

RENO-STEAD AIRPORT REGIONAL CENTER PLAN



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INTRODUCTION

Plan Organization

This plan is divided into three sections: *Introduction; Development and Circulation Concept; and Land Use, Zoning and Code Amendments*. The *Introduction* describes the boundary, time frame, relationship to other plans and why this plan is needed. The physical development pattern and various modes of circulation are discussed in the next section. The *Land Use, Zoning and Code Amendments* section describes the land use and zoning designations that apply to the parcels in this Regional Center and the development standards and processing provisions that are included as part of the Reno Municipal Code. Maps that are referenced are included in the document.

Boundary

This Regional Center Plan covers the Reno-Stead Airport, including adjacent properties owned by the Airport Authority. The parcels included are shown within the plan area boundary on the Reno-Stead Airport Regional Center Development Concept (Map 1).

Time Frame

This plan is intended to provide guidance for development and redevelopment for the next twenty year period.

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

Need for Reno-Stead Airport Regional Center Plan

The Reno-Stead Airport has been identified as a Regional Center in the Truckee Meadows Regional Plan. The Regional Plan states that to “conform with the Regional Plan, Local Government Master Plans must further define the boundary and character of each Regional Center within their respective jurisdiction”. The Regional Plan also

identifies this area as being located at the terminus of the Virginia Street/Stead Boulevard transit oriented development (TOD) corridor. There are a number of Regional Plan requirements related to TOD corridors (e.g., provide for higher density development, street design that supports public transportation and pedestrian circulation, design standards for compatibility with adjacent areas, etc.). Some of the key requirements that are particularly relevant to the Reno-Stead Airport Regional Center include:

- Require mixed uses through amendments of zoning code and development of best practices development guidelines for centers and corridors
- Promote compatibility of new development, in consultation with the Airport Authority of Washoe County, with regional airport operations.
- Appropriate development standard adaptations (e.g., parking standard reductions)

Additionally, the City Planning Commission, after receiving input from all of the neighborhood advisory boards, identified preparation of center and corridor plans as the highest priority project for the upcoming fiscal year (FY2003/2004).

DEVELOPMENT AND CIRCULATION CONCEPT

The main focus of the Reno-Stead Airport Regional Center Plan is to further the development of the Reno-Stead Airport and to promote non-residential development in appropriate locations. This Reno-Stead Airport Regional Center Plan recognizes and plans for the unique land use compatibility issues associated with development near a large airport. The plan also helps to implement the desired regional development pattern of infill development within designated centers and corridors.

Development Concept

The Development Concept for the Reno-Stead Airport Regional Center Plan is shown on Map 1. The plan area is categorized into 2 districts - the Mixed-Use District and the Residential Buffer District. The Development Concept anticipates the Stead Airport becoming an increasingly important regional employment center in the next 20-years. The planned increase in employment capacity will provide additional opportunities for Stead residents to work near their home. Over time, new employment opportunities in Stead should help address traffic congestion during the rush hour commute to and from central Reno.

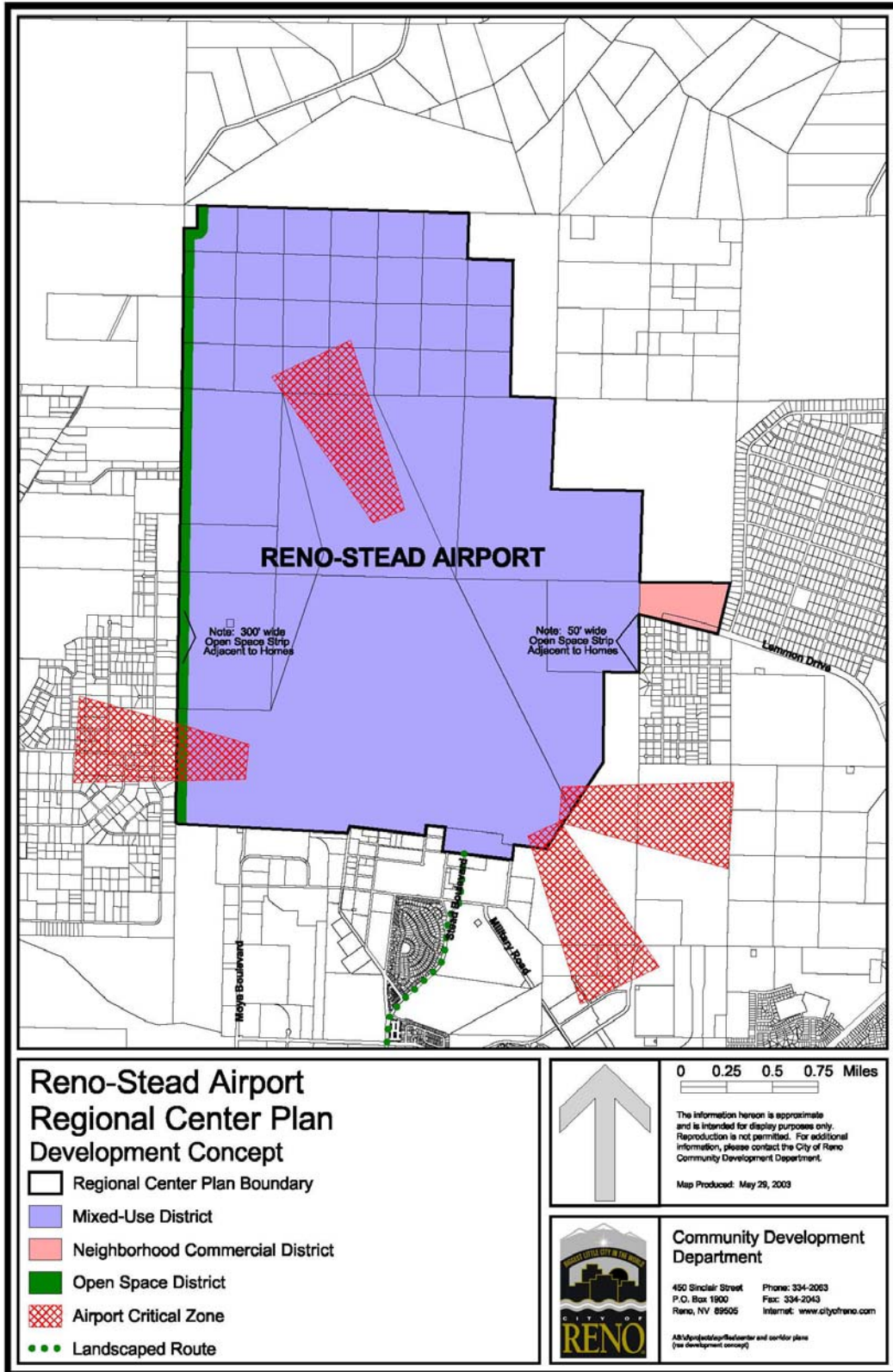
The Mixed-Use District will contain facilities directly associated with airport operations (i.e., runways, airplane hangers, terminal buildings, etc.). Other airport compatible developments may also be located within the Mixed-Use District. Appropriate land uses include industrial, office, commercial and public facility developments. Residential development, and other airport incompatible land uses (schools, churches, etc.), are not allowed within the Reno-Stead Airport Regional Center Plan. In addition, the minimum non-residential intensities that are identified in the Regional Plan (1.5 floor-area ratio) do

not apply within this Regional Center Plan because safety and noise concerns generally make high occupancy land uses incompatible with airport operations. The airport critical zone requires low occupancy land uses and sound-attenuating construction methods in key overflight areas.

The Residential Buffer District is intended to provide an open space area between non-residential development within this Regional Center Plan and nearby residential areas. Properties in the Residential Buffer District will be retained as open space. Small scale developments, such as recreational and utility facilities may also be appropriate in the Residential Buffer District, subject to limitations of the City's Open Space zoning district.

Prior to buildout of land uses identified in this Reno-Stead Airport Regional Center Plan, increased quantities of potable water will be needed in the Stead area. The Regional Water Planning Commission is exploring water supply options for the Stead area. Water importation, effluent re-use and/or new water conservation measures will likely be necessary.

MAP 1



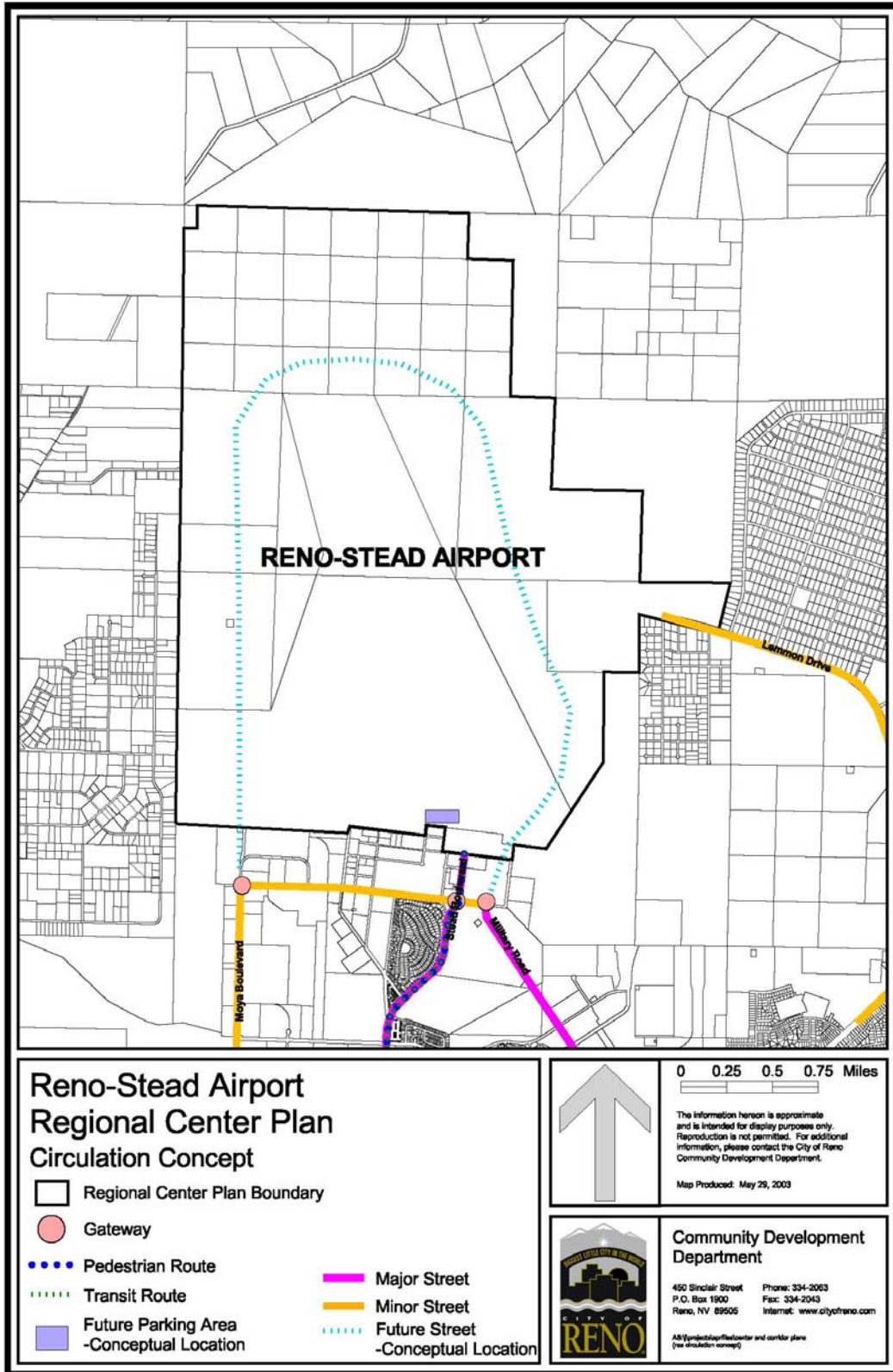
Circulation Concept

Access will be provided through an integrated automobile, transit and pedestrian circulation system as shown on the Reno-Stead Airport Regional Center Circulation Concept map (Map 2).

Primary automobile access to the Airport is provided along Stead Boulevard. Military Road and Lear Boulevard also provide automobile access to the plan area. These access routes will be preserved as part of the Regional Road Network and will be improved by the Regional Transportation Commission (RTC) when conditions warrant. The RTC 2030 plan calls for the following roadway improvements within this Regional Center Plan:

The Virginia Street/Stead Boulevard TOD Corridor will provide pedestrian, bicycle and transit access to and from the Reno-Stead Airport. Land uses and street improvements along the TOD Corridor will be defined in the TOD Corridor Plan (to be completed). This corridor provides a direct connection between the Reno-Stead Airport, Downtown Reno and the south Truckee Meadows area.

MAP 2



LAND USE, ZONING AND CODE AMENDMENTS

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

Land Use

The Reno-Stead Airport Regional Center was designated as Special Planning Area in the Reno Master Plan at the time this Regional Center Plan was adopted. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in designated regional centers. The Development Concept map (Map 1) serves as the detailed land use plan within this Regional Center. Provisions of this Regional Center Plan govern land use and development within the Reno-Stead Airport Regional Center. When this Regional Center Plan does not specifically address an issue, provisions of the Reno Master Plan apply.

Zoning

The Mixed-Use District of this Regional Center was rezoned to “Mixed Use” with the Reno-Stead Airport Regional Center Overlay at the time this Regional Center Plan was adopted (Map 3). Mixed use development (i.e., combinations of uses) is permitted by the underlying “Mixed Use” zoning district with specific modifications to the list of permissible uses identified in the Overlay. Any new development must be to a use included in the list of uses allowed by the Reno-Stead Airport Regional Center Overlay.

Code Amendments

The Mixed Use zoning district and Reno-Stead Airport Regional Center Overlay contains a number of provisions to facilitate implementation of this Plan:

- A customized set of allowed land uses that are appropriate within and adjacent to the airport
- Modifications to the list of uses allowed in the “Mixed Use” zoning district
- Modifications to building height, setback and orientation requirements
- Modifications to parking requirements
- Modifications to development processing requirements
- Requirements for pedestrian amenities, including sidewalk and parkway standards, and/or public art

These provisions are included in Title 18 of the Reno Municipal Code: Annexation and Land Development.

