



# CITY COUNCIL REMAINING ISSUES: COUNCIL MEMBER SPONSORED LANGUAGE

City Council Draft: 12.13.17

## Introduction

This document is provided as a supplement to the November 2017 City Council review draft of the updated Master Plan and provides additional detail on remaining issues raised by City Council on November 8, 2017 as part of the ReImagine Reno process. For each topic, this document presents:

- A description of the comment/policy issue that was raised on November 8 that has been refined based on further work with Council members;
- A summary of how the issue is addressed in the draft Master Plan with specific page number references that correspond to the November 2017 City Council review draft of the updated Master;
- Alternate policy language that is sponsored by the Council member that raised the issue; and
- Factors that should be taken into account by the full Council in considering the Council member sponsored policy language.

To help organize consideration of the remaining City Council issues, the issues have been grouped into two categories. The first category includes issues where Council Member sponsored language either introduces a new policy topic or represents a substantive shift in policy from the draft Master Plan recommended by Planning Commission. The second category includes issues where Council Member sponsored language provides additional clarity and/or emphasis to the draft Master Plan.

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The City Council will be asked to consider each of the remaining issues outlined in this document and provide direction at a public hearing on December 13 regarding how each issue should be integrated into the Master Plan that is adopted by City Council.

## New Policy Topics or Substantive Policy Changes

### Wireless Networking (Wi-Fi)

**COMMENT/ POLICY ISSUE**

The updated Master Plan should promote enhanced wireless networking (Wi-Fi). (Council Member Duerr)

**HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?**

The draft Master Plan encourages proactive investment in infrastructure and amenity projects to enhance priority employment areas, but does not contain policy language that specifically addresses advanced telecommunications technologies.

**SPONSORED LANGUAGE**

Planning Commission Recommended Language	Council Member Sponsored Language
NA	<p><b><u>1.3E. ADVANCED TELECOMMUNICATIONS TECHNOLOGIES</u></b> Support the growth of technology-based sectors and the expansion of live/work and telecommuting opportunities by facilitating expanded access to advanced telecommunications technologies.</p> <p><b><u>IMP-1.3f.</u></b> Review and update as needed development standards to encourage larger conduit that supports advanced telecommunications utilities (i.e. high-speed internet) and incorporate wireless communications infrastructure as part of new development and major public improvements (i.e. street roadways).</p> <p><u>Lead: Community Development</u>  <u>Partners: Public Works, Communications and Technology</u>  <u>Timing: Near-term</u>  <u>Resources: Staff time, Outside support/funding</u></p>

**SPONSORED LANGUAGE CONSIDERATIONS**

Supporting technology based-sectors and live/work opportunities through expanded access to advanced telecommunications technologies such as wireless networking supports economic development activity and is not currently addressed in the draft Master Plan. To support the addition of Policy 1.3e: Advanced Telecommunications Technologies shown in the table above, an implementation strategy is also proposed that looks to review and update development standards to address larger conduit and incorporate wireless communications infrastructure in support of advanced telecommunications utilities. The new language sponsored in the table addresses a policy topic that is not currently addressed in the draft Master Plan and outlines future work that would be needed to implement the policy. While this should be noted, the addition of this policy topic bolsters the broader policy framework in the draft Master Plan that seeks to promote a resilient local economy and specifically the growth of Reno’s technology-and knowledge-based sectors.

## Transportation Arteries

### COMMENT/ POLICY ISSUE

The updated Master Plan should address areas with one transportation artery (i.e. roadways desired to accommodate large volumes of traffic such as freeways and major arterials) and limit development if capacity is not available and plans are not in place to increase capacity or improve/create another major transportation route. (Council Member McKenzie)

### HOW DOES THE PLAN ADDRESS THE ISSUE?

The City's Concurrency Management System is found in the Growth and Reinvestment Framework in the draft Master Plan (see Chapter 4). The purpose of the Concurrency Management system is to outline the timely, orderly, and efficient arrangement of adequate public facilities and infrastructure to support existing and planned development within the city and its SOI. This is done through the establishment of concurrency requirements, which are steps or conditions related to the provision of infrastructure and facilities that must be met to demonstrate concurrency, and level of service targets, which are used to locate and size infrastructure and facilities, as part of the development review process, and as a tool for long-range planning and level of service monitoring.

In addition to the level of service targets provided in Chapter 4: Growth and Reinvestment Framework, the draft Master Plan contains the following policies specifically addressing levels of service:

- Policy 2.1b, which provides for the timely, orderly, and efficient arrangement of infrastructure and public facilities to support development and limits development approval when infrastructure and facilities are not able to be provided or the City is unable to provide or maintain service levels. (p. 24)
- Policy 2.1i, which provides for the periodic evaluation of levels of service citywide and within city quadrants consistent with fiscal capacity policy. (p. 24)
- Policy 2.3d, which encourages the expansion of public safety and emergency services in line with the level of service targets in the Growth & Reinvestment Framework. (p. 27)

The draft Master Plan also includes the following implementation strategies that pertain to levels of service and establishing major transportation routes:

- IMP-2.3a includes the development of comprehensive public services, facilities, and infrastructure plan with needs based on new development projected by quadrant. (p.211)
- IMP-5.1f. looks to establish an alternative major transportation route from the North Valleys to central Reno. (p. 219)

To meet concurrency requirements (i.e. infrastructure and facilities requirements) for impacts to the transportation system, new development must provide local streets and mitigate impacts to the regional roadways either by paying RTC's Regional Road Impact Fee or constructing regional roadway improvements and entering into a waiver agreement with RTC (p. 182). The Nevada Department of Transportation (NDOT) also reviews applications for new development and upgrades to access roadways, acceleration and deceleration lanes, and interchanges may be required at the discretion of NDOT to mitigate impacts of the proposed development. There is no impact fee for the federal and state roadway system that enables development to contribute on a proportional basis to federal and state roadway system improvements. Rather, capacity improvements to these roadways are programmed on a statewide basis by NDOT and rely heavily on funding from the federal government.

More broadly, impacts to existing levels of service are further analyzed during the development review process. If level of service targets established in the Master Plan cannot be met and/or the City is unable to provide and maintain requisite levels of service, Policy 2.1b: Concurrency Management System (p. 24) provides for prohibiting development approval.

**SPONSORED LANGUAGE**

Planning Commission Recommended Language	Council Member Sponsored Language
NA	<b><u>2.1G: FEDERAL AND STATE ROADWAYS</u></b> <u>Ensure impacts to federal and state roadways associated with proposed development are analyzed and prohibit development approval if level of service targets for roadway capacity cannot be maintained.</u>

**SPONSORED LANGUAGE CONSIDERATIONS**

The City’s Concurrency Management System addresses future infrastructure and service needs for new development at two levels:

- New development meet concurrency requirements for infrastructure and facilities; and
- Impacts to level of service targets must be analyzed during development review and the City may prohibit development approval if level of service targets cannot be met.

As sponsored, the new policy related to federal and state roadways works with the City’s Concurrency Management System to ensure level of service impacts to these roadways are analyzed during the development review process and provides more specific policy guidance regarding the prohibition of development if level of service targets cannot be maintained for federal and state roadways. While Policy 2.1b of the Master Plan currently provides for prohibiting development approval if level of service targets cannot be maintained, Policy 2.1g as sponsored above includes very specific policy guidance regarding the prohibition of development approval if level of service targets cannot be maintained for federal and state roadways.

If the Council chooses to adopt the new policy sponsored above, new development in the City of Reno and its SOI could limited or delayed until capacity on federal and state roadways is planned to be available. It should be noted that NDOT does not have a mechanism for new development to proportionally mitigate the impacts of proposed development and that development in other local jurisdictions (Sparks and Washoe County) may be approved, adding further trips to the federal and state roadway network.

Another key consideration in evaluating the language sponsored on this topic is the manner in which property tax is calculated and the resulting reliance on revenues from new development to maintain City revenue levels. The Fiscal Impacts Findings and Analysis report prepared by EPS to inform Phase I of the Master Plan clearly documented that property tax revenue is significantly higher from new buildings compared to older buildings even when market values are the same. This increases the need for new development each year to maintain property tax revenues and creates a fiscal reliance on strong growth rates. The Master Plan team is concerned moving forward with the policy as sponsored could limit development and reduce property tax revenues for the City that are used to provide Reno residents with services.

## Discouraging Fill in 100-Year Floodplains

### COMMENT/ POLICY ISSUE

The updated Master Plan should highly discourage fill in 100-year floodplains. (Council Member Duerr)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan carries forward the City’s current policy approach to floodplain management—mitigating development such that flood elevations will not be increased and/or result in hazards to other properties and protecting hydrologic resources. Two policies specifically related to floodplain management and one policy related to hydrologic resources in the draft Master Plan are described below:

- Policy 6.2E Floodplain Management prohibits the use of fill in floodplains unless flood elevations will not be increased and hazards to other properties in the basin will either not result or be mitigated. (p. 59)
- SD.11 Floodplain Protection not only outlines that development in flood hazard areas should not impair flood protection functions, but also encourages the restoration of flood protection functions previously provided. (p. 158)
- SD.5 Hydrologic Resources promotes protection and preservation of hydrologic resources as well as protective buffers to further protect such resources. (p. 158)

In addition, the draft Master Plan also includes an implementation strategy to review and update floodplain management ordinances in conjunction with updates to the drainageway ordinance (see IMP-6.2f, p. 222).

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>6.2E: FLOOD MANAGEMENT</b> Encourage the use of non-structural solutions for flood control. Prohibit fill for development in floodplains and drainageways in hydrographic basins (i.e those that drain to the Truckee River and closed drainage basins) unless it is demonstrated that:</p> <ul style="list-style-type: none"> <li>• Flood elevations will not be increased;</li> <li>• Hazards to other properties in the basin will not result or will be mitigated; and</li> <li>• Fill or associated modifications to drainage patterns will not negatively impact wetlands.</li> </ul> <p>Periodically adopt updated flood mapping in coordination with FEMA to reflect potential changes to the city’s flood hazard boundaries over time and ensure hydrology studies address closed drainage basin systems. (p.59)</p>	<p><b>6.2E: FLOOD MANAGEMENT</b> Encourage the use of non-structural solutions for flood control <u>and highly discourage the use of fill for development in floodplains and drainageways.</u></p> <p><u>If Prohibit</u>-fill for development in floodplains and drainageways <u>occurs</u> in hydrographic basins (i.e those that drain to the Truckee River and closed drainage basins), <u>fill should be prohibited</u> unless it is demonstrated that:</p> <ul style="list-style-type: none"> <li>• Flood elevations will not be increased;</li> <li>• Hazards to other properties in the basin will not result or will be mitigated; and</li> <li>• Fill or associated modifications to drainage patterns will not negatively impact wetlands.</li> </ul> <p>Periodically adopt updated flood mapping in coordination with FEMA to reflect potential changes to the city’s flood hazard boundaries over time and ensure hydrology studies address closed drainage basin systems. (p.59)</p>

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>SD.11: FLOODPLAIN PROTECTION</b> Development located within a flood hazard area should not impair the flood protection functions of the site (if any) and should seek to restore any flood protection functions previously provided (if the site has already been developed or disturbed). Site features such as bioswales, constructed wetlands, and detention basins should be considered. (p.158)</p> <p><b>SD.5: HYDROLOGIC RESOURCES</b> Major water bodies, drainage ways, and aquifer recharge areas within the city should be protected to preserve and maintain riparian and aquatic habitats, water quality, and other hydrological or ecological functions and services provided by these resources. Protective buffers should be established from high water marks, delineated edges, or other distinguishable marks based on the type of resource and its location. (p. 158)</p>	<p><b>SD.11: FLOODPLAIN PROTECTION</b> Development located within a flood hazard area <u>is highly discouraged and</u> should not impair the flood protection functions of the site (if any). <u>If development occurs, it</u> <del>and</del> should seek to restore any flood protection functions previously provided (if the site has already been developed or disturbed). Site features such as bioswales, constructed wetlands, and detention basins should be considered. (p.158)</p> <p><b>SD.5: HYDROLOGIC RESOURCES</b> Major water bodies, drainage ways, <u>floodplains,</u> and aquifer recharge areas within the city should be protected to preserve and maintain riparian and aquatic habitats, water quality, and other hydrological or ecological functions and services provided by these resources. Protective buffers should be established from high water marks, delineated edges, or other distinguishable marks based on the type of resource and its location. (p. 158)</p>

**SPONSORED LANGUAGE CONSIDERATIONS**

The language sponsored in the table above provides stronger policy guidance regarding the protection of 100-year floodplains. Specifically, the use of fill for development is highly discouraged in both Policy 6.2e and SD.11. For SD.5, floodplains are also added to the list of hydrologic resources that are appropriate for protective buffers. This stronger policy language would guide the review of development applications and would also influence future updates to floodplain management ordinances.

## Stormwater Management

### COMMENT/ POLICY ISSUE

Stormwater management and potentially working toward a stormwater management utility should be more visible in the updated Master Plan. (Council Member Duerr)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan addresses stormwater management, infrastructure, and using low impact development techniques through various policies and implementation strategies in the following plan locations:

- SD.12: Stormwater Management specifies that stormwaters be managed in such a way that prevents on-site flooding, reduces volumes entering storm drain system, and retains stormwater on-site. (p. 158)
- SD.13: Stormwater Infrastructure outlines that stormwater management features should be aesthetically pleasing and designed to benefit end-users of the site (such as recreational opportunities, aquatic or riparian habitats, or opportunities for public art). (p. 158)
- SD.15: Low Impact Development encourages LID features and approaches that minimize impervious coverage and use natural processes to treat and/or remove pollutants from stormwater runoff (p. 159)
- Concurrency Management System – Flood Control Management and Storm Drainage: Specifies how drainage facilities are constructed by new development. (p. 182)
- IMP-6.2g outlines the update of stormwater management ordinances to evaluate run-off retention calculations and mitigation strategies for closed basins. (p.222)
- IMP-6.2h supports the review and evaluate update of the Truckee Meadows Regional Drainage Manual in collaboration with regional partners. (p.222)

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
NA	<p><u><b>IMP-6.2i. Work with partners to address stormwater management on a citywide or preferably regional level and potentially establish a stormwater management utility to serve Reno residents.</b></u></p> <p><u>Lead: Public Works</u>  <u>Partners: Truckee River Flood Management Authority, Local Government Partners</u>  <u>Timing: Longer-term</u>  <u>Resources: Staff time, Regional collaboration, Outside support/funding, Other funds</u></p>

### SPONSORED LANGUAGE CONSIDERATIONS

The implementation strategy in the table above compliments existing policies and strategies related to stormwater management by emphasizing the need to address stormwater management on a regional level and potentially establish a stormwater management utility to provide reliable funding for stormwater management services. Given the complexity of establishing a stormwater management utility, timing is identified as longer-term (i.e. two to five years after plan adoption) and outside support/funding would likely be needed. As sponsored, the strategy supports the policy framework of the draft Master Plan, but outlines a significant new action to deliver stormwater management services in an ongoing and reliable manner.

## Water Purveyors

Two Council Members have provided suggested updates to the Master Plan regarding private water purveyors for consideration by the full City Council. Not all of the suggested updates would create a major policy change; however, for ease of comparison all sponsored language on the topic of private water purveyors is grouped together. The Council should consider the language sponsored by Council Members McKenzie and Brekhus on this issue and provide direction regarding the preferred policy approach that will be included in the adopted Master Plan.

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan outlines the provision of potable water resources for new development either by TMWA or private water purveyors consistent with the current Master Plan. To provide further clarity regarding the City’s policy regarding sufficient water resources for new development, the Planning Commission recommended a new policy and associated implementation strategy related to potable water as shown below:

**2.4C: WATER SUPPLY** Support the efficient and reliable management of surface water and groundwater resources by:

- Promoting TMWA efforts and directives to develop and manage water resources and provide water supply in accordance with its cooperating agreement;
- Discouraging new or expanded private water purveyors; and
- Encouraging new development served by a private water purveyor to design water systems in accordance with TMWA rules, regulations, and standards. (p. 28)

**IMP-2.4d.** Design new development served by a private water purveyors to support provision of a sustainable source of potable water. (p. 212)

### COMMENT/ POLICY ISSUE

The updated Master Plan should take a stronger stance in relation to private water purveyors by requiring new development receive water service from TMWA. (Council Member McKenzie)

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>2.4C: WATER SUPPLY</b> Support the efficient and reliable management of surface water and groundwater resources by:</p> <ul style="list-style-type: none"> <li>• Promoting TMWA efforts and directives to develop and manage water resources and provide water supply in accordance with its cooperating agreement;</li> <li>• Discouraging new or expanded private water purveyors; and</li> <li>• Encouraging new development served by a private water purveyor to design water systems in accordance with TMWA rules, regulations, and standards. (p. 28)</li> </ul> <p><b>IMP-2.4d.</b> Design new development served by a private water purveyors to support provision of a sustainable source of potable water. (p. 212)</p>	<p><b>2.4C: WATER SUPPLY</b> Support the efficient and reliable management of surface water and groundwater resources by <u>requiring new development be located in TMWA’s retail service area and receive water service from TMWA. :</u></p> <ul style="list-style-type: none"> <li>• <del>Promoting TMWA efforts and directives to develop and manage water resources and provide water supply in accordance with its cooperating agreement;</del></li> <li>• <del>Discouraging new or expanded private water purveyors; and</del></li> <li>• <del>Encouraging new development served by a private water purveyor to design water systems in accordance with TMWA rules, regulations, and standards.</del> (p. 28)</li> </ul> <p><b>IMP-2.4d.</b> <del>Design new development served by a private water purveyors to support provision of a sustainable source of potable water.</del> (p. 212)</p>

Planning Commission Recommended Language	Council Member Sponsored Language
	<p><b>If the policy option sponsored by Council Member McKenzie is chosen, the changes below would also be necessary.</b></p> <p><b>Roles and Responsibilities Table - Page 179</b> Delete private water purveyors as a water supply provider.</p> <p><b>Concurrency Water Section – Page 181</b> The developer is responsible for extending and building all water lines and mains needed to serve their development. In addition, developers are required to dedicate water rights and/or pay a water resources fee and a facilities fee to offset the cost to provide water to the new development. Water provision is the responsibility of separate water purveyors/utilities, not the City of Reno. <u>However, new development in the City of Reno must be served by the Truckee Meadows Water Authority (TMWA) is the primary provider of water in the region.</u></p>

**SPONSORED LANGUAGE CONSIDERATIONS**

The policy language sponsored in the table above would limit development in the City and its SOI unless the development site is located in TMWA’s retail service area, which is the geographic area within which TMWA is obligated to provide water service. Currently, TMWA’s retail service area does not extend to all lands located in the City of Reno or the City’s SOI. New development located outside of TMWA’s retail service area may apply for annexation to the retail service area, request an agreement for wholesale water service, receive water service from a private water purveyor, or utilize water resources as otherwise allowed by law. However, annexations to TMWA’s retail service area occur on terms and conditions determined by TMWA at its discretion, and annexation requests are evaluated in terms of the water system facilities, water resources and real property dedications required to expand TMWA’s system, ability and costs to provide expanded water service including an evaluation of ability to recover costs from growth, proximity to existing water system facilities, and impacts on TMWA’s water resources and capital improvement plans.

If the Council chooses this policy option, new development in the City of Reno and its SOI would limited or delayed until TMWA chooses to expand its retail service area. One key consideration in evaluating this policy option is the manner in which property tax is calculated and the resulting reliance on revenues from new development to maintain City revenue levels. The Fiscal Impacts Findings and Analysis report prepared by EPS to inform Phase I of the Master Plan clearly documented that property tax revenue is significantly higher from new buildings compared to older buildings even when market values are the same. This increases the need for new development each year to maintain property tax revenues and creates a fiscal reliance on strong growth rates. The Master Plan team is concerned moving forward with this policy option would limit development and reduce property tax revenues for the City that are used to provide Reno residents with services. The Master Plan team is also concerned that the proposed policy represents a significant shift in policy direction that has not been vetted with stakeholders and the broader community as part of the ReImagine Reno process.

**COMMENT/ POLICY ISSUE**

Additional language in the Master Plan should support the discouragement of private water purveyors. (Council Member Brekhus)

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>Roles and Responsibilities Table - Page 179</b> Both TMWA and private water purveyors are specified as water supply providers.</p> <p><b>Concurrency Water Section – Page 181</b> The developer is responsible for extending and building all water lines and mains needed to serve their development. In addition, developers are required to dedicate water rights and/or pay a water resources fee and a facilities fee to offset the cost to provide water to the new development. Water provision is the responsibility of separate water purveyors/utilities, not the City of Reno. The Truckee Meadows Water Authority (TMWA) is the primary provider of water in the region.</p>	<p><b>Roles and Responsibilities Table - Page 179</b> Add footnote next private water purveyors noting “<u>in limited situations</u>”</p> <p><b>Concurrency Water Section – Page 181</b> The developer is responsible for extending and building all water lines and mains needed to serve their development. In addition, developers are required to dedicate water rights and/or pay a water resources fee and a facilities fee to offset the cost to provide water to the new development. Water provision is the responsibility of separate water purveyors/utilities, not the City of Reno. The Truckee Meadows Water Authority (TMWA) is the primary provider of water in the region. Creating <u>new and/or expanded private water purveyors to serve new development is discouraged.</u></p>

**SPONSORED LANGUAGE CONSIDERATIONS**

The language sponsored in the table above emphasizes the City’s desire to limit the role of private water purveyors serving new development in the City and its SOI. As sponsored, the language complements the new policy and implementation strategy regarding water supply recommended by the Planning Commission and would be consistent with the policy framework of the updated Master Plan.

## Cross-Subsidization of Ratepayers

### COMMENT/ POLICY ISSUE

The updated Master Plan should discourage the cross-subsidization of rate payers by utilities. (Council Member Brekhus)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan does not directly address the setting of rates for utility services, but does include an existing implementation strategy that outlines the exploration of variable rates for sewer connection fees to better align the cost of new growth with the areas generating demands for improvements (see IMP-2.3g, p. 211).

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
NA	<b>2.3H: RATEPAYER EQUITY</b> <u>Support equity among ratepayer groups and avoid cross-subsidization of one ratepayer group by another in the provision of utility services (e.g. water, wastewater, flood management).</u>

### SPONSORED LANGUAGE CONSIDERATIONS

The sponsored language supports establishing rates for utility services in an equitable manner for various ratepayer groups (i.e. proportional to use and/or demand) to avoid cross-subsidization of one ratepayer group by another and provides policy support for IMP-2.3g. The new policy sponsored in the table above is consistent with the overall policy framework of the updated Master Plan, and does not represent a significant shift in policy direction.

## Historic Preservation

### COMMENT/ POLICY ISSUE

Additional detail in the updated Master Plan is desired regarding the City’s vision for historic resources. More specifically, the Master Plan should outline the benefits of the City Register of Historic Places and look forward to mechanisms to review impacts to properties not currently on the City Register of Historic Places. (Council Member Duerr)

### HOW DOES THE PLAN ADDRESS THE ISSUE?

The draft Master Plan calls for the promotion and support of historic preservation efforts by working with the community, neighborhoods, and property owners to not only add more structures to the historic register, but also to develop the tools needed to protect these important assets. To achieve this vision, six policies are in place under Goal 7.5: Protect and Preserve Reno’s Heritage and Historic Assets (p.82). Topically, these policies address:

- Identifying and increasing the number of historic resources through the addition of properties to the City, state and national registers;
- Reinforcing the role of the HRC as the Council’s advisory on how to protect historic resources;
- Providing educational resources on historic resources and methods to preserve historic structures;
- Promoting the economic benefits of historic preservation; and
- Minimizing impacts to historic resources as new development occurs with preservation and adaptive reuses of properties on the City Register being a first priority.

In addition, six implementation strategies (pp. 227-229) outline actions to protect and preserve Reno’s heritage and historic assets. These implementation strategies include:

- Working with SHPO to utilize funds and programs for historic preservation activities;
- Regularly updating the inventory of potentially eligible historic properties;
- Develop a comprehensive inventory of properties that are potentially eligible for historic designation and update as additional properties become eligible;
- Developing a public-facing GIS viewer that identifies and ranks historic-age properties;
- Updating the Annexation and Land Development Code to streamline the City register designation process, develop an administrative COA process for minor exterior modifications, and revise incentives;
- Developing design guidelines for the COA process; and
- Creating a strategic plan for the HRC that outlines actions the HRC can take to enhance historic resource preservation.

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>7.5C: PROTECTION OF HISTORIC RESOURCES</b>                      Reinforce the Historic Resource Commission’s regulatory processes and its role as historic preservation advisor to the City Council. (p. 82)</p>	<p><b>7.5C: PROTECTION OF HISTORIC RESOURCES</b>  <u>Increase the number of properties and landmarks on the city, state, and national registers, but focus particularly on increasing the number of properties on the City Register of Historic Places as a critical mechanism to maintain the integrity of historic resources.</u> Reinforce the Historic Resource Commission’s regulatory processes in its role as historic preservation advisor to the City Council. (p. 82)</p>

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>7.5F: ORDER OF PREFERENCE</b> Minimize impacts as part of future development to maintain integrity of historical context. As a first priority, encourage the preservation or adaptive reuse of historic resources on the City Register of Historic Places. Support mitigation measures (e.g. relocation) in lieu of demolition when reuse is not deemed feasible. (p.82)</p>	<p><b>7.5F: <u>ORDER OF PREFERENCE EVALUATION OF IMPACTS TO HISTORIC RESOURCES</u></b> <u>Minimize impacts as part of future development to maintain integrity of historical context. Prioritize preservation of historic resources on the City Register of Historic Places and ensure impacts are minimized and mitigated.</u> As a first priority, encourage the preservation or adaptive reuse of historic resources <del>on the City Register of Historic Places.</del> <u>If alterations to historic resources on the City Register are proposed, they should be analyzed with the intention of minimizing impacts to significant features and maintaining the integrity of the historic resource.</u></p> <p><u>When relocation is the only feasible alternative, the new location should be compatible with the original character of the historic resource and support continued listing on the City Register. Support mitigation measures (e.g. relocation) in lieu of demolition when reuse is not deemed feasible.</u> (p. 82)</p> <p><u>IMP-7.5f. Evaluate the feasibility of the Historical Resources Commission reviewing demolition permits and/or permits that would alter the exterior of structures on the inventory of potentially eligible historic properties.</u></p> <p><u>Lead: Community Development Department</u>  <u>Partners: Historical Resources Commission, State Historic Preservation Office</u>  <u>Timing: Longer-term</u>  <u>Resources: Staff time, Outside support/funding</u></p>

**SPONSORED LANGUAGE CONSIDERATIONS**

The language sponsored in the table above revises two existing policies and adds a new implementation policy as follows:

- Policy 7.5c more strongly conveys that increasing the number of properties on various historic registers, but particularly the City Register of Historic Places, is a key mechanism to protect historic resources.
- Policy 7.5f provides greater clarity regarding the City’s policy when impacts to properties on the City Register of Historic Places are considered. In such situations, the City’s order of preference should be to preserve, minimize, and mitigate impacts to historic resources. The policy above also provides additional detail on how impacts to historic resources should be minimized as well as relocation guidance.
- IMP-7.5f looks to explore development of a process for the Historical Resources Commission (HRC) to review certain permits for structures that would be listed on a City-maintained inventory of potentially eligible historic properties. This City-maintained inventory of potentially eligible historic properties should be maintained on an ongoing basis and can be found as IMP-7.5b (p.227). Jurisdictions with such processes generally utilize them to provide input on how the permit would impact the eligibility of the property, not to create denial authority. However, the specific parameters

of such a process would need to be explored as part of its development. The ReImagine Reno process focused primarily on strengthening the policy framework for historic resources. While this mechanism to enhance preservation of potentially eligible historic properties was not vetted as part of the, it would represent a new strategy that supports the identification and preservation of historic resources in Reno. Depending on how the process would be structured, additional staff resources would likely be needed to support the HRC.

## Clarity/Emphasis Changes

### Parkland Retention

#### COMMENT/ POLICY ISSUE

Policy 6.3F: Parkland Retention should more strongly discourage the dismantling of park assets in the City. (Council Member Brekhus)

#### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan encourages the retention of City-owned parks as a key element in providing the community with recreational opportunities that support active, healthy lifestyles with Policy 6.3F: Parkland Retention (p.62).

#### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>6.3F: PARKLAND RETENTION</b> Retain developed, City-owned parks throughout the community for the primary purpose of active and passive recreation to the maximum extent feasible. Where alternative uses or possible disposal of an existing park must be considered to meet other community objectives (e.g. affordable housing), seek to provide an equivalent park space within the same quadrant of the city. (p. 62)</p>	<p><b>6.3F: PARKLAND RETENTION</b> Retain developed, City-owned parks throughout the community for the primary purpose of active and passive recreation to the maximum extent feasible. Where alternative uses or possible disposal of an existing park are considered, <u>seek broad input on impacts to park users and ensure the reuse of the park must be considered to meet</u> other community objectives <del>(e.g. affordable housing), seek to provide an equivalent park space within the same quadrant of the city.</del> (p. 62)</p>

#### SPONSORED LANGUAGE CONSIDERATIONS

As sponsored, the changes would alter the parkland retention policy recommended by the Planning Commission as follows:

- Add language emphasizing the importance of community engagement in considering the disposal of parkland.
- Remove language supporting the provision of an equivalent park space within the same city quadrant to support community access to parks in the rare event city parkland is disposed.

The changes to Policy 6.3f as shown in the table above are consistent with the policy framework of the updated Master Plan and do not represent a significant shift in policy direction.

## Open Space Program

### COMMENT/ POLICY ISSUE

A formal open space system with a dedicated funding mechanism is needed to advance the City’s vision of becoming a base for outdoor recreation. (Council Member Brekhus)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

Numerous goals and policies included in the draft Master Plan support the City’s aspirational vision of becoming a base for outdoor recreation and the role open space plays in realizing this vision. Topically, these goals and policies address the need to protect natural resource features and the environment; furthering the development of an interconnected network of open space, greenways, and trails; and, maintaining access to public lands at the urban rural/interface. For additional detail, refer to the policies under the following goals:

- 7.1: Conserve and protect Reno’s natural resources and environment (pp.72-75)
- 7.2: Establish an interconnected network of open space, greenways, and trails (pp. 76-78)
- 7.3: Maintain access to public lands at the urban rural interface (p. 79)

The draft Master Plan also includes the following implementation strategies that pertain to advancement of the City’s open space, greenways and trails network:

- IMP-7.2e outlines continued acceptance of privately owned properties consistent with adopted City policies and procedures for processing donations of private land and exploration of conservation easements. (p. 225)
- IMP-7.2f continues collaborative efforts with partner agencies and organizations within the region, as well as at the state and federal level to support increased access to outdoor opportunities for residents throughout the Truckee Meadows. (p. 225)
- IMP-7.2g programs work with land trusts and other potential partners to support the conservation of private lands for open space, agricultural, or resource protection purposes.

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>7.2A: OPEN SPACE, GREENWAYS, AND TRAILS NETWORK</b> Continue to pursue opportunities to acquire and retain as open space, trails, or greenways areas that support the implementation of an interconnected network within the urbanized area and that provides connections to other parts of the region. (p.76)</p>	<p><b>7.2A: OPEN SPACE, GREENWAYS, AND TRAILS NETWORK</b> <del>Continue to</del> <u>Actively</u> pursue opportunities to acquire and retain as open space, trails, or greenways areas that support the implementation of an interconnected network within the urbanized area and that provides connections to other parts of the region. (p.76)</p> <p><u>IMP-7.2h: Work to develop a formal Open Space program with a dedicated funding source that acquires and manages open space, greenways, and trails to support expansion of the City’s open space, greenways, and trails network.</u></p> <p><u>Lead: Parks, Recreation, and Community Services</u>  <u>Partners: Community Partners, Local Government Partners</u>  <u>Timing: Longer-term</u>  <u>Resources: Staff time, Outside support/funding, Regional Collaboration</u></p>

**SPONSORED LANGUAGE CONSIDERATIONS**

To advance the City's outdoor recreation vision, the sponsored language emphasizes the importance of actively moving forward with the development of an interconnected network of open space, greenways, and trails with the following changes:

- Strengthening language in Policy 7.2A: Open Space, Greenways and Trails Network to convey it is the City's policy to actively advance enhancements to this network.
- Adding a new implementation strategy that guides the establishment of a formal Open Space program that can proactively work to expand the City's open space, greenways, and trails network with a dedicated funding source.

The addition of IMP-7.2h as shown in the table above is consistent with the policy framework of the updated Master Plan and does not represent a significant shift in policy direction.

## Delineation of Community/Neighborhood Centers

### COMMENT/ POLICY ISSUE

Community/Neighborhood Center policies (pp. 114-119) should provide additional guidance to support maintaining the neighborhood-oriented character of neighborhood centers. (Council Member Brekhus)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan includes design principles for Community/Neighborhood Centers that guide the establishment and revitalization of such centers (pp. 114-119). As written, the Master Plan encourages incremental change as a means to support the revitalization of obsolete community/neighborhood centers and support the community’s desire for more walkable centers. With this in mind, the dominant character of some centers will change. However, the concept of protecting/enhancing neighborhood character (as noted in the proposed language) is a key driver behind the design principles. The draft Master Plan also acknowledges that the scale of Community Centers is different than Neighborhood Centers. Community Centers are generally greater than 10 acres in size and located at the intersection of two arterials or a freeway interchange. Neighborhood Centers are smaller (i.e. 6-10 acres in size but potentially smaller) and generally located at the intersection of a collector street and an arterial street, or two collector streets.

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>CNC-G.18: EXPANDED MIX OF USES</b>                      Incorporate a greater mix of uses—such as offices, multi-family housing, and live-work options—as part of efforts to revitalize existing single-use centers where feasible. (p.118)</p> <p><b>CNC-G.19: BUILDING AND SITE IMPROVEMENTS</b>                      Utilize façade improvements, signage, landscaping, and other physical enhancements as a means to increase the vibrancy and longevity of existing centers where redevelopment or major rehabilitation is not feasible in the near-term. (p.118)</p>	<p><b>CNC-G.18: EXPANDED MIX OF USES</b>                      Incorporate a greater mix of uses—such as offices, multi-family housing, and live-work options—as part of efforts to revitalize existing single-use centers where feasible. <u>The type and intensity of new uses that are added to an existing neighborhood center should support the objective of enhancing the overall vitality of the center and expanding the range of services and amenities accessible to neighborhood residents while maintaining a walkable, neighborhood-oriented scale. The expansion of auto-oriented uses (i.e., drive-thrus or big box stores) in existing neighborhood centers is not desired.</u> (p.118)</p> <p><b>CNC-G.19: BUILDING AND SITE IMPROVEMENTS</b>                      Utilize façade improvements, signage, landscaping, and other physical enhancements as a means to increase the vibrancy and longevity of existing centers where redevelopment or major rehabilitation is not feasible in the near-term. <u>However, the pedestrian-oriented scale of signage and other improvements in existing neighborhood centers should be retained and/or integrated as part of revitalization efforts.</u> (p.118)</p>

### SPONSORED LANGUAGE CONSIDERATIONS

The language sponsored in the table above provides additional policy guidance regarding the type of uses and improvements that are appropriate to support revitalization of existing neighborhood centers to maintain and/or enhance the walkable,

neighborhood-oriented character of these centers. As sponsored, the changes would alter two policies recommended by the Planning Commission as follows:

- Add language to CNC-G.18: Expanded Mix of Use to discourage the expansion of auto-oriented uses in existing neighborhood centers.
- Add language to CNC-G.19: Building and Site Improvements that supports the retention or enhancement of pedestrian-scale signage and other site improvements as revitalization of existing centers occurs.

The sponsored changes to CNC-G.18 and CNC-G.19 as shown in the table above are consistent with the policy framework of the updated Master Plan and do not represent a significant shift in policy direction.

## Plans Adopted by Other Entities

### COMMENT/ POLICY ISSUE

The draft Master Plan should clarify the process to collaborate with entities that prepare plans identified as guiding documents in the draft plan and how the Master Plan would be amended. (Council Member Brekhuis)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

Within the City of Reno, there are a variety of major institutions including, but not limited to, the University of Nevada, Reno, Desert Research Institute, Truckee Meadows Community College, Renown Regional Medical Center, and St. Mary’s Regional Medical Center. Many of these institutions prepare their own planning documents that have influenced the design principles (see Chapter 3) and land use plan (see Chapter 4) in this Master Plan.

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>EA-IA.1: MIX OF USES</b> The overall mix of uses in innovation areas should be guided by the following applicable master plans:</p> <ul style="list-style-type: none"> <li>• Desert Research Institute Master Plan</li> <li>• Truckee Meadows Community College Master Plan</li> <li>• Dandini Research Park Master Plan</li> <li>• University of Nevada Reno Campus Master Plan 2015- 2024 (p.138)</li> </ul> <p><b>2.4L: INSTITUTIONAL USES</b> Collaborate with major institutional uses in the city on plans for expansion to ensure neighborhood compatibility, circulation and access, and other city priorities are considered. (p. 29)</p>	<p><b>EA-IA.1: MIX OF USES</b> The overall mix of uses in innovation areas should be guided by the following applicable master plans, <u>as amended, using the cooperative process in Policy 2.4L:</u></p> <ul style="list-style-type: none"> <li>• <del>Desert Research Institute Master Plan</del></li> <li>• Truckee Meadows Community College <u>Facilities</u> Master Plan</li> <li>• <u>DRI</u>/Dandini Research Park Master Plan</li> <li>• University of Nevada Reno Campus Master Plan 2015- 2024 (p.138)</li> </ul> <p><b>2.4L: INSTITUTIONAL USES</b> Collaborate with major institutional uses in the city on <u>institutional master plan updates and/or en</u>plans for expansion to ensure <u>alignment with the goals and policies of this Master Plan,</u> neighborhood compatibility, circulation and access, and other city priorities are considered. <u>As updates to institutional master plans and/or expansions occur, the City should evaluate if any changes are needed to applicable design principles (see Chapter 3) and/or Master Plan land use designations and cooperatively work with the major institution and the broader community to develop updates to this Master Plan.</u>(p. 29)</p>

### SPONSORED LANGUAGE CONSIDERATIONS

Following adoption of the draft Master Plan, it is important for the City to engage in updates to these institutional planning documents and/or institutional expansions that could necessitate changes to the design principles (see Chapter 3) or land use plan (see Chapter 4) in this Master Plan. The language sponsored by Council Member Brekhuis clarifies that the City should be involved in institutional planning efforts and also collaborate with institutions and the broader public in the developing updates to this Master Plan. The sponsored changes shown in the table above are consistent with the policy framework of the updated Master Plan and do not represent a significant shift in policy direction.

## Joint Plans

### COMMENT/ POLICY ISSUE

The updated Master Plan should advance the idea that joint plans are a mechanism to plan for growth in outlying areas and provide more detail on the role of joint plans (Council Member Brekhus).

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan includes an implementation strategy that directs the initiation of discussions with regional partners regarding joint planning areas (see IMP-2.4e, p. 212).

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>2.4A: REGIONAL PLANNING</b> Actively participate in periodic updates to and implementation of the Truckee Meadows Regional Plan in collaboration with the City of Sparks, Washoe County, the Truckee Meadows Regional Planning Agency, and other partners to promote alignment with the goals and policies of this Master Plan. (p. 28)</p> <p><b>IMP-2.4e</b> Initiate discussions with regional partners regarding joint planning areas and explore sunsetting the Reno-Stead Corridor Joint Plan. (p. 212)</p> <p><b>Cooperative Planning Narrative</b> (p. 176) Cooperative Planning Areas</p> <p>Areas where both the City of Reno and Washoe County have an interest in guiding the density, intensity, or character of new development are classified as cooperative planning areas in the Truckee Meadow Regional Plan. In general, the intent of the cooperative planning areas is to ensure compatibility between new development and existing rural development at the city’s peripheries. To this end, the Land Development Code includes a “cooperative planning overlay district” which ensures issues related to compatibility are addressed in new development that is located within portions of a cooperative planning area that fall within the city.</p>	<p><b>2.4A: REGIONAL PLANNING</b> Actively participate in periodic updates to and implementation of the Truckee Meadows Regional Plan, <u>and in joint planning efforts as applicable</u>, in collaboration with the City of Sparks, Washoe County, the Truckee Meadows Regional Planning Agency, and other partners to promote alignment with the goals and policies of this Master Plan. (p. 28)</p> <p><b>IMP-2.4e</b> Initiate discussions with regional partners regarding joint planning areas and explore sunsetting the Reno-Stead Corridor Joint Plan. (p. 212)</p> <p><b>Cooperative Planning Narrative</b> (p. 176) Cooperative <u>and Joint</u> Planning Areas</p> <p>Areas where both the City of Reno and Washoe County have an interest in guiding the density, intensity, or character of new development are classified as <u>either cooperative planning or joint planning</u> areas in the Truckee Meadow Regional Plan. In general, the intent of the cooperative planning areas is to ensure compatibility between new development and existing rural development at the city’s peripheries. To this end, the Land Development Code includes a “cooperative planning overlay district” which ensures issues related to compatibility are addressed in new development that is located within portions of a cooperative planning area that fall within the city. <u>Joint planning areas are designated in the Truckee Meadows Regional Plan. Once designated, both the City of Reno and Washoe County must address them in their respective master plans.</u></p> <p><b>PI-D Demonstrate the City’s commitment to responsible and well-managed growth</b> (p. 200) Add the following language the bulleted list of supporting implementation strategies: <u>Exploring the establishment of new joint planning areas and evaluating sunsetting of the Reno-Stead Corridor Joint Plan in collaboration with regional partners (IMP-2.4e)</u></p>

**SPONSORED LANGUAGE CONSIDERATIONS**

Joint planning areas are a tool local governments can utilize to jointly plan for growth and development. Per state law, joint planning areas are designated in the comprehensive regional plan and local governments must address these areas in their respective master plans. Currently, only one joint planning area is identified in the Truckee Meadows Regional Plan – the Reno-Stead Corridor Joint Planning Area. Over time, local governments have not established new joint planning areas for the following reasons:

- Additional time and resources are needed to process amendments to joint planning areas as any change to a joint plan requires amendment of all relevant local government master plans. For instance, master plan amendments to modify the Reno-Stead Corridor Joint Plan take approximately one year to process due to joint meetings of advisory boards, planning commissions and governing bodies. Following amendment of the Reno-Stead Corridor Joint Plan, additional development entitlements may then move forward for consideration.
- Policy changes to the Truckee Meadows Regional Plan have produced a more stable approach to the locations where urban and suburban development is allowed for each of the three local governments. These changes occurred in 2006 and resulted in the Truckee Meadows Services Area (TMSA) being allocated amongst Reno, Sparks and Washoe County.

The sponsored language more clearly describes the purpose of joint plans and how they are established. In addition, the sponsored language includes IMP-2.4e in the list of implementation strategies that should be pursued in the next one to two years under PI-D: Demonstrate the City's Commitment to Responsible and Well-Managed Growth. This addition underscores the importance of initiating discussions with regional partners regarding new joint planning areas. The sponsored changes shown in the table above provide enhanced clarity, are consistent with the policy framework of the updated Master Plan, and do not represent a significant shift in policy direction.

## Transportation Safety

### COMMENT/ POLICY ISSUE

The Master Plan should more strongly emphasize the value of a safe transportation network. (Council Member Brekhus)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan includes a variety of goals, policies and implementation strategies related to the transportation network. These goals and policies are primarily found under Guiding Principle 5: Well-Connected City and Region (pp. 46-55). Supporting implementation strategies are found in Chapter 5 (pp. 219-220).

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>Well-Connected City and Region Narrative (p. 46)</b></p> <p>Reno’s residents value the ease with which they can travel around the city and the fact that most destinations in the city and region can be reached in 20 minutes or less. However, as the region’s roadways reach and exceed their designed-for capacities, traffic and congestion are becoming larger issues. In addition, population growth and changing commuting patterns could exacerbate these trends—already workers in the City have seen their average commute times increase over the past 15 years. In response, the Regional Transportation Commission of Washoe County (RTC) has shifted its focus to providing more public transit service in the region, and both RTC and the City of Reno have invested in new bike lanes and sidewalks in order to increase connectivity between destinations within the city and promote greater use of alternative modes of transportation. While most residents still choose to drive for most daily trips, demand for infrastructure that supports alternative modes of travel—such as walking, bicycling, and taking transit—is growing. Mobility is also an issue for older residents—a growing percentage of the population—who are no longer able to drive cars, but still need to access services and move around the city.</p> <p>Balancing the need to maintain existing transportation facilities with the need to invest in new facilities is an ongoing challenge at the local, state, and federal level due to limited funding for transportation projects. Available funding will not be enough to address all of the region’s needs and will require careful consideration of priorities and potential trade-offs associated with future investment in transportation facilities. In addition, recent innovations in technology have made the prospect of driverless cars and other autonomous vehicles a possibility within the 20-year planning horizon of the Master Plan, and the Reno region is home to a number of companies focused on technological</p>	<p><b>Well-Connected City and Region Narrative (p. 46)</b></p> <p>Reno’s residents value the ease with which they can travel around the city and the fact that most destinations in the city and region can be reached in 20 minutes or less. However, as the region’s roadways reach and exceed their designed-for capacities, traffic, <del>and</del> congestion, <u>and safety</u> are becoming larger issues. In addition, population growth and changing commuting patterns could exacerbate these trends—already workers in the City have seen their average commute times increase over the past 15 years. In response, the Regional Transportation Commission of Washoe County (RTC) has shifted its focus to providing more public transit service in the region, and both RTC and the City of Reno have invested in new bike lanes and sidewalks in order to increase <u>safety and</u> connectivity between destinations within the city and promote greater use of alternative modes of transportation. While most residents still choose to drive for most daily trips, demand for infrastructure that supports alternative modes of travel—such as walking, bicycling, and taking transit—is growing. Mobility is also an issue for older residents—a growing percentage of the population—who are no longer able to drive cars, but still need to access services and move around the city.</p> <p>Balancing the need to maintain <u>and enhance the safety of</u> existing transportation facilities with the need to invest in new facilities is an ongoing challenge at the local, state, and federal level due to limited funding for transportation projects. Available funding will not be enough to address all of the region’s needs and will require careful consideration of priorities and potential trade-offs associated with future investment in transportation facilities. In addition, recent innovations in technology have made the prospect of driverless cars and other autonomous vehicles a possibility within the 20-year planning horizon of the Master Plan, and</p>

Planning Commission Recommended Language	Council Member Sponsored Language
<p>innovations in transportation. The timing and magnitude of the impacts of such technological advancements on transportation systems remain uncertain, but present a tremendous opportunity for Reno to be a leader and innovator in this area.</p> <p><b>Looking to the Future Narrative (p. 47)</b>                      Reno will continue to collaborate with the RTC, the Nevada Department of Transportation (NDOT), and other regional partners on targeted investments in new and existing infrastructure to address priorities for transportation and help the city maintain its status as a “20-minute town.” This will require an emphasis on the efficient use of existing transportation facilities, increasing transit usage and coverage, improved access for all modes of travel (auto, bike, pedestrians, and transit), and an integrated approach to land use and transportation. Improving pedestrian and bicycle connectivity and filling “gaps” in the system will be a key consideration in the design of new neighborhoods and the retrofitting of established neighborhoods and commercial areas. Higher intensity, walkable development will continue to be encouraged in areas where it can be readily served by existing or future transit. The City will also seek to leverage Reno’s rail and airport access and become a leader in preparing for—or even supporting—emerging technologies from both a transportation and economic development perspective.</p> <p><b>GOAL 5.1</b> Continue to develop a balanced, well-connected transportation system that enhances mobility for all modes. (p.48)</p> <p><b>5.1A: BALANCED MODES</b> Consider and strive to balance the needs of all transportation modes—driving, bicycling, walking, and taking transit—in day-today planning, development review, and decision-making within the City. (p. 48)</p> <p><b>5.2D: SYSTEM CAPACITY</b> Design and manage the City’s transportation system to ensure maximum utilization and efficiency of roadways while considering the needs and safety of all transportation modes - walking, biking, driving, and taking transit. All streets should be as narrow as possible without compromising safety to reduce City maintenance costs and improve accessibility and safety. (p. 51)</p>	<p>the Reno region is home to a number of companies focused on technological innovations in transportation. The timing and magnitude of the impacts of such technological advancements on transportation systems remain uncertain, but present a tremendous opportunity for Reno to be a leader and innovator in this area.</p> <p><b>Looking to the Future Narrative (p. 47)</b>                      Reno will continue to collaborate with the RTC, the Nevada Department of Transportation (NDOT), and other regional partners on targeted investments in new and existing infrastructure to address priorities for <u>safe</u> transportation <u>options</u> and help the city maintain its status as a “20-minute town.” This will require an emphasis on the efficient use of existing transportation facilities, increasing transit usage and coverage, improved <u>safety and</u> access for all modes of travel (auto, bike, pedestrians, and transit), and an integrated approach to land use and transportation. Improving pedestrian and bicycle connectivity and filling “gaps” in the system will be a key consideration in the design of new neighborhoods and the retrofitting of established neighborhoods and commercial areas. Higher intensity, walkable development will continue to be encouraged in areas where it can be readily served by existing or future transit. The City will also seek to leverage Reno’s rail and airport access and become a leader in preparing for—or even supporting—emerging technologies from both a transportation and economic development perspective.</p> <p><b>GOAL 5.1</b> Continue to develop a <u>safe</u>, balanced, <u>and</u> well-connected transportation system that enhances mobility for all modes. (p.48)</p> <p><b>5.1A: BALANCED MODES</b> Consider and strive to balance the <u>safety and</u> needs of all transportation modes—driving, bicycling, walking, and taking transit—in day-today planning, development review, and decision-making within the City. (p. 48)</p> <p><b>5.2D: SYSTEM CAPACITY</b> Design and manage the City’s transportation system to ensure <del>maximum utilization and efficiency of roadways while considering</del> the needs and safety of all transportation modes - walking, biking, driving, and taking transit <u>– are considered as part of roadway capacity and congestion management projects</u>. All <u>streets travel lanes</u> should be as narrow as possible <del>without compromising safety to</del> <u>improve safety and accessibility for all modes and</u> reduce City maintenance costs <del>and improve accessibility and safety</del>. (p. 51)</p>

**SPONSORED LANGUAGE CONSIDERATIONS**

The language in the table above further emphasizes the importance of transportation network safety in various plan locations. Prioritizing and enhancing safety has been woven into narrative components of the draft Master Plan under Guiding Principle 5: Well-Connected City and Region and also as part of Goal 5.1 and Policy 5.1a. In addition to these changes, the policies under Goal 5.2 (Actively manage transportation systems and infrastructure to improve reliability, efficiency, and safety), further underpin the proactive management of the transportation systems to ensure safety with policies related to traffic operations, transportation demand management, system maintenance and capacity, roadway design, access management, traffic calming, and safe routes to school (pp. 51-52). As shown in the table above, changes are also proposed to Policy 5.2d: System Capacity that focus on the needs and safety of all transportation modes as part of roadway capacity projects. The sponsored changes shown in the table above provide enhanced clarity, are consistent with the policy framework of the updated Master Plan, and do not represent a significant shift in policy direction.

## Economic Development

### COMMENT/ POLICY ISSUE

Economic development policies that reference the Economic Development Authority of Western Nevada (EDAWN) should clearly state the City’s vision should drive EDAWN’s activities and the reference to The Chamber should be removed from Policy 1.1C. (Council Member McKenzie)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan aims to support continues economic diversification and resiliency with a variety of goals, policies and implementation strategies. These goals and policies are primarily found under Guiding Principle 1: Resilient Local & Regional Economy (pp. 16-21). Supporting implementation strategies are found in Chapter 5 (pp. 206-208). As drafted, two policies specifically reference city economic development efforts where collaboration with EDAWN will be needed: the first relates to the creation of city-focused economic development strategy (p. 18) and the second relates to regional economic development initiatives (p. 18).

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>1.1A: CITY-FOCUSED ECONOMIC DEVELOPMENT STRATEGY</b> Develop and regularly update a targeted, near-term economic development strategy for City-led efforts to promote a resilient local economy and advance above average wage levels that:</p> <ul style="list-style-type: none"> <li>• Identifies target industries aligned with the community’s vision for Reno;</li> <li>• Provides greater clarity regarding EDAWN’s target industries that advance City priorities;</li> <li>• Specifies the relationship between target industries and Reno’s priority growth areas;</li> <li>• Outlines roles and responsibilities of the City and regional partners; and</li> <li>• Addresses efforts not covered by regional partners. (p.18)</li> </ul> <p><b>1.1C: REGIONAL INITIATIVES</b> Actively participate in economic development initiatives sponsored by EDAWN that are focused on primary employment attraction/ retention and promotion of the region. Actively support the Reno-Sparks Chamber of Commerce in its efforts to support and retain existing businesses and other partners. (p. 18)</p>	<p><b>1.1A: CITY-FOCUSED ECONOMIC DEVELOPMENT STRATEGY</b> Develop and regularly update a targeted, near-term economic development strategy for City-led efforts to promote a resilient local economy and advance above average wage levels that:</p> <ul style="list-style-type: none"> <li>• Identifies target industries aligned with the community’s vision for Reno;</li> <li>• Provides greater clarity <del>regarding to</del> EDAWN’s <del>regarding the</del> target industries that advance City priorities;</li> <li>• Specifies the relationship between target industries and Reno’s priority growth areas;</li> <li>• Outlines roles and responsibilities of the City and regional partners; and</li> <li>• Addresses efforts not covered by regional partners. (p.18)</li> </ul> <p><b>1.1C: REGIONAL INITIATIVES</b> Actively participate in <del>EDAWN’s</del> economic development initiatives <del>sponsored by EDAWN that are focused on primary employment attraction/ retention and promotion of the region for the greater Reno-Sparks area. Support and provide direction to efforts regarding primary employment attraction/retention and promotion of the region in partnership with EDAWN to implement the City’s economic development strategy.</del> Actively support <del>the Reno Sparks Chamber of Commerce in its community business organizations in their</del> efforts to support and retain existing businesses and other partners. (p.18)</p>

**SPONSORED LANGUAGE CONSIDERATIONS**

As sponsored, the language in the table above more clearly conveys that the City's vision should influence EDawn's economic development activities and acknowledges that there are a variety of community business organizations that engage in regional economic development initiatives. The sponsored changes to Policy 1.1a and Policy 1.1c shown in the table above are consistent with the policy framework of the updated Master Plan and do not represent a significant shift in policy direction.

## Reno-Stead Airport Truck Traffic

### COMMENT/ POLICY ISSUE

Truck traffic generated by non-aviation related development at the Reno-Stead Airport will adversely impact residential neighborhoods. (Council Member McKenzie)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan includes policies and implementation strategies related to truck traffic as well as implementation strategies that outline future collaborative efforts with the Reno-Tahoe Airport Authority (RTAA) to support development of the Reno-Stead Airport:

- Policy 5.3e supports enforcement of truck route designations and regulations, indicates the hours of operation for heavy trucks should be limited on certain streets to assist in peak hour congestion relief, and outlines that truck traffic should only be allowed in residential areas where it is necessary to serve residents or businesses. (p.53)
- Design Principle EA-ATA.10 further supports directing heavy trucks to designated truck routes in Airport Transportation Areas. (p. 142)
- IMP-5.3d directs the creation of an updated truck route map. (p.221)
- IMP-1.2d outlines coordination with RTAA to support attraction of development to the Reno-Stead Airport. (p. 207)

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>IMP-1.2d.</b> Coordinate with the Reno-Tahoe Airport Authority (RTAA) on actions that support the attraction of development to the Reno-Stead Airport. (p. 207)</p> <p>Lead: Community Development Partners: Public Works, RTAA Timing: Near-term Resources: Staff time, Regional collaboration</p> <p><b>IMP-5.3d.</b> Maintain and make available an updated truck route map. (p.220)</p> <p>Lead: Community Development Partners: Public Works Timing: Ongoing Resources: Staff time</p>	<p><b>IMP-1.2d.</b> Coordinate with the Reno-Tahoe Airport Authority (RTAA) on actions that support the attraction of development to the Reno-Stead Airport. <u>As part of these efforts, continue to work with RTAA and the Regional Transportation Commission (RTC) to ensure Moya Boulevard provides primary truck access to the Reno-Stead Airport.</u></p> <p>Lead: Community Development Partners: Public Works, RTAA Timing: Near-term Resources: Staff time, Regional collaboration</p> <p><b>IMP-5.3d.</b> Maintain and make available an updated truck route map <u>and work with mapping services to integrate the updated map information.</u></p> <p>Lead: Community Development Partners: Public Works Timing: Ongoing Resources: Staff time</p>

### SPONSORED LANGUAGE CONSIDERATIONS

Due to compatibility issues, it is not desirable to have truck traffic passing through residential areas. However, south of the Reno-Stead Airport there are several residential areas located on Moya Boulevard, Stead Boulevard, Military Road, and Lemmon Drive. Currently, the 2040 Regional Transportation Plan identifies Moya Boulevard from US-395 to Echo Avenue as a Nevada freight corridor and plans for the widening of Moya Boulevard from two to four lanes to provide additional capacity

during the 2022-2026 timeframe. The City also identifies the following roadways as designated truck routes: Moya Boulevard, Stead Boulevard, Military Road, and Lemmon Drive. Both Moya Boulevard (entire length) and Stead Boulevard (N. Virginia Street to Mt. Charleston Street) are designated truck routes.

The sponsored language refines the implementation strategies included in the table above to focus on efforts to make Moya Boulevard the primary truck access to the Reno-Stead Airport and work with mapping applications to ensure updates to the City's truck routes are accurately integrated. The sponsored changes shown in the table above are consistent with the policy framework of the updated Master Plan and do not represent a significant shift in policy direction.

## Truckee Meadows Regional Drainage Manual

### COMMENT/ POLICY ISSUE

Update of the Truckee Meadows Regional Drainage Manual should be a near-term priority. (Council Member McKenzie)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan addresses stormwater management, infrastructure, and using low impact development techniques through various policies and implementation strategies in the following plan locations:

- SD.12: Stormwater Management specifies that stormwaters be managed in such a way that prevents on-site flooding, reduces volumes entering storm drain system, and retains stormwater on-site. (p. 158)
- SD.13: Stormwater Infrastructure outlines that stormwater management features should be aesthetically pleasing and designed to benefit end-users of the site (such as recreational opportunities, aquatic or riparian habitats, or opportunities for public art). (p. 158)
- SD.15: Low Impact Development encourages LID features and approaches that minimize impervious coverage and use natural processes to treat and/or remove pollutants from stormwater runoff. (p. 159)
- Concurrency Management System – Flood Control Management and Storm Drainage: Specifies how drainage facilities are constructed by new development. (p. 182)
- IMP-6.2g outlines the update of stormwater management ordinances to evaluate run-off retention calculations and mitigation strategies for closed basins. (p.222)
- IMP-6.2h supports the review and update of the Truckee Meadows Regional Drainage Manual in collaboration with regional partners. (p.222)

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>IMP-6.2h.</b> Periodically review and evaluate updates to the Truckee Meadows Regional Drainage Manual in collaboration with regional partners. (p. 222)</p> <p>Lead: Public Works Partners: Community Development, Planning Commission Timing: Ongoing Resources: Staff time, Regional collaboration</p>	<p><b>IMP-6.2h.</b> <u>Initiate discussions with regional partners to Periodically R</u>review and <u>evaluate</u> updates <u>to</u> the Truckee Meadows Regional Drainage Manual in <u>and advocate for its consistent application</u><del>collaboration with regional partners.</del></p> <p>Lead: Public Works Partners: Community Development, Planning Commission Timing: <u>Near-term.</u> Ongoing Resources: Staff time, Regional collaboration</p> <p><b>PI-D Demonstrate the City’s commitment to responsible and well-managed growth</b> (p. 200) Update PI- D to include IMP-6.2g and IMP-6.2h in the list of implementation strategies supporting responsible and well-managed growth.</p>

### SPONSORED LANGUAGE CONSIDERATIONS

IMP-6.2h shown in the above table works in tandem with IMP-6.2g, which outlines review and update of stormwater management and floodplain ordinances for closed basis as needed to address stormwater run-off retention calculations and mitigation strategies, including but not limited to, detention and retention of stormwater. The changes sponsored alter the

timing of updates to the Truckee Meadows Regional Drainage Manual to near-term (i.e. one to two years following Master Plan adoption) and add both IMP-6.2g and IMP-6.2h to Priority Initiative D: Demonstrate the City's Commitment to Responsible and Well-Managed Growth. The sponsored changes shown in the table above are consistent with the policy framework of the updated Master Plan and do not represent a significant shift in policy direction.

## Floodplain Procedures

### COMMENT/ POLICY ISSUE

Additional clarity is needed regarding the process to address floodplains. (Council Member Delgado)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan carries forward the City’s current policy approach to floodplain management—mitigating development such that flood elevations will not be increased and/or result in hazards to other properties. Two policies specifically related to floodplain management in the draft Master Plan are described below:

- Policy 6.2E Floodplain Management prohibits the use of fill in floodplains unless flood elevations will not be increased and hazards to other properties in the basin will either not result or be mitigated. (p. 59)
- SD.11 Floodplain Protection not only outlines that development in flood hazard areas should not impair flood protection functions, but also encourages the restoration of flood protection functions previously provided. (p. 158)

In addition, the draft Master Plan also includes an implementation strategy to review and update floodplain management ordinances in conjunction with updates to the drainageway ordinance. (see IMP-6.2f, p. 222)

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>IMP-6.2f.</b> Review and update floodplain management ordinances as needed in conjunction with efforts to update drainageway definitions and policies. (see Policy 7.1e and related strategies) (p.222)</p> <p>Lead: Public Works Partners: Community Development, Planning Commission Timing: Longer-term Resources: Staff time</p> <p><b>IMP-6.2g.</b> Review and update stormwater management ordinances as needed to address stormwater run-off retention calculations and mitigation strategies for closed basins, including but not limited to, detention and retention of stormwater. (p.222)</p> <p>Lead: Public Works Partners: Community Development, Planning Commission Timing: Near-term Resources: Staff time, Outside support/funding</p>	<p><b>IMP-6.2f.</b> Review and update floodplain management ordinances, <u>including the Critical Flood Zone 1 ordinance</u>, as needed in conjunction with efforts to update drainageway definitions and policies. (see Policy 7.1e and related strategies) (p.222)</p> <p>Lead: Public Works Partners: Community Development, Planning Commission Timing: <u>Longer-term, Near-term</u> Resources: Staff time</p> <p><b>IMP-6.2g.</b> Review and update stormwater management <u>and floodplain management</u> ordinances <u>for closed basins</u> as needed to address stormwater run-off retention calculations and mitigation strategies <u>for closed basins</u>, including but not limited to, detention and retention of stormwater. (p.222)</p> <p>Lead: Public Works Partners: Community Development, Planning Commission Timing: Near-term Resources: Staff time, Outside support/funding</p>

### SPONSORED LANGUAGE CONSIDERATIONS

To enhance clarity regarding future updates to the City’s floodplain management ordinances, changes to IMP-6.2f and IMP-6.2g are proposed in the table above. The changes to IMP-6.2F clearly indicate that the Critical Flood Zone 1 ordinance is included future reviews of the City’s floodplain management ordinances and changes the timing for the implementation

strategy from longer-term (i.e. two to five years after Master Plan adoption) to near-term (i.e. one to two years following Master Plan adoption). The changes to IMP-6.2g further clarify that standards related to floodplains in closed basins will be evaluated in conjunction with code updates related to stormwater management in closed basins. The sponsored changes shown in the table above are consistent with the policy framework of the updated Master Plan and do not represent a significant shift in policy direction.

## Community Trusts/Partnerships for Open Space

### COMMENT/ POLICY ISSUE

The updated Master Plan should promote community trusts and partnerships to advance open space goals and policies. (Council Member Duerr)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan outlines that the City should work with land trusts and other potential partners to conserve and protect private lands for open space, agricultural, or resource protection purposes as an implementation strategy to support the establishment of an interconnected network of open space, greenways and trails (see IMP-7.2g, p. 225).

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>IMP-7.2g.</b> Work with land trusts and other potential partners to support the conservation of private lands for open space, agricultural, or resource protection purposes. (p. 225)</p> <p>Lead: Parks, Recreation and Community Services Partners: Community Partners Timing: Ongoing Resources: Staff time, Regional collaboration</p>	<p><b>IMP-7.2g.</b> Work with land trusts and other potential partners to support the conservation of private lands for open space, agricultural, or resource protection purposes. <u>In addition, expand the City's partnership with the Nevada Land Trust and other conservation groups for conservation projects in the Reno-Sparks area. As needed, explore the establishment of other community land trusts to further support conservation efforts.</u> (p. 225)</p> <p>Lead: Parks, Recreation and Community Services Partners: Community Partners Timing: Ongoing Resources: Staff time, Regional collaboration, <u>Outside support/funding</u></p>

### SPONSORED LANGUAGE CONSIDERATIONS

Currently, the Nevada Land Trust works to preserve and protect open spaces in Northern Nevada across multiple counties including Washoe, Churchill, Douglas, Humboldt, Carson City, Lyon, Mineral and White Pine. As recommended by the Planning Commission, IMP-7.2g supports continued work with such land trusts and other partners to support conservation of private lands for open space, agricultural or resource protection purposes. As sponsored, the changes to IMP-7.2g support continuing those collaborative efforts, but also look for the City to expand its partnership with the Nevada Land Trust for conservation projects in the Reno-Sparks area and if needed explore the establishment of other community land trusts to support conservation efforts. The sponsored changes to IMP-7.2g as shown in the table above are consistent with the policy framework of the updated Master Plan and do not represent a significant shift in policy direction.

## Viewsheds

### COMMENT/ POLICY ISSUE

The updated Master Plan should incorporate additional policy considerations for viewsheds. (Council Member Duerr)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan includes a variety of policies that apply to foothill neighborhoods, which are illustrated on page 98 of the draft plan. These policies (pp. 154-156) are predicated on the unique considerations that must be taken into account as development occurs in foothill neighborhoods including steep slopes, prominent ridgelines, drainages, and increased risk for wildfire. In relation to viewsheds, various policies work to protect the view of foothill neighborhoods from lower elevation locations in the City. Topically, these policies address:

- Cluster development to preserve scenic view corridors and natural features; (p. 154)
- Designing development to reduce grading; (p. 154)
- Using landscaping over retaining walls to stabilize cut and fill slopes and minimizing the use of retaining walls; (p. 155) and
- Protecting prominent viewsheds with techniques including the siting of homes below prominent ridgelines, decreasing density in areas of steep slopes, and minimizing cut and fill. (p. 155)

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>N-FN.5: VIEWSHEDS</b> Minimize impacts to prominent viewsheds in the design of new foothill neighborhoods by minimizing cut and fill, siting homes below prominent ridgelines, and decreasing the density of development in areas with steeper slopes (15% grades or more). Open view fencing should be used on lots adjacent to open space areas. (p. 155)</p>	<p><b>N-FN.5: VIEWSHEDS</b> Minimize impacts to prominent viewsheds in the design of new foothill neighborhoods by minimizing cut and fill, siting homes below prominent ridgelines, <u>utilizing building materials designed to blend with natural surroundings;</u> and decreasing the density of development in areas with steeper slopes (15% grades or more). Open view fencing should be used on lots adjacent to open space areas. (p. 155)</p>

### SPONSORED LANGUAGE CONSIDERATIONS

While the draft Master Plan includes a variety of policies that work conjunctively to minimize the structural and visual impacts of hillside development, they don't specifically address the blending of building materials with natural surroundings. As sponsored, the changes to N-FN.5: Viewsheds address utilizing building materials that compliment the natural landscape in foothill neighborhoods. This sponsored change to N-FN.5 Viewsheds as shown in the table above is consistent with the policy framework of the updated Master Plan and does not represent a significant shift in policy direction.

## Road Safety Improvements

### COMMENT/ POLICY ISSUE

The updated Master Plan should more directly address the benefit of road safety improvements such as street lights, speed radars, and pedestrian activated crossings in both growing and established areas of the City. (Council Member Duerr)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan contains a variety of policies that support a safe and well-connected transportation system for all modes of travel. Policies of the draft plan call for the City to enhance safety and connectivity in various ways:

- The City needs to work with RTC to advance the City’s safety goals through RTC’s various planning efforts (see policies on page 48), and
- The City needs to design and make improvements to roadways in a manner that advances the safety and needs of all types of roadway users (see policies on page 52).

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>5.2I: TRAFFIC CALMING</b> Encourage the use of physical traffic calming measures such as roundabouts, chokers, and speed undulations in residential areas to reduce speeds, maintain the integrity and character of neighborhoods, and discourage through traffic. (p.52)</p>	<p><b>5.2I: TRAFFIC CALMING AND PEDESTRIAN SAFETY</b> Encourage the use of physical traffic calming measures such as roundabouts, chokers, and speed undulations in residential areas to reduce speeds, maintain the integrity and character of neighborhoods, and discourage through traffic. <u>In addition, integrate pedestrian safety features where needed to support neighborhood character and safety.</u> (p.52)</p> <p><u><b>IMP-5.2e.</b> Evaluate the redirection of existing and creation of new financial mechanisms to support the integration of road safety improvements (e.g. speed undulations, pedestrian activated crossings, speed radars, etc.) where needed in both growing and established areas of the City.</u></p> <p><u>Lead: Public Works</u> <u>Partners: RTC, Community Development</u> <u>Timing: Ongoing</u> <u>Resources: Staff time</u></p> <p><u><b>IMP-5.2f.</b> Continue to prioritize actions to improve road safety for all users.</u></p> <p><u>Lead: Public Works</u> <u>Partners: RTC</u> <u>Timing: Ongoing</u> <u>Resources: Staff time</u></p>

### SPONSORED LANGUAGE CONSIDERATIONS

The sponsored language revises Policy 5.2I: Traffic Calming to emphasize the importance of both traffic calming and pedestrian safety, and outlines that pedestrian safety features should be integrated where needed to benefit neighborhood character and safety. In addition, two new implementation strategies are proposed. The first supports efforts to create new or

re-direct existing financial mechanisms to integrate road safety improvements as changed conditions produce needs for such improvements. The second strategy outlines that the City should continue to prioritize actions that improve road safety for all users. The sponsored changes as shown in the table above are consistent with the policy framework of the updated Master Plan and do not represent a significant shift in policy direction.

## Shared Parking

### COMMENT/ POLICY ISSUE

The updated Master Plan should include additional policy considerations for shared parking. (Council Member Duerr)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The topic of shared parking is addressed in a variety of locations in the draft Master Plan as this is a common policy approach to discourage auto-oriented development design and support the revitalization of urban areas through infill and redevelopment. To that end, shared parking is specifically promoted within the Downtown Regional Center, Urban Corridors, and Innovation areas through the following policies:

- DTRC-ED.9: Parking (p. 104)
- DTRC-UD.5: Parking (p. 105)
- DTRC-RD.6: Parking (p. 108)
- C-UC.9: Parking Management (p. 123)
- EA-IA.7: Parking Management (p. 139)

To further support the policies above, IMP-2.2c (p. 210) also outlines the review of parking requirements/shared parking during the update of the Annexation and Land Development Code to support the implementation of the Design Principles for Regional Centers, Urban Corridors, and Innovation Areas.

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
NA	<p><u><b>IMP-2.2g. Explore the feasibility of district-level parking programs to support infill and redevelopment efforts and evaluate future updates to parking requirements/shared parking as needed.</b></u></p> <p><u>Lead: Public Works</u>  <u>Partners: RTC, Community Development</u>  <u>Timing: Ongoing</u>  <u>Resources: Staff time</u></p>

### SPONSORED LANGUAGE CONSIDERATIONS

The proposed implementation strategy outlined in the table above supports the various shared parking policies in the draft Master Plan that encourage shared parking as a mechanism to reduce the amount of on-site parking needed in support of infill and redevelopment. Utilizing district-level parking programs in addition to traditional parking reductions and shared parking allowances could further support infill and redevelopment while also enhancing business accessibility. After district-level parking programs have been established and their operational characteristics and/or impacts are known, updates to parking requirements/shared parking standards should also be evaluated. The addition of IMP-2.2g as sponsored in the table above is consistent with the policy framework of the updated Master Plan and does not represent a significant shift in policy direction.

## Wildland-Urban Interface (WUI), Defensible Space, and Fire Access Points

### COMMENT/ POLICY ISSUE

The updated Master Plan should address the Wildland-Urban Interface, defensible space, and fire access points. (Council Member Duerr)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan emphasizes the importance of promoting a safe and more resilient community that can better adapt to the impacts of climate change such as increased temperatures, increased frequency and severity of extreme weather events, and uncertainty about cycles of droughts and floods. Policies throughout the draft master plan work to promote resiliency, development practices aimed at reducing fire risk, and also sustainable development practices designed to promote renewable energy generation, conservation of water and energy resources, and greenhouse gas reduction. These policies can be found in the following plan locations:

- All policies under Goal 6.1: Promote a safe and more resilient community. (pp. 59-60)
- Design Principles for Sustainable Development related to site layout and design, building design, and alternative transportation. (pp. 158-160)
- Design Principles for Foothill Neighborhoods related to hazard mitigation. (p.156)

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>N-FN.16: EMERGENCY SECONDARY ACCESS</b>                      Secondary street access should be provided in all hillside neighborhoods to allow access by firefighters and other first responders, as well as to ensure multiple evacuations routes are available to neighborhood residents. (p.156)</p>	<p><b>N-FN.16: EMERGENCY SECONDARY ACCESS <u>At a minimum, s</u></b>Secondary street access should be provided in all hillside neighborhoods to allow access by firefighters and other first responders, as well as to ensure multiple evacuations routes are available to neighborhood residents. (p.156)</p>

### SPONSORED LANGUAGE CONSIDERATIONS

The sponsored policy change further supports foothill neighborhood safety by noting that there may instances where more than two access points for firefighters and other first responders is desired. The change to N-FN.16 as sponsored in the table above is consistent with the policy framework of the updated Master Plan and does not represent a significant shift in policy direction.

## Tree Policy Applicability

### COMMENT/ POLICY ISSUE

The updated Master Plan should more directly address increasing tree canopy in both public and private settings through retention, replacement and installation. (Council Member Duerr)

### HOW DOES THE DRAFT MASTER PLAN ADDRESS THE ISSUE?

The draft Master Plan emphasizes the importance of increasing the City’s tree canopy to create a more robust urban forest to absorb carbon dioxide, reduce stormwater run-off, create habitat for wildlife, reduce heating and cooling costs, increase property values, and contribute to community character. Policies and implementation strategies in place to preserve and increase the number of trees in the City are found in the following plan locations:

- All policies under Goal 7.7: Increase tree canopy and green infrastructure within the City (p. 86) and all supporting implementation strategies. (p. 230)
- SD.8 Urban Heat Island Effect encourages site features such as shade trees to reduce heat absorption and provide shade. (p. 158)
- Various area-specific policies throughout Chapter 3 guide the incorporation of street trees as a critical streetscape character element as well as preservation of mature trees in the City’s centers, corridors, employment areas and neighborhoods. (pp.100-156)

### SPONSORED LANGUAGE

Planning Commission Recommended Language	Council Member Sponsored Language
<p><b>7.7B: TREE INSTALLATION, RETENTION, AND REPLACEMENT</b>                      Support the retention of healthy, mature trees and the incorporation of new trees as part of public improvement projects, new development, and infill/ redevelopment. Establish criteria for the replacement of mature trees in instances where retention is not feasible due to location, site constraints, or other factors. (p. 86)</p> <p><b>IMP-7.7d.</b> Provide periodic opportunities for the community to participate in, and/or initiate tree-planting efforts in parks, open space, and public rights-of-way. (p.230)</p> <p>Lead: Parks, Recreation, and Community Services                      Partners: Public Works, Urban Forestry Commission                      Timing: Near-term                      Resources: Staff time, General Fund</p>	<p><b>7.7B: TREE INSTALLATION, RETENTION, AND REPLACEMENT</b>                      Support the retention of healthy, mature trees and the incorporation of new trees <u>in both public and private spaces</u> as part of public improvement projects, new development, <del>and</del> infill/ redevelopment, <u>and major renovations</u>. Establish criteria for the replacement of mature trees in instances where retention is not feasible due to location, site constraints, or other factors. (p. 86)</p> <p><b>IMP-7.7d.</b> Provide periodic opportunities for the community to participate in, and/or initiate tree-planting efforts in <u>both public and private spaces such as</u> parks, open space, and public rights-of-way. (p.230)</p> <p>Lead: Parks, Recreation, and Community Services                      Partners: Public Works, Urban Forestry Commission                      Timing: Near-term                      Resources: Staff time, General Fund</p>

**SPONSORED LANGUAGE CONSIDERATIONS**

The sponsored language shown in the table above for Policy 7.7b provides additional clarity that it is the policy of the City to retain mature trees and incorporate new trees in both public and private spaces. This clarity is also proposed to carry forward into implementation strategy IMP-7.7d that focuses on community opportunities for tree planning efforts. The changes sponsored in the table above are consistent with the policy framework of the updated Master Plan and do not represent a significant shift in policy direction.