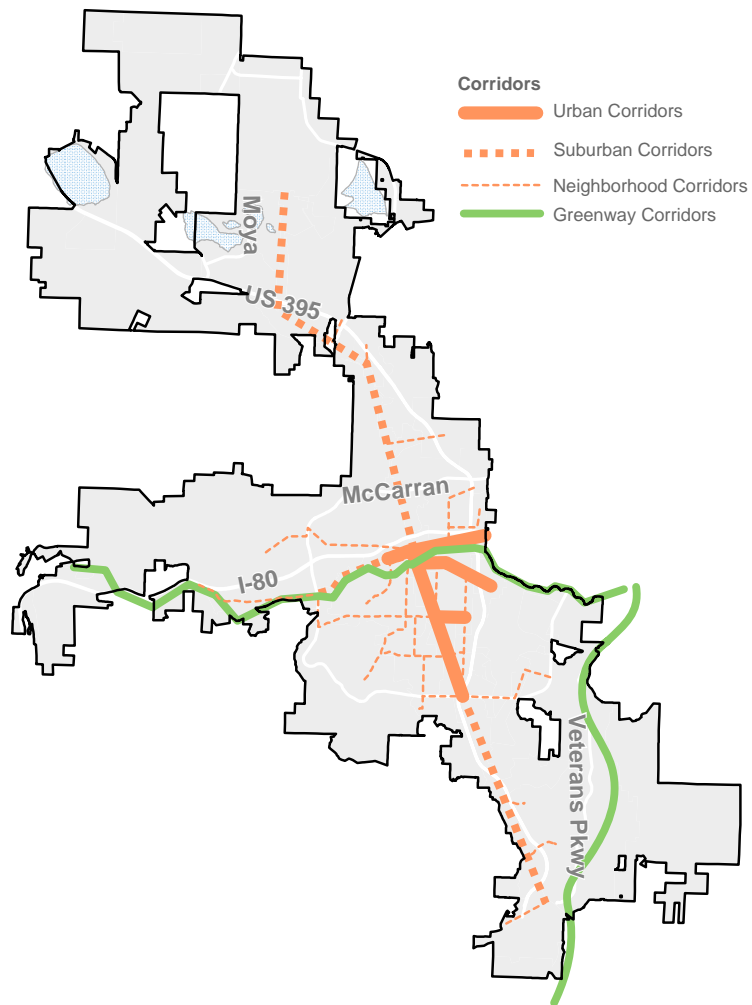




[CORRIDORS]

Reno's corridors reflect key components of the city's multimodal transportation network and include urban corridors, suburban corridors, neighborhood corridors, and greenway corridors. A description of the characteristics that define each type of corridor is provided below, along with design principles to guide future development, reinvestment, and public improvements in each.





CREATIVE COMMONS | PHOTO CREDIT: RENO TAHOE

URBAN CORRIDOR

Urban corridors are multimodal in character and serve areas within the McCarran loop. Urban corridors have existing high-frequency transit service in place or are planned for high-frequency transit (ie., BRT) in the near future. An integrated mix of higher-density residential, retail, commercial, and other employment and service-oriented uses is encouraged throughout the corridor, especially within ¼ mile of transit stations. Opportunities for infill and redevelopment exist along most urban corridors, along with opportunities for the adaptive reuse of historic or otherwise viable structures. Ongoing investments in public spaces, sidewalks, and other elements of the public realm are needed to increase mobility within corridors as well as to improve first and last mile connections to transit stops and stations from adjacent neighborhoods and employment areas. The design principles that follow reinforce efforts to leverage the presence of high frequency transit with higher density development and to support the continued revitalization of the city’s urban corridors into vibrant, transit-supportive places. The principles also reflect the more established character and constrained context of urban corridors when compared to suburban corridors.

Density and Intensity

Urban corridors should have minimum densities as follows:

- Residential development: Minimum of 18 units per acre.
- Non-residential development: Minimum FAR of 0.75 for sites that directly abut the streets identified as urban corridors per the Structure Plan and 0.25 or greater in all other mixed-use areas supporting the corridor.
- Minimum densities apply to vacant sites or to sites where existing structures would be razed and a new structure or structures built. Lower densities may be considered to accommodate the preservation of historic structures, support the adaptive reuse of vacant or underutilized buildings, and/or accommodate transitions in intensity adjacent to established neighborhoods.

Mix and Relationship of Uses

C-UC.1: OVERALL MIX

A broad mix of higher-intensity uses will be supported in urban corridors, including, but not limited to residential, retail, commercial, and other employment and service-oriented uses. The overall mix of uses found on a given block will vary by location and should be tailored based on the surrounding development context.

C-UC.2: HOUSING

A range of housing options are supported within urban corridors as consistent with the minimum residential densities specified above. These may include free-standing residential buildings located along the corridor “in-between” transit stations, apartments or condominiums above retail uses adjacent to transit stations, and/or townhomes or smaller multi-family buildings where urban corridors abut central neighborhoods (e.g., Midtown

residential district, western edge of Wells Avenue neighborhood).

C-UC.3: GAMING

Existing non-restricted gaming uses and non-restricted gaming allowed by land use, zoning, and/or use permits are allowed in urban corridors unless eliminated through a master plan amendment, zoning map amendment, and/or the expiration or revocation of a use permit.

C-UC.4: COMMUNITY AMENITIES

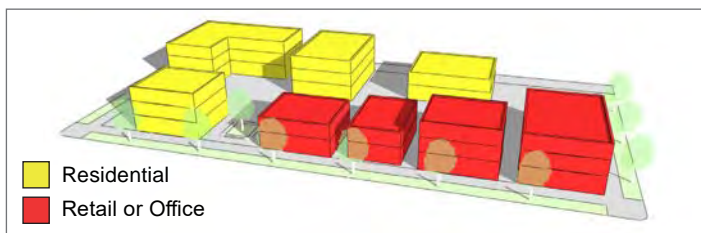
Provide a variety of easily accessible community amenities targeted to a more “urban” context, such as pocket parks, small dog parks, plazas, recreational facilities, secured bicycle parking, community meeting spaces, and community gardens. Amenities may also take the form of private outdoor space designed to serve residents or employees in an individual building, such as balconies or rooftop decks.

C-UC.5: ACTIVITY-GENERATING USES

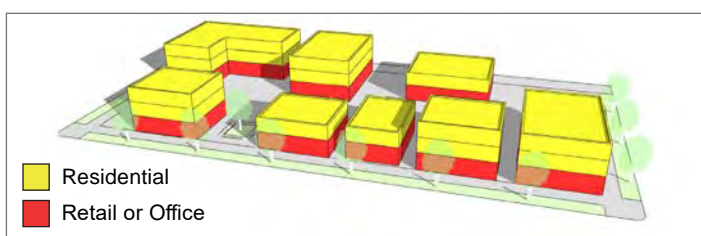
Concentrate nodes of activity-generating uses such as retail shops and restaurants at the street level to increase visibility and promote pedestrian activity. Place a particular focus on supporting these uses, as well as service-oriented uses (e.g., public and non-profit health and human services facilities, branch library services, or similar) at key intersections and near existing or planned transit stations.

C-UC.6: RELATIONSHIP OF USES

A vertical mix of uses preferred near existing or planned transit facilities to facilitate transit ridership, increase access to essential services for area residents and employees, and increase hours of activity; however, a combination of vertically and horizontally mixed uses may be accommodated based on site size, access, surrounding uses, and the overall development context.



Horizontal Mixed Use. A standalone residential building adjacent to a non-residential building.



Vertical Mixed Use. A building with residential or office above ground-floor retail.

Circulation and Access

C-UC.7: COMPLETE STREETS

Design intersections and crossings with accessibility and safety of multiple modes in mind, including bikes, pedestrians, and transit vehicles/riders. Incorporate raised or textured crosswalks and other techniques to increase the visibility of crossings to automobiles.

C-UC.8: ACCESS MANAGEMENT

Concentrate access points along urban corridors to reduce conflicts between pedestrians, bicycles, passenger vehicles, and transit vehicles. When a site has access to two streets, access should utilize the street which has the least impact on traffic flow. If access from an arterial street will not impair traffic flow, limited access may be provided. Avoid vacating streets or rights of way without a thorough review of the impact on pedestrian and bicycle connectivity through the site, utilities, and services.

C-UC.9: PARKING MANAGEMENT

Designate and clearly sign parking areas that can be utilized by both residents and businesses, including parking garages and carpool parking. Utilize shared parking where feasible to decrease the amount of on-site parking needed.

C-UC.10: PEDESTRIAN/BICYCLE CONNECTIVITY

Provide direct pedestrian and bicycle connections between uses and major destinations within urban corridors (e.g., transit stations), as well as to surrounding neighborhoods. Where sufficient right-of-way exists, increase sidewalk widths along the corridor frontage to provide a greater separation between vehicles and pedestrians. Where right-of-way is more constrained, consider alternative approaches to improve the safety and comfort of pedestrians and bicycles and enhance connectivity.

Site Layout and Development Pattern

C-UC.11: RELATIONSHIP TO BRT STATIONS

Concentrate higher intensity uses, particularly residential or employment-generating uses, adjacent to existing or planned BRT stations to support transit ridership.

C-UC.12: BUILDING ORIENTATION

Organize buildings to enclose the corridor frontage and intersecting streets, parking lots, pedestrian walkways, outdoor gathering spaces, transit stations, and other site features.

C-UC.13: PARKING LOCATION

Surface parking should be provided to the side or rear of the building it is intended to serve, or within an enclosed parking structure. Exceptions may apply where adaptive reuse of an existing building and its associated parking occurs. Portions of a site frontage that are occupied by surface parking should be screened using landscaping, a low wall, decorative fencing, or some combination of these approaches. Right of way constraints typical of many urban corridor sites may limit available options for screening parking in some locations.

C-UC.14: LOT CONSOLIDATION

Encourage the consolidation of smaller parcels to facilitate cohesive redevelopments. Avoid subdividing larger parcels where they already exist.

Building Massing and Form

C-UC.15: HEIGHT AND MASSING

Incorporate a variety of building heights and forms in urban corridors to create visual interest and establish a distinct identity for different areas along the corridor. Encourage massing that is appropriate to the surrounding context and sensitive to nearby uses in terms of shadowing, views, and protecting historic context.



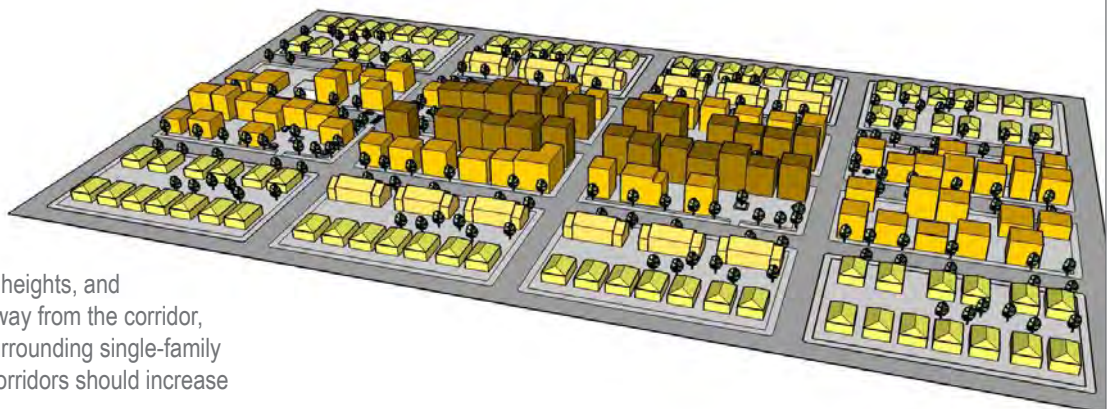
Example: Height and massing

C-UC.16: PARKING STRUCTURES

Design parking structures to be compatible with the scale and architectural character of the building(s) they are intended to serve, and the surrounding buildings, as applicable.

C-UC.17: RELATIONSHIP TO ADJACENT NEIGHBORHOODS

Concentrate building height and mass along the corridor frontage to the extent feasible and “step down” building height and mass along the edge that is shared with adjacent central neighborhoods. Incorporate smaller-scale residential buildings such as townhomes or four-plexes along the backside of larger corridor developments where feasible to provide a more gradual transition in use and intensity between urban corridors and central neighborhoods.



Height and Massing. Densities, heights, and massing of buildings decrease away from the corridor, encouraging compatibility with surrounding single-family neighborhoods. Intensity along corridors should increase near transit stops.

Character and Identity

C-UC.18: ADAPTIVE REUSE

Repurpose and reinvent vacant or functionally obsolete buildings through adaptive reuse—where practical and consistent with development—to reinforce the more varied character typical of the city's urban corridors and to support citywide sustainability initiatives.

C-UC.19: HISTORIC CHARACTER

Incorporate historic structures, signage, and other unique features as part of corridor revitalization efforts wherever possible to reinforce the distinctive identity of different areas along the city's urban corridors (e.g., Midtown, East 4th Street) and support citywide historic preservation objectives.



Example: Adaptive reuse

C-UC.20: STREET-LEVEL INTEREST

Design buildings within an emphasis on creating a safe and inviting pedestrian environment. This can be accomplished by providing a high level of architectural detail at the street level—such as canopies, awnings, and street trees to provide shade; plantings, window boxes, and public art for visual interest; and transparent windows and door openings to provide eyes on the street and encourage street-level activity. Place a particular emphasis along the corridor frontage, at transit stations, and in other locations expected to have significant pedestrian activity.

C-UC.21: STREETScape CHARACTER

Place a high priority on undergrounding of utilities and incorporating streetscape enhancements, wayfinding signage, sidewalk repairs, public art, and other improvements that enhance the character, functionality, and safety of the city's urban corridors in conjunction with planned street improvements or maintenance projects. Phase out freestanding pole signs and decrease the number of billboards where feasible to reduce visual clutter.



Example: Streetscape character



Example: Street-level interest (Boulder, CO)