Valley Road serves the joint plan area, including Stead. Upon adoption of the Reno-Stead Corridor Joint Plan, a copy was provided to a representative from the Washoe County Library system so that additional services, if needed, are programmed by the Library.

Public Services and Facilities Policies

The following policies attempt to balance concerns of property owners, residents and technical staff in supporting increased development and services to the plan area.

Parks and Open Space

PSF.1 Support the preservation of desirable open space as identified in the City of Reno Open Space and Greenways Plan and in the Washoe County Regional Open Space Plan.

PSF.1.1 Restrict development on steep slopes, rock outcroppings, playas, drainageways, and wetlands on lands.

PSF.2 Encourage that new development in the joint plan area preserve the existing viewshed toward Peavine Mountain.

PSF.2.1 New residential, commercial and industrial development applications should include a viewshed analysis depicting the implication of building height and mass on existing development as it relates to the views toward Peavine Mountain. The viewshed analysis shall enable residents to visualize and determine if their views of Peavine Mountain will be negatively impacted by proposed development.

Schools

PSF.3 Support effective and efficient use of all public lands for public use.

PSF.3.1 During review of Special Use Permits, encourage the Washoe County School District to install turf for playfields concurrent with building construction in all new schools built in the joint plan area.

PSF.3.2 Encourage joint use agreements between the Washoe County School District, the City of Reno and Washoe County for park and recreation facilities.

- PSF.3.3 Encourage the Washoe County School District to design new facilities in a manner that maintains an appropriate transition with adjoining residential neighborhoods, avoiding structures that could establish unnecessary physical barriers.

Transportation

The Reno-Stead Corridor plan area straddles an important entry and transportation route into the greater Truckee Meadows area, and also serves the needs of the North Valleys communities. The ability for the area to grow and prosper is directly related to the adequacy of its transportation infrastructure. An adequate transportation system is not only an essential component in the success of local commerce and industry, but is also necessary to ensure the safety and mobility of our citizens. The degree to which our area suffers from poor air quality as a result of automobile emissions is also directly related to the adequacy and efficiency of our transportation infrastructure. Local perceptions of our area's overall quality of life and the quality of life image that we project to the rest of the nation are directly related to the perceptions of our transportation system.

The transportation system for the plan area should be consistent with the Regional Transportation Commission Streets and Highways System map and associated current documents.

The Union Pacific Railroad runs through the joint plan area. Residential development adjacent to the railroad should be discouraged or adequately buffered.

The joint plan area is currently in the Regional Transportation Commission's (RTC's) public transportation service area. RTC provides transit service to Stead and to Lemmon Valley. Based on the anticipated growth, RTC should periodically evaluate the feasibility of providing additional transit service or alternative modes of transportation to the area. As development occurs, bus stops and bus pullouts should be provided where appropriate.

