



## Regional Form and Pattern Where and How Our Region Will Develop

### FACT SHEET

#### REGIONAL FORM

The Regional Plan provides direction and standards for how and where development occurs in the Truckee Meadows and nearby areas in Washoe County.

Regional form establishes the overall development footprint. As defined in the Truckee Meadows Regional Plan it is comprised of three areas and one overlay, including:

- Truckee Meadows Service Area (TMSA)
- Future Service Area (FSA)
- Rural Development Area (RDA)
- Development Constraints Area (DCA)

#### Truckee Meadows Service Areas

The Truckee Meadows Service Areas (TMSA) are the areas within which municipal services and infrastructure will be provided. The TMSA is divided into jurisdictions and includes those areas designated for unincorporated Washoe County, for the City of Sparks, and for the City of Reno. The TMSA for the cities includes the incorporated areas of a city and a city's sphere of influence (SOI) or the areas in which a city plans to expand within the next 20 years.

The TMSA aims to promote a more compact form of future development. It includes the high-intensity core areas and existing and planned urban and suburban uses. The Regional Plan seeks to limit the spread of the urban footprint and direct a portion of development of homes and jobs toward the traditional core of the region--its downtowns, regional centers, and transportation corridors.

This strategy will redirect some growth that might otherwise occur at the urban fringe; make more efficient use of land, natural resources, and community services; save money on infrastructure, reduce dependence on the

private automobile; promote multi-modal transportation choices; protect air quality; conserve energy; preserve open space; and, create more affordable communities.

#### Future Service Areas

Future Service Areas (FSA) is the area that the local governments have identified for possible future inclusion in the TMSA (beyond the 20-year Regional Plan horizon). Future inclusion will be based on the suitability for TMSA expansion and the need to accommodate future growth. Development in the FSA is limited to the standards for development in the RDA. Intense development may not be approved in the FSA.

#### Rural Development Area

The Rural Development Area (RDA) is outside the TMSA, and contains dispersed development and employment on large parcels of land. The RDA receives only limited public services and facilities. Ranches; agriculture; forestry; scattered residences, business and commercial services; and certain industrial and recreational uses not compatible with urban or suburban development characterize the rural area.

#### Development Constraints Area

The Development Constraints Area (DCA) overlay takes precedence over otherwise applicable policies describing the desired density and intensity of development within the TMSA and RDA. The DCA consists of playas, significant water bodies, federal wetlands, natural slopes over 30%, publicly owned open space, and properties that are deed restricted to prevent development, but does not include constrained lands less than 1/3 acre in size. To preserve the scenic, natural, public safety,

recreational, and environmental value of the DCA, local master plans must include components to preserve constrained lands in an undeveloped state wherever possible. Development on slopes between 15-30% is limited and jurisdictions must require mitigation measures.

## **REGIONAL PATTERN**

To promote a more compact urban form, preserve open space, and help manage infrastructure, the Truckee Meadows Regional Plan diverts intense development toward centers and transit-oriented development (TOD) corridors. Centers and corridors promote multi-modal transportation along with a range of uses including shopping, recreation, dining, entertainment, employment, cultural and community events, and high-density residential opportunities. The centers and corridors are illustrated in Map 4 of the 2007 Regional Plan.

### Centers

Centers are envisioned to be mixed-use, transit-oriented and pedestrian-friendly. Centers are generally one mile in diameter, and are further defined in local government master plans. The Regional Plan defines two downtown centers (Reno and Sparks) and the following eight regional centers:

1. Convention Regional Center - Meadowood Mall / Reno-Sparks Convention Center area
2. Mill Street Regional Center - Renown Medical Center area
3. Reno-Tahoe Airport Regional Center - Reno-Tahoe International Airport area
4. UNR Regional Center - University of Nevada, Reno area
5. Dandini Regional Center - Truckee Meadows Community College / Justice Facility/ DRI area
6. Stead Regional Center - Reno-Stead Airport area
7. Redfield Regional Center - Redfield Campus / Saint Mary's facility
8. Western Gateway Regional Center - Verdi / Garson Road area

### Transit-Oriented Development (TOD) Corridors

The Regional Plan defines the following transit-oriented development (TOD) corridors, which are generally ¼ mile wide on each side of the designated transportation route or road as shown on Map 4:

1. Virginia Street, south to Mount Rose Highway, and Mount Rose Highway, west to the Redfield Center

2. Virginia Street, north to Stead Blvd., and Stead Blvd. to the Stead Center
3. Fourth Street, west to the I-80 intersection, and continuing along I-80 to Gold Ranch
4. East Fourth Street/Prater Way to the Downtown Sparks Center, east to Vista Blvd., and including a proposed loop from Prater Way, south on Sparks Blvd. to Lincoln Ave, west, past the Sparks Marina to F Street, rejoining Prater Way
5. Virginia Street, east on Fourth Street to Lake Street, south on Lake Street to Mill Street, east on Mill Street through the Washoe Center to Terminal Way, south on Terminal Way to the Reno-Tahoe Airport Center.

TOD corridors will be mixed-use, visually attractive areas that attract residents and visitors to the area, day and night. They will promote a pedestrian-friendly environment that supports an integrated transit system. They are generally ½ mile wide and are further defined and planned in local government master plans.

## **PRIORITIES FOR REGIONAL DEVELOPMENT**

The regional plan directs intensification within the region toward appropriate areas including, but not limited to, centers and corridors. These areas will accommodate an increasing proportion of the region's population and employment growth over the next 20 years. The Regional Plan defines the following priorities for intensification, development and managing regional growth:

1. Downtown Centers
2. Regional Centers and Emerging Employment Centers
3. TOD Corridors
4. Infill opportunity areas as identified in local government master plans
5. Secondary Corridors
6. All other areas within the Truckee Meadows Service Areas.

## **FOR MORE INFORMATION ON THIS TOPIC CONTACT:**



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