Campus Master Plan 2015-2024
University Regional Center Plan

University of Nevada, Reno

Approved by the Board of Regents, Nevada System of Higher Education, December 2014

From its humble beginnings in Elko in 1874, the University of Nevada, Reno has evolved into a vibrant research university that serves the citizens of Nevada, the nation, and the world. This document articulates a plan that will guide the University over the next decade toward the realization of its remarkable potential.

While the University has faced many challenges during its history, perhaps none have been greater than those encountered during the Great Recession. Inspired by significant sacrifice by all members of the campus community, the University endured the difficult times and is now poised for unprecedented growth and evolution for the foreseeable future. As the University grows, it must preserve and enhance the qualities that make it unique, beautiful, and welcoming. The University must also be responsive to rapidly changing technology and embrace and prepare for innovative new modes of education delivery.

Enrollment is at a record high and continued growth is projected for both undergraduate and graduate students. Our students are more diverse and have greater academic credentials than at any time in our history. Research and innovation are establishing new historic benchmarks, and we are committed to being recognized among the nation's premier research institutions. Our medical school is evolving into a full four-year campus and is forging historic partnerships with Nevada hospitals. Through our many statewide programs we are fulfilling our land-grant mission to be engaged with the needs of Nevada citizens.

As our student body grows and our research capacity expands, we will add significant numbers of academic faculty as well as administrative faculty and technical staff. This growth will require that we renovate and re-purpose existing buildings and build new, state-of-the art facilities. Our growing student body compels us to expand student housing and provide facilities that enhance academic success and promote healthy lifestyles.

The Reno-Sparks community and all of Northern Nevada are in the initial stage of an economic renaissance in which technology-based industries and start-up companies will complement traditional gaming and mining industries. The University is playing a critical role in this transformation, and this plan describes a vision for a "Campus Gateway" that will bring the University south into the city and complement existing facilities such as our Redfield Campus.

This plan is the product of a remarkable collaboration among a broad range of stakeholders. University faculty, staff, and students, as well as business leaders, government leaders, and interested citizens have provided valuable input and perspective. Of particular note, the City of Reno and the Regional Transportation Commission have partnered with the University throughout the year-long planning process.

Finally, while this plan provides a tangible road map for an exciting future, it is certain that unforeseen circumstances, opportunities, and challenges will occur over the next ten years. In recognition of this reality, the Master Plan, along with our Strategic Plan, will be managed as "living documents". They will be reviewed on a regular basis and updated as appropriate to guide the University in the fulfillment of its mission.

Marc Johnson
President

Kevin R. Carman
Executive Vice President & Provost

Contents

Vision

Since its last campus master plan in 2004, the University of Nevada, Reno (UNR) has added nearly 5,000 students headcount (HC) and enrollment as of fall 2014 was approximately 20,000 students. The University foresees continued growth and expects to eclipse 22,000-student HC within the next few years. Other dynamic changes are underway as the University reinforces its role in the economic and civic life of the City of Reno. The University's expansion south to Interstate 80 (I-80) will create a vital campus mixed-use precinct and will serve as a catalyst to development south of I-80 and to the regeneration of Downtown Reno.

This document comprises UNR's Campus Master Plan (CMP) and the City of Reno's University Regional Center Plan (URCP). The URCP encompasses lands owned by the Board of Regents on behalf of the University of Nevada, Reno and the University District consisting of several blocks north of I-80 and land south of I-80 within the URCP boundary.

The CMP and URCP result from a twelve-month process that engaged a broad range of public, private, community, and institutional stakeholders. The University, the City of Reno, and the Regional Transportation Commission (RTC) each contributed funding to this process. Each recognized that a coordinated strategy would leverage the greatest benefits to the University, the city, and the region.

UNIVERSITY, CITY OF RENO, AND THE REGION

The region and the City of Reno are experiencing economic recovery after the significant recession that began in 2008. Since then, the gaming industry in Downtown Reno has declined. Civic leaders recognize that the local and regional economy must be diversified and stabilized. They look to the University as a key instrument in this recovery.

Two recent studies share this strategy. In 2012, IBM selected Reno as one of 33 cities worldwide to receive a Smarter Cities Challenge as part of IBM's citizenship efforts to build a Smarter Planet. And, in 2013, Reno served as a case study for the Mayor's Institute on City Design. The IBM report found that the region needed to efficiently apply and use its community assets, such as the University, to strengthen the economy. The study stated, "Entities should work together to develop a common, integrated regional economic development strategy, founded on principles of collaboration and joint success."

The Mayor's Institute report built upon the IBM study citing the role of urban design in aiding the University and the City of Reno to reestablish its town-gown relationship and to foster a high-quality environment between the University and Downtown Reno. It encouraged the University to invest off-campus to create urban micro areas that contain housing, academic and research space, and urban amenities with an integrated transportation system as a key element in this strategy.

The City of Reno and the RTC have embraced these findings by encouraging the University to build south to I-80 and to use the University's physical and intellectual proximity to catalyze development south of the freeway to the Downtown. As a result of the campus master plan process, the RTC has shared and refined its plans for the extension of the Rapid bus transit system and enhancements for bicyclists.

UNIVERSITY STRATEGIC PLAN 2015-2021

While preparing the Campus Master Plan (CMP), the University prepared the UNR Strategic Plan (UNRSP) 2015–2021. This timing provided a unique opportunity to freshly align the CMP with the UNRSP

The University of Nevada, Reno's vision is to educate and graduate the best prepared leaders for the state, national and global community; to be the nexus for research and creativity that focuses on the vital issues of our time; and to serve as a catalyst and resource for betterment of our society.

Values

In all of its activities, the University is guided by the following values:

- **Excellence** in all of our endeavors.
- **Integrity** in all our actions.
- **Inclusiveness** of diverse cultures and identities.
- **Collaboration** between disciplines and programs and with community partners and stakeholders.

Strategic Responses

In the 2013 self-study document prepared for the Northwest Commission on Colleges and Universities (NWCCU), the University identified three "core themes" for its broad mission. The Strategic Plan restates these as Learning, Discovery, and Engagement, a critical component of the University's broad mission. Within each of these themes the Strategic Plan establishes goals, action items, and metrics for measuring progress.

The Strategic Plan also commits the University to steward its resources, both human and physical, to support the fulfillment of the University's Mission.

Theme 1—Learning

Prepare graduates to compete globally through high-quality undergraduate and graduate degree programs in the liberal arts, sciences, and selected professional programs.

Theme 2 —Discovery

Create new knowledge through basic and applied research, scholarship, and artistry in strategically selected fields relevant to Nevada and its role in the wider world.

Theme 3—Engagement

Strengthen the social, economic, and environmental well-being of Nevada citizens, communities, organizations, and governments through community outreach and reciprocal partnerships.

CAMPUS MASTER PLAN

The ten-year campus master plan (CMP) identifies improvements to the campus to create a vibrant, pedestrian-friendly campus to serve 22,000 students (HC) and to set a framework to guide campus development in the long-term, including:

- Long-term expansion of research facilities and the School of Medicine
- Expansion of physical fitness facilities and fields west and east of Evans Avenue to meet the athletic, recreation, and physical education needs of the students, faculty, staff, and alumni
- Expansion of engineering research facilities and renovation of existing engineering and science facilities
- Improvements to the indoor and outdoor learning and research environments in the campus Mid and South precincts
- Continued infill (new, replacement, and repurposed facilities) for academic and research uses
- Enhancements to key University entrances, including landscape treatments, signage, and lighting, along North Virginia Street and Evans Avenue.
- Continued interest in the nearby Washoe County School District property as a key land acquisition
- Creation at the southern boundary of the campus, the Campus Gateway Precinct—a mix of campus community-serving uses with a welcoming program for the broader Reno community. This area would include: University housing, academic space, University innovation and research partnership opportunities, student amenities, and vibrant streets and public spaces. It is one of the first steps to catalyze the revitalization of the land between I-80 and Downtown Reno.

A key goal of the campus master plan is to emulate early planning at the University clearly seen in the campus's historic precinct--the tree-lined quad flanked by academic buildings, administrative offices, and student residences. It was the mixed-use precinct of its time that gave equal importance to the University's buildings and open space system. To this end, the CMP encourages the University to reinvest in its outdoor spaces by increasing the campus tree cover and enhancing the pedestrian environment. This should be the underpinning of all campus improvements.

UNIVERSITY REGIONAL CENTER PLAN

The University Regional Center Plan (URCP) replaces in its entirety the University of Nevada Reno Regional Center Plan (UNRRCP), adopted by City Council April 27, 2005 and amended September 23, 2009. The URCP shifts the current regional center plan eastern boundary west and the southern boundary south toward Downtown Reno.

The URCP contains policies for planning, land use, streetscape, urban design, circulation, and public-rights-of-way. It proposes a University Sphere of Influence to establish the intent of the City of Reno to encourage University and University-associated or -induced uses well beyond the boundaries of the URCP.

THE UNIVERSITY DISTRICT

The URCP identifies the University District as an area generally inscribed by 9th Street to Downtown Reno, bounded in most part by North Virginia Street and Evans Avenue. The goal is to catalyze this area with University -induced uses to create a vibrant safe and secure mixed-use neighborhood—the missing "town" in the town-gown relationship of the University and the City of Reno. The University District will contain a mix of uses to create a vital, pedestrian-oriented, and economic generator for the City of Reno, including:

- Residential uses including apartments, stacked townhouses and condominiums, and live/work spaces
- Innovation and research including co-worker, maker, start-up, incubator/accelerator spaces
- Commercial space including office, light industrial, retail, and grocery store
- Community-serving uses including school(s), child care, public spaces (parks), and shared parking
- North Virginia Street and Evans Avenue corridors connecting from the campus to the Downtown; North Virginia Main Street Corridor (1) fronted by active ground-floor uses including retail and commercial, and the Evans Innovation Corridor (2) fronted by active innovation and research uses

THE CAMPUS GATEWAY PRECINCT

The Campus Gateway is a new precinct for the University as it expands to I-80. It is a subarea within the University District identified for a mix of University uses and a multi-modal stop for the Rapid bus transit, shuttles, and bicyclists.

CREATING AN INTELLECTUAL, SOCIAL, AND CULTURAL FRAMEWORK

The University is a collegial community interconnected in its mission to gather, create, and distribute knowledge. The ideal goal of campus planning and design is to create a physical vision that fosters an intellectual, social, and cultural environment to uniquely promote an institution's academic, research, and community mission. Campus master plans do this by addressing the unique character of each campus through its setting, its daily and civic functions, and by its shared identity—all bound by institutional purpose and culture. Properly conceived and nurtured, the vision of UNR's Campus Master Plan will promote a strong sense of place—a sense of belonging to UNR for current and future generations.

The CMP is both visionary and functional. It presents a framework of growth. This plan is a guide to the University. It displays the manifestation of the University's program based on its core values, mission, and goals. The plan allocates land uses and facilities to create beneficial synergies today and into the future. While the plan identifies where to best locate new development to address near-term needs, it also sets aside land, by designation, for future uses. It integrates a system-wide approach to transportation, and identifies key elements to set into motion the University's expansion south to I-80 and the catalytic benefits it can use to influence the revitalization of land south of the freeway.

As a plan to guide and be stewarded by the University, the CMP strongly recommends that the University establish a campus master and strategic plan review committee to oversee campus development. This committee will ensure that future projects benefit both the campus and the project users. This process should report directly to the University's leadership.

Campuses change. UNR must inevitably respond to changing demographics, funding, and unforeseen events. Change within a shared physical vision will enhance the University's identity, maximize its resources, and effectively direct its investments to benefit current and future generations.


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Purpose and Process

The UNR Campus Master Plan (UNR CMP) and University Regional Center Plan (URCP) contained in this document result from a process that engaged UNR, the City of Reno, the Regional Transportation Commission (RTC), the business community, and the community-at-large. The University, the City of Reno, and the RTC contributed funding to this planning, recognizing that a coordinated strategy would leverage the greatest benefits to the University, the City, and the region.

All the parties wish to extend the University's presence south to I-80 and to influence the University's physical and intellectual proximity to revitalize land south to Downtown Reno. The goal of the City of Reno and the University is to create a vital urban district with a mix of retail, commercial, residential, research and innovation, and public uses that will contribute to the rebirth of Downtown Reno.

HISTORY OF THE CAMPUS

Moved to Reno in 1885, the University master plan reflected the principles of Thomas Jefferson's plan for the University of Virginia. This resulted in the first campus quadrangle flanked by academic and administrative buildings and student residences. This master plan guided campus growth until 1941. During this period, the personal and financial contributions of Clarence Hungerford Mackay greatly influenced campus physical development. The campus architecture reflects a variety of styles and the work of many influential architects, including Frederick DeLongchamps of Reno, Robert Farquhar of Los Angeles, and William S. Richardson of McKim, Mead, and White, New York.

Added to the National Register of Historic Places in 1987, the campus historic precinct includes the original quadrangle reaching west to North Virginia Street and south to East 9th Street. The 40-acre area incorporates twelve contributing and five non-contributing buildings as well as two built landscape features—the quad and Manzanita Lake.

THE UNIVERSITY TODAY

The University of Nevada was founded in 1874 in Elko, Nevada. The University was relocated from Elko to Reno in 1885 and graduated its first class of three students in 1891. It proudly embraces its historic status as a land-grant university with the enduring mission of learning, discovery, and engagement associated with this prestigious designation. The Morrill land-grant Act of 1862 offered states acreage to support agricultural and mechanical arts instruction. For much of its 140-year history, the University was Nevada's only state-supported institution of higher learning. It was renamed The University of Nevada, Reno after the University of Nevada, Las Vegas was established in the 1960s. From these origins, it has grown into a comprehensive University with a 19,934 student headcount (HC) in the fall of 2014.

Implicit in its land-grant mission, the University is responsible for contributions to agricultural research and Cooperative Extension for the entire state. It is home to the Nevada Bureau of Mines and Geology, Small Business Development Center, Nevada Industry Excellence, Nevada Seismology Laboratory, University of Nevada School of Medicine, and other statewide programs.

It is a Tier-1 Research University as designated by ***U.S. News and World Report.*** The Carnegie Foundation for the Advancement of Teaching classifies UNR as a "High Research University," as well as a "Balanced Art and Sciences/Professions High Graduate Coexistence University."

While maintaining its commitment to being accessible and affordable, UNR maintains high academic standards and attracts outstanding undergraduate and graduate scholars from Nevada, the nation, and the world. Its world-class research and arts programs contribute to fundamental knowledge while also providing practical contributions to issues relevant to citizens of Nevada.

Economic Benefits

The University is an engine of economic development with annual expenditures exceeding $500 million. With over 4,250 employees, the University is the second largest

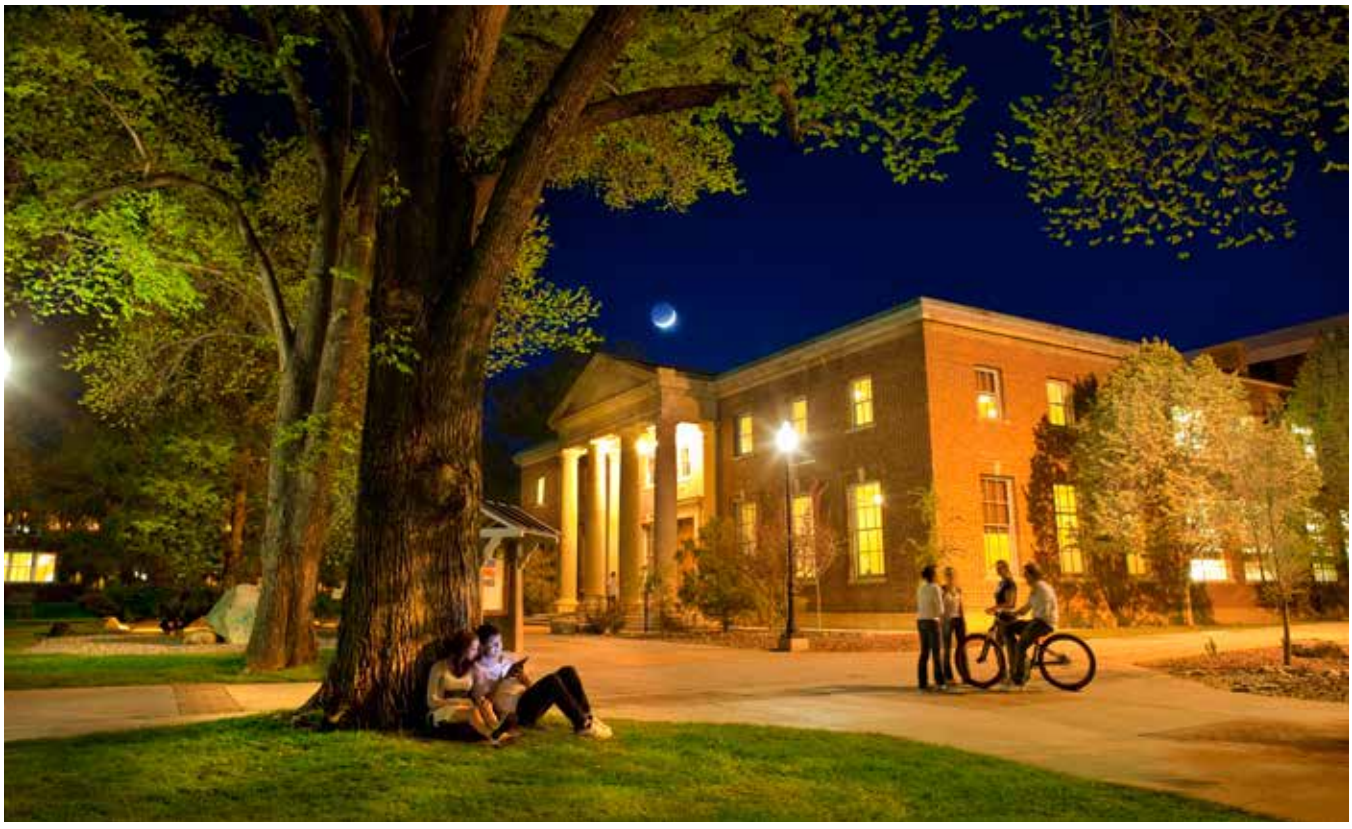
employer in the region. Expenditures from all grants and contracts exceeded $100 million in fiscal year 2014 with an additional $85 million being provided by the federal government in the form of student financial aid. In the past year, the University launched 3 new start-up companies and is fostering development of more in the private sector. From 2007 to 2013, $500 million in new construction has been completed on campus, and an additional $154 million of construction projects are in the works, with construction expenditures injecting jobs and revenue into the region's economy. Enrollment growth continues on a strong trajectory from close to 20,000 in 2014 (a record high) and is anticipated to eclipse 22,000 students during the planning period of this document. The economic impact of increased enrollment is estimated to increase by $175 million annually. Clearly, the University of Nevada, Reno is a key economic driver for the Reno area and Northern Nevada.

UNIVERSITY'S PRESENCE BEYOND THE MAIN CAMPUS

UNR has a variety of programs and offices throughout Nevada. The Small Business Development Center (College of Business) has nine off-campus locations throughout the state. The College of Agriculture, Biotechnology & Natural Resources operates the Main Station Field Lab (including Wolf Pack Meats), the Gund Ranch, the Jay Dow St. Wetlands, the Mary Gray Ranch, the Jay Dow Sr. Wetlands Research Center, and the Valley Road Field Lab. The School of Medicine manages Area Health Education Centers in Reno and Elko as well as numerous facilities and clinics throughout Nevada. Cooperative Extension has 10 offices in Northern Nevada and 8 offices in Southern Nevada.

Redfield Campus

The University of Nevada, Reno Redfield Campus serves as a resource for researchers, educators, business and industry, community organizations, and regional policy leaders. Here they join forces to realize an economic and civic future that links University research, service, and outreach with the needs of pre-K–16 education and the business community.



They accomplish this by designing programs that focus on the needs of the region and the expertise of area partners.

Since 2005, the Redfield Campus has been a center of community collaboration, academic flexibility, and adaptability for students and professionals, and an emerging leader in discovering the new solutions for the State of Nevada's renewable energy needs. The Redfield Campus is a unique collaborative effort in education and training, combining the resources of the University of Nevada, Reno, Truckee Meadows Community College, the Redfield Foundation, and local businesses. In addition, as home to the Renewable Energy Center, the Redfield Campus is quickly becoming a resource in research, education, outreach, engagement, and a resource for geothermal, and other renewable technologies.

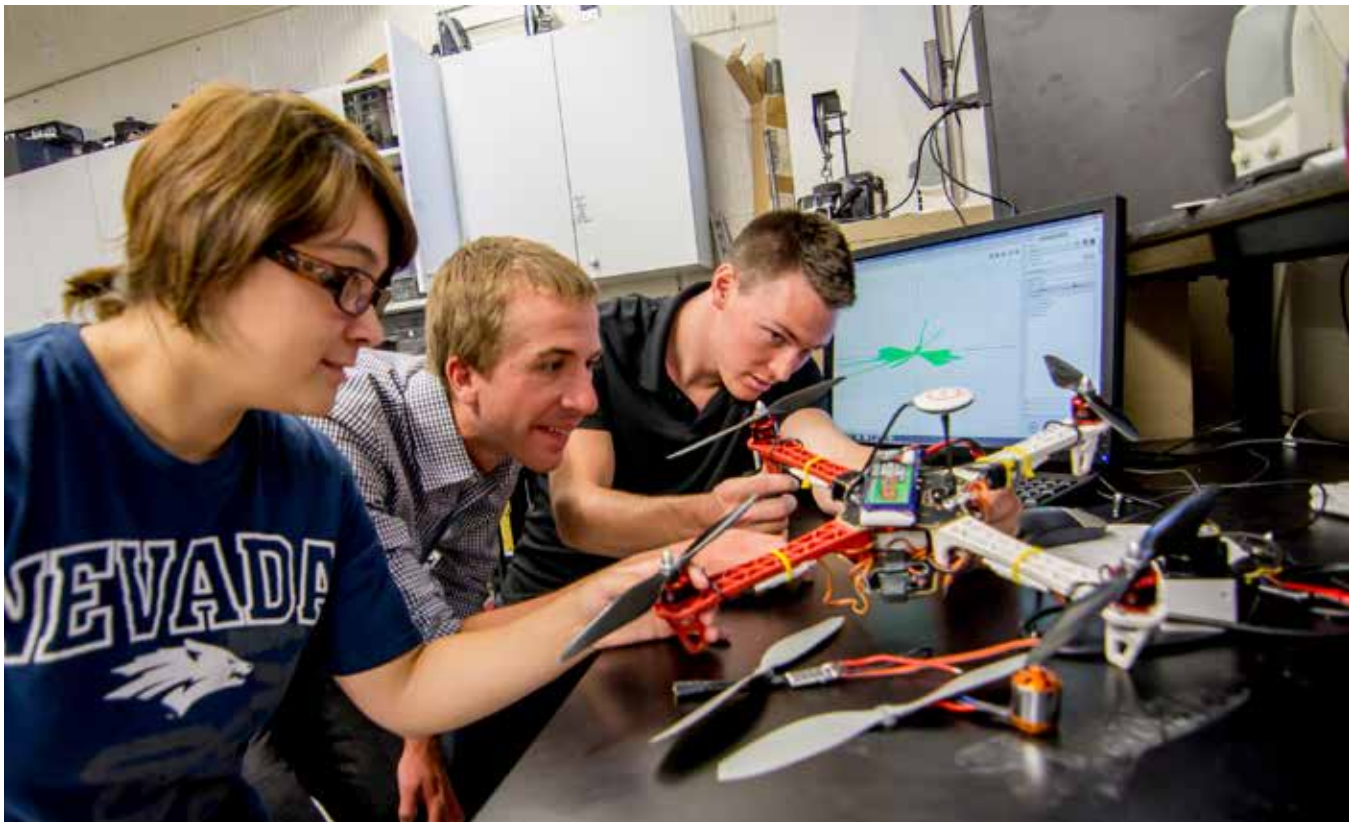
Located in south Reno along the Mt. Rose Highway, the UNR Redfield Campus is situated in one of the fastest-growing areas in the region. The campus is a service-centered academic facility that caters to the needs of the community and local business by providing University credit courses in many disciplines and offers professional development, certificate programs, and training for those already in the workforce.

In addition, the Redfield Campus supports the University's strategic partnerships and community engagement, and provides conference, training, and professional development for local school divisions, municipalities, businesses, and non-profits.

In 2015, approximately 30 Extended Studies faculty and staff will relocate from the Continuing Education building on the main campus to the Redfield Campus. This move will enhance access for many students in Extended Studies classes. It will also provide better access for students in southern Reno, Incline, and Carson City.

Innovation Center

The University of Nevada, Reno Innovation Center, located at 450 Sinclair Avenue, Reno, will open in 2015. It will link students, faculty members, staff, and researchers with entrepreneurs, innovators, investors, commercialization experts, start-ups, and industry. The Innovation Center is one of the key elements that will enable the University to deliver world-improving discoveries by attracting large and small companies at the forefront of innovation, and linking them with the University's cutting-edge research.



The Innovation Center is a critical component of the vibrant innovation ecosystem taking hold in Northern Nevada. Its open and collaborative work environment will enhance the status of the University and Northern Nevada as an internationally recognized innovation and technology hub. Residents of the center will have access to the University's research infrastructure, fundamental and applied research portfolio, expertise in engineering, technology, art, design, bio-sciences and drug discovery, and business management. Residents will also have access to the industry-supported Ozmen Center for Entrepreneurship based in the College of Business, a wide range of business development services within the Innovation Center, and a rapidly growing community of innovators, entrepreneurs, and investors settling in the Reno-Tahoe area.

The Innovation Center will be the home to two industry-forward initiatives that highlight the University's commitment to regional economic development—the Nevada Advanced Autonomous Systems Innovation Center (NAASIC) and Nevada Industry Excellence (NVIE). NAASIC focuses on creating unique industry-academic partnerships—driven by industry needs and regional and national priorities—that lead to the commercialization of technologies in autonomous systems. These systems include industrial robots, advanced manufacturing systems, and Unmanned Automated Systems (UAS), which include Unmanned Aerial Vehicles (UAVs). Nevada Industry Excellence assists businesses in the manufacturing, construction, and mining industries to become the industry leaders in the Nevada market. NVIE, Nevada's statewide Manufacturing Extension Partnership (MEP), enables businesses to be flexible and responsive in a rapidly changing marketplace by providing expert resources and programs to improve processes, increase efficiencies, and increase productivity.

PROCESS

The UNR CMP and the URCP development process took place over twelve months beginning in January 2014. It consisted of four parallel planning efforts that informed and guided each other:

1. UNR Strategic Plan 2015-2021
2. UNR Campus Master Plan
3. UNR Campus Gateway Precinct Plan and Development Strategy
4. University Regional Center Plan

More than 200 individuals from the University, City of Reno, Regional Transportation Commission, and the community participated.

Ten Year UNR Campus Master Plan

The UNR CMP consisted of four parts of work.

Goals and Due Diligence

This work identified the goals of the University and its partners that further the mission, strategic plan, and the unique character of the University, in order to guide the physical development and image of the campus and articulate real estate and economic development partnership opportunities.

Analysis and Initial Concepts

A broad quantitative and qualitative analysis of the campus context resulted in an evaluation of opportunities and issues. These include the student and research capacities of current campus land as well as University-partnership opportunities on and off campus. The initial concepts framed broad concepts on alternative frameworks for campus development.

Alternatives and Preferred Direction

Reviewing the initial concepts helped define alternative plans to meet University needs for the 22,000 student HC and devise a planning framework for long-term needs. These alternatives identified opportunities to improve land use, facilities, and open space; to systematize multiple modes of circulation in and around the campus; to foster connectivity to the community; and to support academic need, research, the School of Medicine, residential life, and physical fitness.

Documentation

The team refined the preferred direction and the developed text and graphics to elaborate the proposed near- and long-term improvements.

Campus Gateway Precinct Plan and (CGP)

The Campus Gateway Precinct Plan consisted of four parts.

Data Gathering

Participants identified the specific goals of the University and its partners to guide the physical development and image of the campus and articulate real estate and economic development partnership opportunities.

Planning and Development Approach and Precinct Design Alternatives

To complete the evaluation of opportunities and issues, participants assembled data of existing uses, land ownership, and development opportunities.

Preferred Precinct Plan and Draft Implementation Strategy

Participants then refined the preferred precinct plan and implementation strategy.

Final Precinct Plan and Documentation

This step included refinement of the development approach and strategy for the precinct. The strategy and design became part of the UNR CMP.

WORK SESSIONS

The six work sessions focused on the following topics:

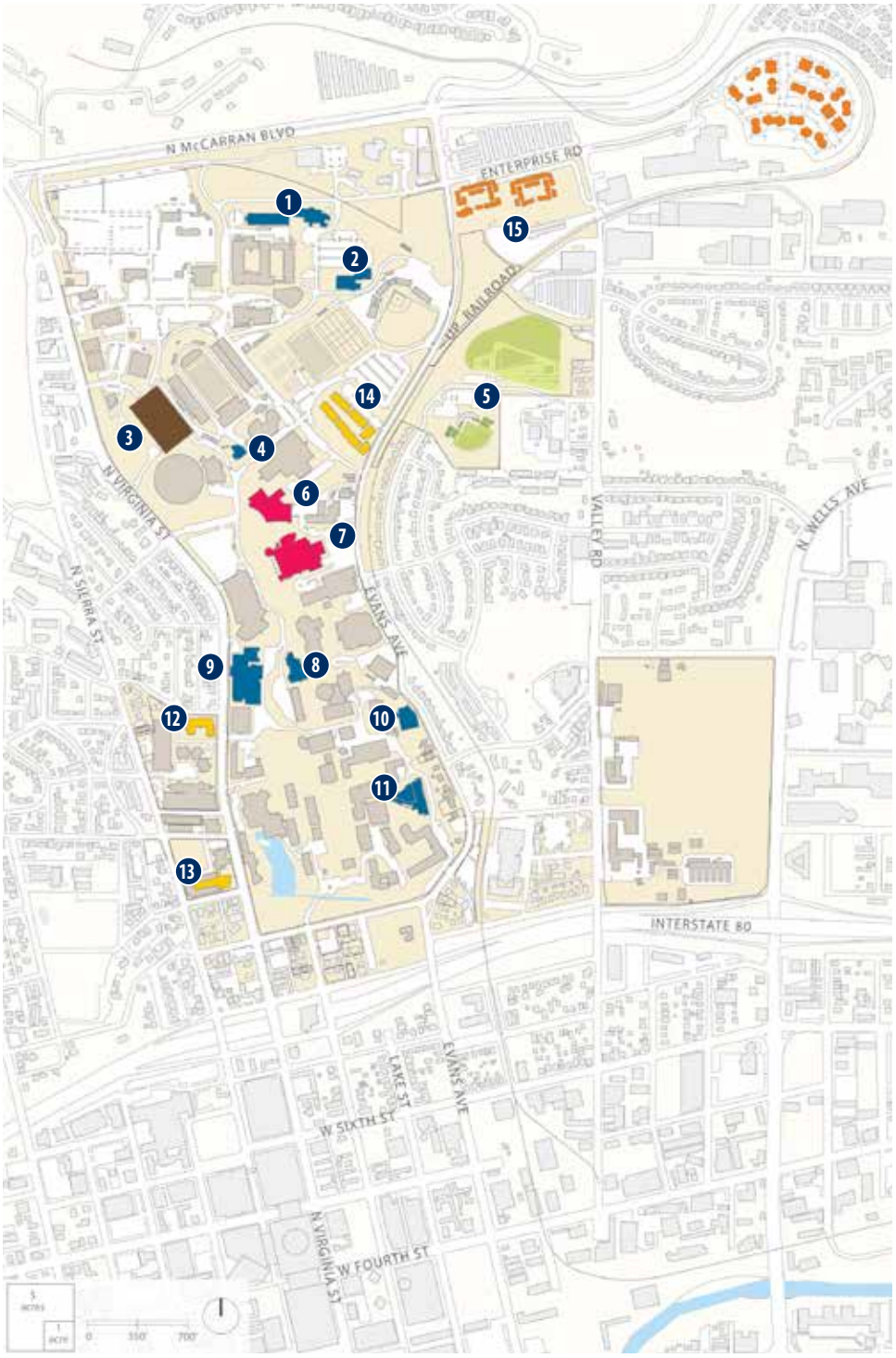
1. Affirm goals, ideas, and issues—CMP
2. Review University Partnership Case Studies—CMP and CGP
3. Review analysis and initial concepts—CMP
   Gather data and identify goals and objectives - CGP
4. Define planning approach and precinct design alternatives—CGP
5. Review refined alternatives and select preferred direction—CMP
   Identify preferred precinct plan and implementation strategy—CGP
6. Present preferred plan—CMP
   Document final precinct plan and implementation strategy—CGP

WHAT'S NEW SINCE 2004

Since the adoption of the UNR CMP in 2004, the campus has undergone significant building and site improvements including:

1 Center for Molecular Medicine
2 William N. Pennington Health Sciences Education
3 West Stadium Parking Complex
4 Marguerite Wattis-Petersen Athletic Academic Center
5 Wolf Pack East (Track and Field and the Christina M. Hixson Softball Park)
6 Joe Crowley Student Union
7 Mathewson IGT Knowledge Center
8 Reynolds School of Journalism
9 Church Fine Arts
10 Earthquake Laboratory Expansion
11 Davidson Mathematics and Science Center
12 Living Learning Community Residential Hall
13 Sierra Hall (Residential)
14 Ponderosa Village (Residential)

Private-sector large-scale student-oriented residential projects developed east of Evans Avenue **(15)**. Although some University development has occurred east of Evans Avenue since 2004, the significant expansion east to Sutro Street once planned for the campus has been abandoned in favor of expansion south toward Downtown Reno.



- Academic
- Physical Fitness
- Physical Fitness Fields
- Common Facilities
- Parking Structure
- Residential
- Off-Campus Student Housing

Inspired by its land-grant foundation, the University of Nevada, Reno provides outstanding learning, discovery, and engagement programs that serve the economic, social, environmental, and cultural needs of the citizens of Nevada, the nation, and the world. The University recognizes and embraces the critical importance of diversity in preparing students for global citizenship and is committed to a culture of excellence, inclusion, and accessibility.

University of Nevada, Reno Mission Statement

Strategic Plan Integration

THE STRATEGIC PLAN 2015-2021—LEARNING, DISCOVERY, ENGAGEMENT

While preparing the Campus Master Plan (CMP), the University also prepared the UNR Strategic Plan (UNRSP) 2015–2021. This timing provided a unique opportunity to freshly align the CMP with the UNRSP.

The strategic plan recognizes forces currently influencing or likely to influence development of the University. Anticipated growth in enrollment and research will strain the capacity of the University, in terms of both facilities and personnel.

Resources from the state will most likely be limited for the foreseeable future, which necessitates an increasingly entrepreneurial business model. First-generation students and those from underrepresented groups will be an increasing percentage of the community.

Major developments, such as Nevada's designation as a test site for unmanned aerial vehicle (UAV) systems and the global challenge of cyber security, will influence the University's education and research programs. Alternative modes of educational delivery, such as on-line learning, and a greater focus on project-based and service learning, will fundamentally affect the structure of higher education. Nevada's growing population will generate demand for more health-care providers. Joining the Mountain West Conference raises expectations for and demands on the athletic programs.

These and additional unforeseen influences, positive and negative, will affect the University in coming years. The strategic plan is a guide for the University's evolution and its responses to a dynamic landscape. UNR will review and update it regularly to reflect changing realities.

Strategic Responses

In the 2013 self-study document prepared for the Northwest Commission on Colleges and Universities (NWCCU), the University identified three goals for its broad mission. The Strategic Plan restates these as core themes—Learning, Discovery, and Engagement—a critical component of the University's broad mission. Within each of these themes the Strategic Plan establishes goals, action items, and metrics for measuring progress. The Strategic Plan also commits the University to steward its human and physical resources in support of the University's Mission.

Theme 1—Learning

Prepare graduates to compete globally through high-quality undergraduate and graduate degree programs in the liberal arts, sciences, and selected professional programs.

Theme 2—Discovery

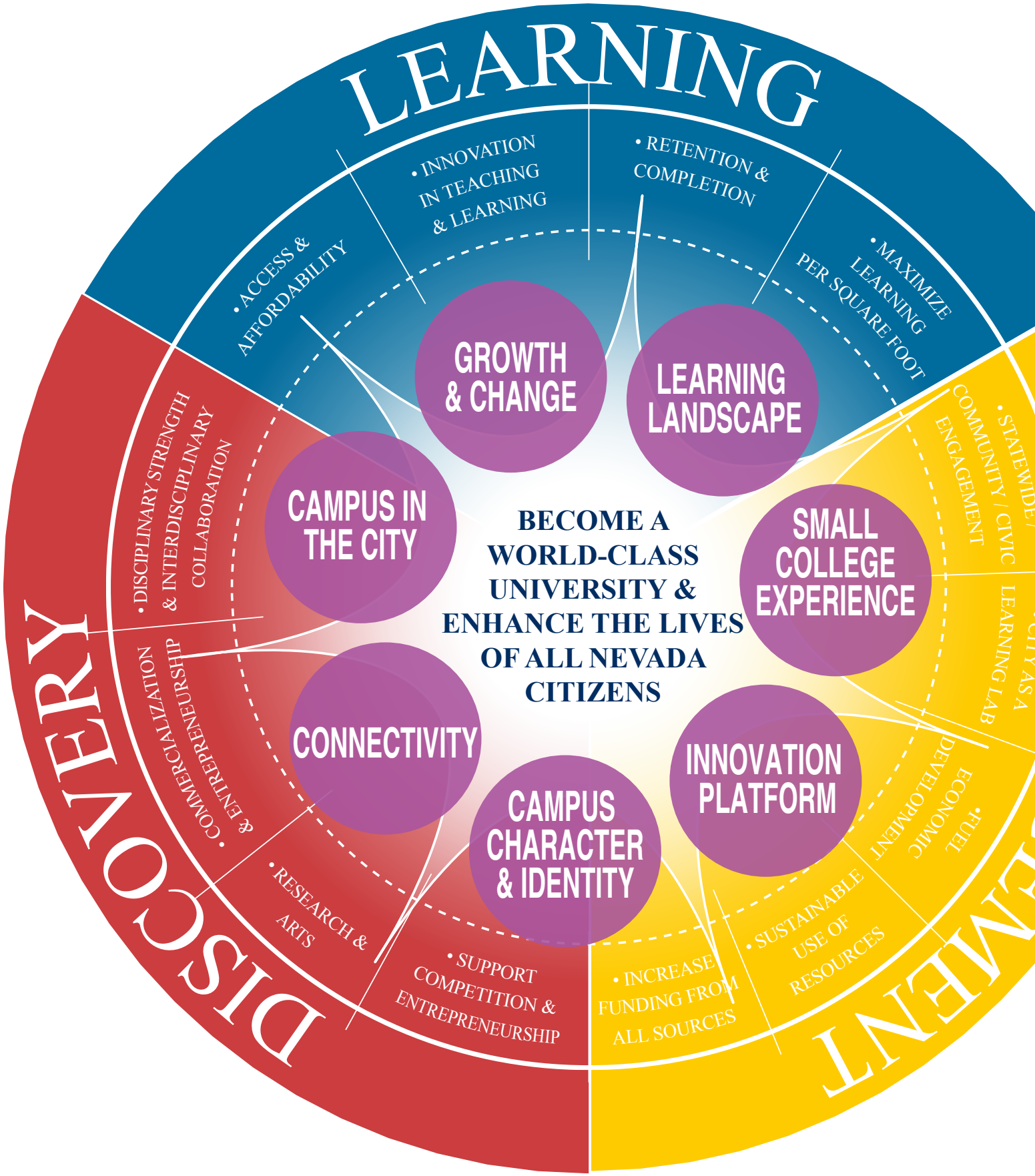
Create new knowledge through basic and applied research, scholarship, and artistry in strategically selected fields relevant to Nevada and its role in the wider world.

Theme 3—Engagement

Strengthen the social, economic, and environmental well-being of Nevada citizens, communities, organizations, and governments through community outreach and reciprocal partnerships.

The University of Nevada, Reno:

- Prepares graduates to compete in a global environment through teaching and learning in high-quality undergraduate, graduate, and professional degrees in the liberal arts, sciences, and selected professions in agriculture, engineering, health care, education, journalism, and business,
- Creates new knowledge through basic and applied research, scholarship, and artistry, in strategically selected fields relevant to Nevada and the wider world,
- Improves economic and social development by engaging Nevada's citizens, communities, and governments, and
- Respects and seeks to reflect the gender, ethnic, cultural, and ability/disability diversity of the citizens of Nevada in its academic and support programs, and in the composition of its faculty, administration, staff, and student body.


LEARNING
• ACCESS & AFFORDABILITY
• INNOVATION IN TEACHING & LEARNING
• RETENTION & COMPLETION
• MAXIMIZE LEARNING PER SQUARE FOOT
GROWTH & CHANGE
LEARNING LANDSCAPE
CAMPUS IN THE CITY
SMALL COLLEGE EXPERIENCE
BECOME A WORLD-CLASS UNIVERSITY & ENHANCE THE LIVES OF ALL NEVADA CITIZENS
CONNECTIVITY
INNOVATION PLATFORM
CAMPUS CHARACTER & IDENTITY
• DISCIPLINARY STRENGTH & INTERDISCIPLINARY COLLABORATION
• COMMERCIALIZATION & ENTREPRENEURSHIP
• RESEARCH & ARTS
• SUPPORT COMPETITION & ENTREPRENEURSHIP
• INCREASE FUNDING FROM ALL SOURCES
• SUSTAINABLE USE OF RESOURCES
• FUEL ECONOMIC DEVELOPMENT
• STATEWIDE / COMMUNITY / CIVIC ENGAGEMENT
LEARNING LAB
DISCOVERY
ENGAGEMENT

FRAMING THE CAMPUS MASTER PLAN

The CMP identifies aspects of the strategic plan that can be influenced by the physical development of the campus:

Learning

- Access and affordability
- Innovations in teaching and learning
- Retention and completion

Discovery

- Interdisciplinary research and collaboration
- Commercialization and entrepreneurship
- Industry partnerships

Engagement

- Economic development engine
- Civic engagement
- City as a learning lab

KEY THEMES

Common themes emerged from the Strategic Plan and the numerous CMP discussions with students, faculty, staff, and the community:

- Embrace and improve the "small college experience" within a large research university by improving the landscape and pedestrian-friendly character of the campus and its edges
- Improve the residential experience both on and off campus
- Increase the density of the core campus and embrace the unique attributes of the campus: the historic core, the topography and landscape, and the culture and character of place
- Create comfortable, robust pedestrian connections within and off campus, especially north to the Biomedical Precinct and south to the University Campus Gateway Precinct
- Adopt universal design practices to address the needs of a wide range of users including persons with disabilities
- Increase through renovation and new construction, the quantity, quality, and diversity of spaces for research, faculty, informal study, teaching labs, and studios
- Responsibly develop water features on the campus to celebrate the importance of water as a foundation of opportunity in Nevada
- Address challenges for visitors in accessing community events and resources on campus by conveniently locating public activities, parking, and way-finding
- Emphasize interdisciplinary collaboration and support innovations in learning and research, especially in engineering, science, technology, and the arts
- Coordinate with the City of Reno and the Regional Transportation Commission's planning and goals
- Strengthen the business community by aligning the University's research, innovation, and entrepreneurship programs with local, regional, and state economic development strategies
- Use the CMP and University Campus Gateway Precinct Plan and Development Strategy to catalyze revitalization south of I-80 to 4th Street and beyond
- Create a seamless transition from the campus to the Downtown across I-80 with physical improvements and program catalysts that nurture partnership and collaboration, such as a business school, an innovation center, student housing with auxiliary uses, and administrative offices
- Better identify the University by improving campus pedestrian portals
- Steward the University's resources—its people, its land, its facilities, its outdoor spaces, and its financial resources—to better themselves and each other

KEY DRIVERS

Seven key drivers furthered this focus on the campus plan. Most respond to several, if not all, of the three Strategic Plan themes above:

Learning Landscape
Encourage access and innovation in teaching and learning

Student Experience
Create a small-college feel within a large University context

Innovation Platform
Promote research, collaboration, and entrepreneurship

Campus Character
Foster a unique identity and sense of place

Connectivity
Develop integrated, multi-modal mobility

Campus in the City
Integrate the University and the city

Growth and Change
Offer near- and long-term development opportunities


Caltrans

Program and Planning Considerations

Since the University of Nevada moved to Reno in 1885, the campus has expanded to the north. Development to address its growing student body necessitated moving the football stadium to its present location to free up land now occupied by the Schulich Lecture Hall and the surrounding buildings. Continued growth in the student body and the increasing dependence on the automobile resulted in increased commuters to campus necessitating large surface parking lots and, more recently, parking structures. The 40-acre historic precinct is dwarfed by today's campus of 341 acres. Over the last few decades the University has begun to renew the residential character of the campus by increasing housing and by increasing student and visitor amenities and services.

PLANNING DIRECTIVES

The University of Nevada, Reno (UNR) provided the following directives for the Campus Master Plan (CMP):

- Make the CMP integral to the Strategic Plan
- Focus on the needs of the University to support a 22,000 student headcount (HC) and identify a framework for growth beyond 22,000 students
- Determine the student carrying capacity for the campus
- Identify opportunities for the University in the land between 9th and 8th streets from North Virginia Street to Evans Avenue—the Campus Gateway Precinct
- Identify University-City of Reno opportunities and strategies south of Interstate 80 (I-80) bounded by North Virginia Street and Evans Avenue—the University District

PROGRAM CONSIDERATIONS

The CMP analyzed the University's space needs to guide UNR on the amount of space it will need for current and projected enrollment, staffing, and research levels. The UNR Planning, Budget, and Analysis Office produced a detailed UNR Capacity Study in 2014 that analyzed how well existing spaces by categories of use could accommodate projected growth to a 22,000 student HC. The study identified space needed on campus at current and projected enrollment, staffing, and research levels and compared the calculated space needs to existing facilities. The CMP uses these findings, national guidelines, and recognized space standards modified with input from the University's administration. UNR determined future needs for residential space separately based on target goals, and for parking based on national standards.

Methodology and Assumptions

The CMP analysis uses the University's facilities inventory that includes room-by-room information on campus buildings in spring of 2014. The University provided data for faculty and staff identified by job title and unit assignment.

The headcount growth to 22,000 students equates to 17,768 FTE students. The space analysis classifies existing rooms on campus into the following categories:

- Classrooms
- Teaching Laboratories
- Open Laboratories
- Academic and Administrative Offices
- Other Academic Space
- Library and Study Space
- Assembly and Exhibit Space
- Other Administrative Space
- Physical Plant Space
- Research Laboratories
- Physical Fitness Facilities
- Physical Fitness Fields
- Student Center

			Actual	AY 2013-2014	AY 2020-2021
		Student FTE	15,468	15,468	17,768 [6]
		Student HC	18,776	18,776	22,000
		Total Freshmen [1]	4,302	4,302	4,998
		New Freshmen	2,990	2,990	3,498
		Sophomores	3,093	3,093	3,802
		Juniors	3,198	3,198	4,039
		Seniors	4,717	4,717	5,788
		Graduates	2,819	2,819	2,851
		Non-Degree	384	384	224
		School of Medicine	263	263	263
		Non-Student FTE	4,229	4,229	4,950
		Non-Student HC	5,585	5,585	6,300
		ASF/FTE	**182** [2]	**187**	**190**
Academic and Service	[3]	**Total ASF**	**2,108,672**	**2,108,672**	**2,292,713**
Classroom & Service			168,720	168,720	185,000
Teaching Laboratories & Service			150,670	150,670	170,000
Open Laboratories & Service			111,512	111,512	125,000
Offices & Service			847,457	847,457	917,457
Other Academic Space			214,636	214,636	230,000
Academic Support Space					
Library & Study Space			220,256	220,256	220,256
Assembly & Exhibit			71,788	71,788	90,000
Other Administrative Space					
Other Administrative Space			151,612	151,612	165,000
Physical Plant					
Physical Plant			172,021	172,021	190,000
		ASF/FTE	**136**	**136**	**129**
Research Laboratories & Service		**Total ASF**	**362,134**	**362,134**	**442,134**
		ASF/FTE	**23**	**23**	**25**
Physical Fitness - Facilities (Athletics, PE, and Recreation)		**Total ASF**	**231,799**	**300,000**	**500,000**
		ASF/FTE	**15**	**19**	**28**
Physical Fitness - Fields (Athletics, PE, and Recreation)		**Total Acres**	**25.2**	**29**	**38**
		Total SF	**1,089,000**	**1,263,240**	**1,655,280**
		SF/FTE	**70**	**82**	**93**
		Total Acres	**25**	**29**	**38**
Auxiliary Space		**Total ASF**	**115,400**	**118,601**	**133,884**
Student Union			110,867	110,867	125,000
Student Health Services			4,533	7,734	8,884
		ASF/FTE	**7**	**8**	**8**
Total space, excluding residential and fields		**ASF**	**2,818,005**	**2,889,407**	**3,368,731**
Residential - Traditional		**Beds**	**2,538**	**2,538**	**4,440**
Overall Actual/Target		Percent of FTE	16.4%	16.4%	25.0%
First Time Freshmen	[4]	Beds	2,390	2,390	2,800
Others	[5]	Beds	148	148	1,640
Residential - Family		**Beds**	**0**	**241**	**280**
		Percent of FTE	0.0%	1.6%	1.6%
Parking - Gross Demand		**Spaces**	**7,790**	**7,790**	**8,850**
Net of Transportation Demand Management		Spaces	7,790	7,790	7,970

SOURCE: Paulien and Associates, University of Nevada, Reno Capacity Study and Facilities Inventory Data, 2014
VanWoertBigotti Architects, Corneil Collaborative, Robert Sabbatini AICP FASLA, Nelson\Nygaard, 2014

NOTES: Table does not include Redfield campus. UNR does not foresee growth exceeding current capacity.

1 Includes Freshmen with advanced standing
2 Excludes residential and Physical Fitness Fields
3 Includes distance learning (approximately 7 percent of total)
4 Residential target for First Time Freshmen = 80%
5 Others include all but First Time Freshmen
6 Enrollment data, including graduate student enrollment, were drawn from the Capacity Study that was conducted in late 2013. Enrollments were based on recent historical trends. Since that time, UNR has committed to substantially growing graduate programs and the new Strategic Plan projects graduate programs to grow by more than 500 students over the next 6 years.

Program Demand

The table summarizes program demand for various space categories based on full time equivalent (FTE) student counts. The projected program for residential use reflects University policy goals.

The categories of space with the greatest need for additional space are research, office, and physical fitness. The space needs analysis addressed the University's major space categories. Analysis by school and college was not part of the current planning study.

Full Time Equivalent (FTE)

FTE is a formula-derived number that results from converting student credit hours (SCH) into equivalent full-time students. In most cases, 15 student credit hours equal one FTE.

Headcount (HC)

HC is the number of unduplicated students enrolled in credit courses in a given semester or academic year.

Assignable Square Feet (ASF)

The area measured within the interior walls of a room that can be assigned to a program. It includes associated support space, such as meeting rooms, but does not include building services space, such as restrooms, circulation, and rooms for mechanical equipment.

Gross Square Feet (GSF)

This number includes ASF and building service space, such as restrooms, circulation, and mechanical equipment rooms. The GSF calculation adds approximately 50 percent to the ASF amount.

These categories are clustered under headings:

- Academic and Service
- Research Laboratories and Service
- Physical Fitness Facilities
- Physical Fitness Fields
- Auxiliary Space.

The planning methodology incorporates a national perspective and expertise. The calculations took into account the unique needs of UNR. The process projected a set of needs appropriate for the CMP.

Total Non-Residential ASF

Existing = 2,818,005 ASF
Projected = 3,368,731 ASF

The projected increase in non-residential space is less than 20 percent above the current space inventory, a relatively moderate growth agenda. The student HC increase to 22,000 is 17 percent. The need for office space is partly driven by the University's objective to attain a student to faculty ratio of 18:1 which is comparable to other land-grant universities. Investments in increasing research space and physical fitness facilities and fields are the categories of higher increases.

Academic Space

Academic Space increased from 2,108,672 ASF to 2,292,713 ASF. This reflects an increased efficiency in utilization due to growth, reducing the ASF per student FTE from 136 at the current enrollment to 129 ASF per student FTE at the target enrollment.

Classroom and Classroom Services

Existing =168,720 ASF
Projected =185,000 ASF

The UNR Capacity Study concluded that the campus had sufficient classrooms to serve 22,000 students. This was based on utilization analysis conducted by the Nevada System of Higher Education (NSHE) of the classroom use in all Nevada public higher education facilities.

However, the CMP increased that calculation by ten percent. This reflects the trend among many universities to update their instructional portfolio to provide more classrooms that support active learning. This additional space provides UNR the ability to replace some poorly performing classrooms or renovate them with lower capacities to better serve pedagogical needs of the current and future eras.

Teaching Laboratory and Service

Existing = 150,670 ASF
Projected = 170,000 ASF

The CMP projects Teaching Laboratory and Service space to increase by 20,000 ASF. Although the UNR Capacity Study indicated that the Teaching Laboratory space would be sufficient, the CMP increase is due to changes in pedagogy affecting laboratories and the need for more active learning components. This increase will allow some flexibility as academic units upgrade their facilities.

Open Laboratory and Service

Existing = 111,512 ASF
Projected = 125,000 ASF

This use category has received national attention as students are expected to do more group work and more intensive individual work. The need for spaces to conduct that work, which involve meeting locations, access to Wi-Fi and power, and in some cases the ability to display work-in-progress to the entire team of students result in an increase in the amount of space needed.

Offices and Service

Existing = 847,457 ASF
Projected = 917,457 ASF

The UNR Capacity Study carefully analyzed the number of additional faculty and staff needed for the projected student growth as well as to attain an 18 to 1 student faculty ratio, the median of land grant universities nationally. The study concluded that 518 faculty and classified positions will be needed. In addition, 215 graduate assistants will be added for a total of 733 new positions.

The study also noted that there are currently few vacant offices among the approximately 2,500 offices. It concluded that up to 450 additional offices will be needed, equated to as much as 70,000 ASF of new office space.

Other Academic Space

Existing = 214,636 ASF
Projected = 230,000 ASF

This is all other space that is shown assigned to the colleges and the School of Medicine. It includes such spaces as greenhouses, animal quarters, media production spaces, academic lounges, departmental shops, storage, and a variety of other types of space. With the increase in active learning, there is often a need for more space in these categories as well. The projected increase of approximately 15,000 ASF reflects an increase in the current 14 ASF per student FTE—relatively low for a land-grant University.

Library and Study Space

Existing = 220,256 ASF
Projected = 220,256 ASF

Since the 2004 campus master plan, the University replaced its aging library with a state of the art facility. The Knowledge Center has an automated retrieval system that maximizes the efficiency of book storage, thus maximizing space for students to study both individually and in groups. A strong commitment was made to multi-media capability within this facility. This facility should have sufficient capacity to serve the increased enrollment.

Assembly and Exhibit Space

Existing = 71,788 ASF
Projected = 90,000 ASF

Assembly and Exhibit Space includes the major performance spaces on campus that relate to the academic programs and the exhibit spaces on the campus. This category is projected to need an additional 20,000 ASF because the current supply is somewhat less than might be expected for a campus of the University's size and mission.

Other Administrative Space

Existing = 151,612 ASF
Projected = 165,000 ASF

This is non-office space used by a wide variety of administrative units. This includes shop space, storage space, non-credit meeting spaces, staff lounges, and a variety of other spaces. The projected need identifies an increase of approximately 15,000 ASF.

Physical Plant

Existing = 172,021 ASF
Projected = 190,000 ASF

This category includes central storage, maintenance shops, and power plant spaces. With the growth in student enrollment and residential space, current space should increase by approximately ten percent, or18,000 ASF.

Research Laboratories and Service

Existing = 362,134 ASF
Projected = 442,134 ASF

The projected need for this category reflects the UNR Capacity Study. The study noted that if STEM (Science, Technology, Engineering, Mathematics) faculty maintain the same percentage of faculty they are now, up to 122 faculty positions will be added which will require additional

research space. Using a national figure of 700 ASF per lab, this equates to 80,000 ASF of additional research space. The research category increases from 23 square feet per FTE student to 25 square feet per FTE student.

Physical Fitness Facilities

Existing = 231,799 ASF
Projected = 500,000 ASF

Physical Fitness includes athletics, physical education, and recreation space. UNR's facilities are primarily devoted to athletics and recreation. The University plans to expand its recreation space within the next few years with the E. L. Wiegand Fitness Center and projects an additional need for recreation space. The projected need reflects discussions with the University leadership.

The need for recreation space, based on metrics of the National Intramural–Recreation Sports Association (NIRSA), identified a demand between 200,000 and 300,000 ASF. The range reflects variables such as the number of non-students who are enrolled in fitness programs offered by the facility. The needs for indoor athletics space in major Division I programs range from approximately 200,000 ASF to over 700,000 ASF. The needs of western universities tend to be somewhat less than those in cold weather states in the Midwest. A recent benchmark study of half the schools in the Pac-12 Conference revealed athletic space averaging approximately 250,000 ASF even though the highest one surveyed had almost 500,000 ASF.

The target of 500,000 ASF of indoor space, estimated at 250,000–300,000 ASF of indoor recreation space and 200,000–250,000 ASF of indoor athletic space, increases the space per student from the current 15 ASF per FTE student to 28 ASF per FTE student. The availability of sufficient, well-equipped recreation space is a strong student attraction and creates strong bonds between student and the University. A number of universities find that when they increase recreation space, the demand builds resulting in further increases in space demand. Because UNR has recently increased its athletic competitiveness, the program includes space for additional indoor facilities to support the ongoing success of the athletic program.

Physical Fitness Fields

Existing = 25 Acres
Projected = 38 Acres

The campus fields are primarily used by athletics, thereby creating the need for additional fields for recreation and physical education. Applying Time-Saver Standards for Building Types for calculating the needs for outdoor fields for both recreation and athletics identifies a demand

between 120 and 140 square feet per student FTE or the need for 51 to 60 acres of fields to address the 22,000 student HC. Because the athletics and recreation leadership felt these numbers were too high for their identified needs, the CMP lowered the projected demand for fields. This takes the square feet per student FTE from the current 70 to 93, still below the low end of the national applicable metrics.

Auxiliary Space

Student Union

Existing = 110,867 ASF
Projected =125,000 ASF

UNR has invested recently in the state of the art Joe Crowley Student Union. Its location in the Campus Mid Precinct is at the north end of the majority of the student academic activities. As the University renovates and builds new facilities, it should consider including minor student union spaces throughout the campus for ease of access by students. The projected need includes a modest increase of approximately 15,000 ASF to address this.

Student Health Services

Existing = 4,533 ASF
Projected = 8,884 ASF

With the continued growth of the University, the Student Health Center will require renovated and additional space to adequately meet student health care needs. More than half of the student body visits the center at least once in an academic year. The center lacks sufficient space to serve its current patient load-—more than 24,000 visits a year-—underscoring the need for renovation and expansion. The existing space is approximately 60% of the most widely used guideline for Student Health Services. Applying the guideline to 22,000 student HC identifies the need to almost double the existing space.

Child Care Facilities

UNR currently provides childcare for 100 children,. This does not meet the current needs of UNR students, staff, and faculty. This deficiency will only increase as the campus continues to grow. The Child and Family Research Center has played a pivotal role in providing childcare to the campus community, but capacity has not expanded over the last 25 years. Going forward, the University should

seek creative solutions to expand childcare services for the students, staff, and faculty while also being mindful of retaining high-quality services for children. At the time of this writing, the Provost has appointed a committee to assess childcare needs now and into the future and make recommendations regarding the next steps for expansion of UNR childcare.

Parking Demand

Existing = 7,114 spaces
Projected = 7,663 spaces

The University currently manages approximately 8,300 parking spaces. Roughly 6,700 spaces are in permitted lots with the remaining set aside for visitors or reserved uses. With the increased focus on transportation demand management (TDM) and improvements in bicycle, pedestrian, and transit facilities, the University can maintain demand in balance with the projected parking supply. The University has significant opportunity to find additional capacity through shared parking arrangements near the campus.

Residential Demand

Over that last few decades, the University has steadily increased its supply of on-campus housing for lower-division students. Recognizing the benefits of on-campus housing for retention and the vitality of the campus, and in keeping with peer institutions, the University's residential goals are to house 80 percent of all new freshman (headcount) with the overall goal of housing 25 percent of students (FTE). All new freshmen could be adequately housed along North Virginia Street based on current and planned residential development. The existing dining facilities have adequate capacity for this increase. Beds needed for students beyond the first-time freshmen would be offered as apartment-style housing, negating the need for additional dining facilities. The University does not foresee increasing its supply of housing for graduate students and families beyond that currently provided in Ponderosa Village which opened in fall 2014. However, the projected growth in graduate enrollment will likely create additional housing demands, which may be met by anticipated housing development in the University District, described later in this document.

PLANNING CONSIDERATIONS

The analysis of the campus used the lens of the Strategic Plan and the planning directives to identify the following planning considerations.

LEARNING LANDSCAPE

Support innovations in learning and teaching by creating the "right" kind of space for collaboration, experimentation, exploration, and the creative use of technology.

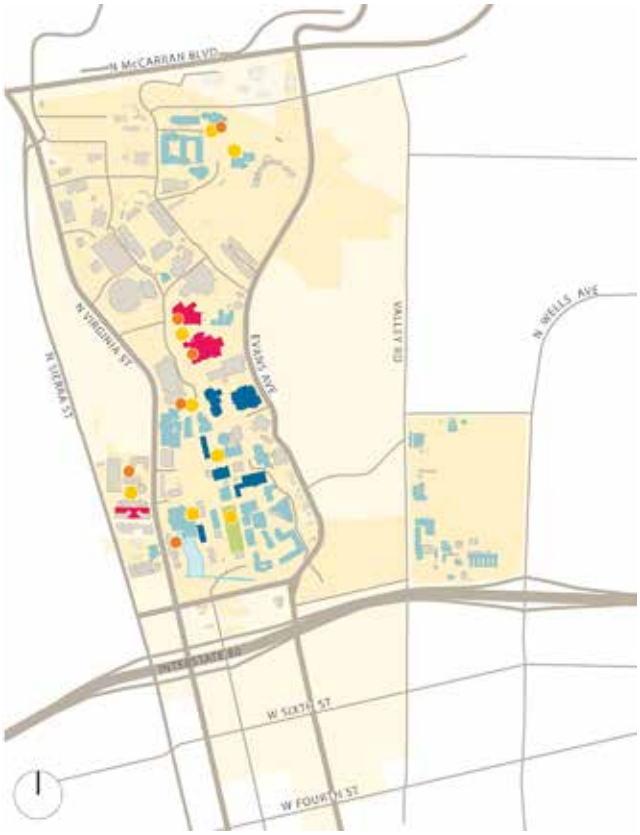
Consider learning that happens inside and outside the classroom in all kinds of spaces across campus and beyond.

Campus Precincts

Defined by major uses, topography, and major circulation routes

Campus Uses

Defined by the uses of each building or programmed outdoor space



Academic Neighborhoods

Defined by cluster of uses that generally flow across the campus

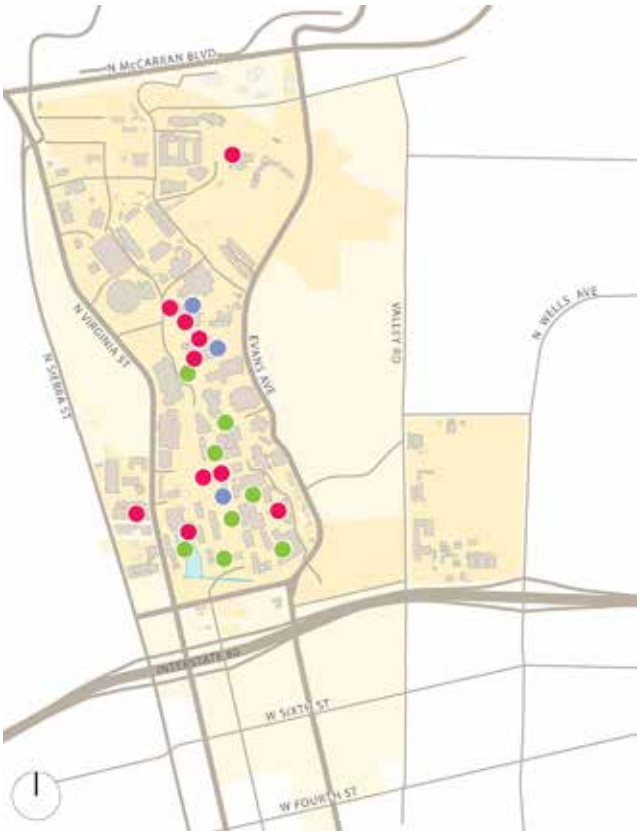
Informal Learning

Although formal learning occurs in the academic and research buildings, the University should increase the number and variety of places for informal learning indoors and outdoors.

SMALL CAMPUS EXPERIENCE

Nurture an intimate "small college" experience for students by creating places for residential and commuter students within a large research University and all the opportunities it has to offer.

Acknowledge the importance of the student experience, on and off campus, in attracting and retaining students and improving completion rates.



Social Connections

Support student activities by an interconnected network of study, hangout, and social spaces with food and coffee.

University Residences and Off-Campus Housing

University residences for undergraduates are concentrated along North Virginia Street.

Privately managed student housing is concentrated in remote locations northeast of campus.

Encourage private residential development close to campus, easily accessible by walking or biking.

Physical Fitness

Indoor and outdoor facilities are centrally located but land locked.

Separation of North Campus

The parking structure and physical fitness facilities create a barrier to the north.

INNOVATION PLATFORM

Support the emerging culture of innovation, collaboration, and entrepreneurship on and off campus

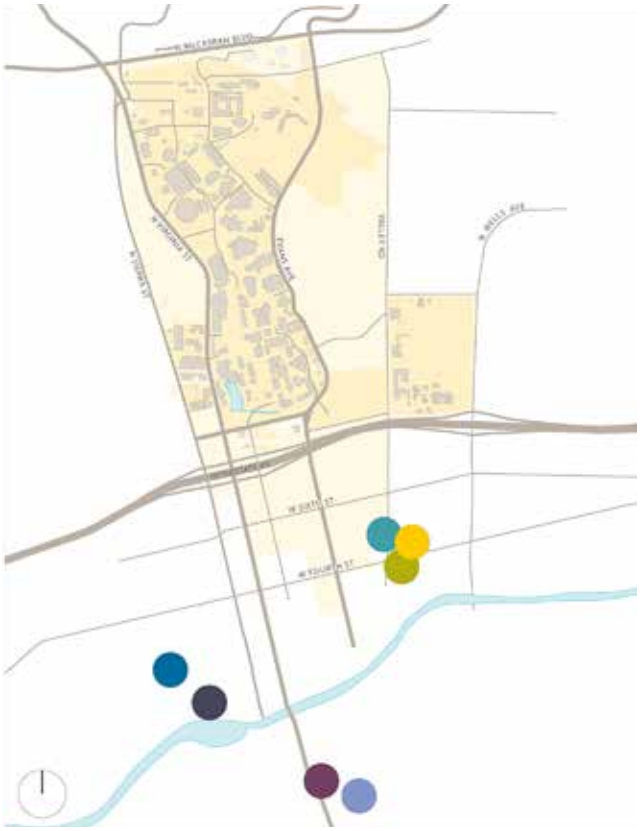
Improve existing facilities and build state-of-the-art facilities in locations to create centers of innovation and catalyze economic development

Consider the ecosystem of collaboration spaces—one size does not fit all

Support collaboration, innovation, and entrepreneurship beyond traditional research facilities on and off campus

Research

Research takes place across the campus.



Startups

Startups and cutting-edge businesses are emerging across the city.

GROWTH AND CHANGE

Maximize learning per square foot as the University continues to grow

Every new building and major renovation should provide opportunity for innovation and learning and should give back to the overall campus

Development opportunities need to be considered for both near- and long-term benefits

Development Sites

The campus is becoming built out, leaving few sites available for new construction.

Several infill sites for replacement, reuse, or new construction remain.

Including the Campus Gateway Precinct, the University can support approximately 6,000 additional students (headcount).

Academic Neighborhoods

The Core Campus is defined by academic neighborhoods that support strong disciplines.

Connectivity between academic neighborhoods and shared facilities promotes interdisciplinary pursuits.

CAMPUS CHARACTER AND IDENTITY

Place matters for first impressions and for creating lasting memories

The unique character of the UNR Campus is a result of its history, its topography and climate, and its landscape and culture

There is the need to improve existing and build new unique and special places across campus

Adding significant tree cover throughout the campus to emulate that found in the historic quad would positively affect the character and quality of the campus environment

Topography

Significant topography changes across the campus create several distinct zones and demands careful attention to pedestrian connections up the hill.

Historic Core

UNR has a special history and identity.

Sense of Place

The unique sense of the University's identity and the quality of the pedestrian experience is strongest in the South Campus Precinct—decreasing dramatically from south to north.

Campus Edges

Campus identity is uneven on campus boundaries. This is especially true along Evans Avenue where many of the campus buildings turn their backs to the street.

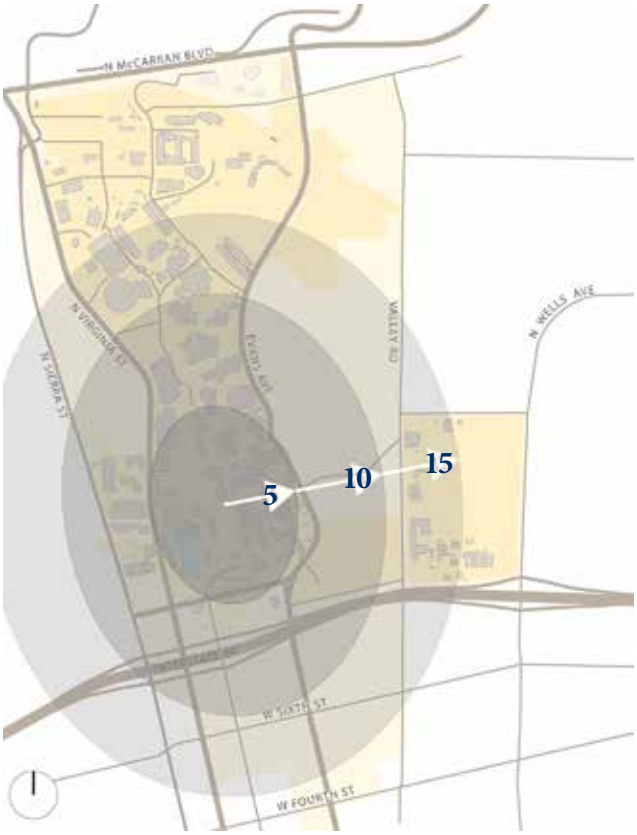
CONNECTIVITY

Creating efficient and comfortable transportation opportunities is essential to maintain access for all Nevada citizens

Providing a safe and secure pedestrian experience in and around campus is essential to improve the overall learning, discovery, and engagement experience of students

Embrace universal access for equitable access to the University's campus and resources

Most of campus core is within a short walking radius



Pedestrian Walks

Most buildings in the campus core are accessible by pedestrian walkways.

The weaker pedestrian connections are in the north part of campus and east of Evans Avenue.

The railroad tracks make walking routes to areas east of Evans Avenue longer and more circuitous.

Bicycle Connections

Much of Central Reno and Midtown is accessible by bike.

Most existing bike connections between UNR and the City of Reno are by unofficial routes on neighborhood streets.

Planned Regional Transportation Commission bike network enhancements will enhance bike connectivity and safety.

The campus bike community has created a set of unofficial routes through campus.

Rapid Transit and Campus Shuttles

Rapid extension, coupled with campus shuttles, will strengthen transit connectivity between the campus and Downtown Reno and Midtown.

Suggested stops will be within a five-minute walk from campus.

The shuttle's highest ridership stations serve the Mid Campus Precinct and the north campus parking facilities.

Parking

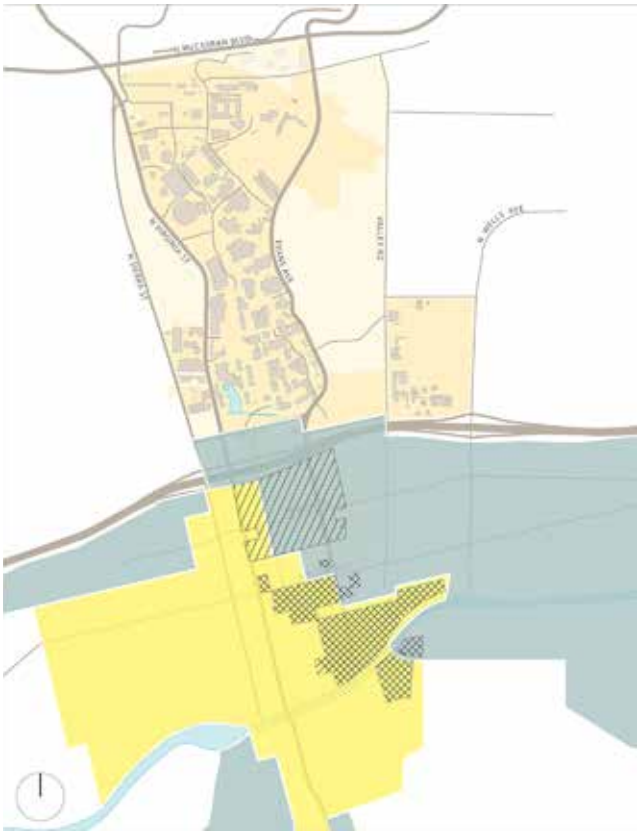
Southern Virginia Street creates most of the direct vehicle connections to major campus parking facilities.

Most parking-lot vacancy is in northern part of campus.

CAMPUS IN THE CITY

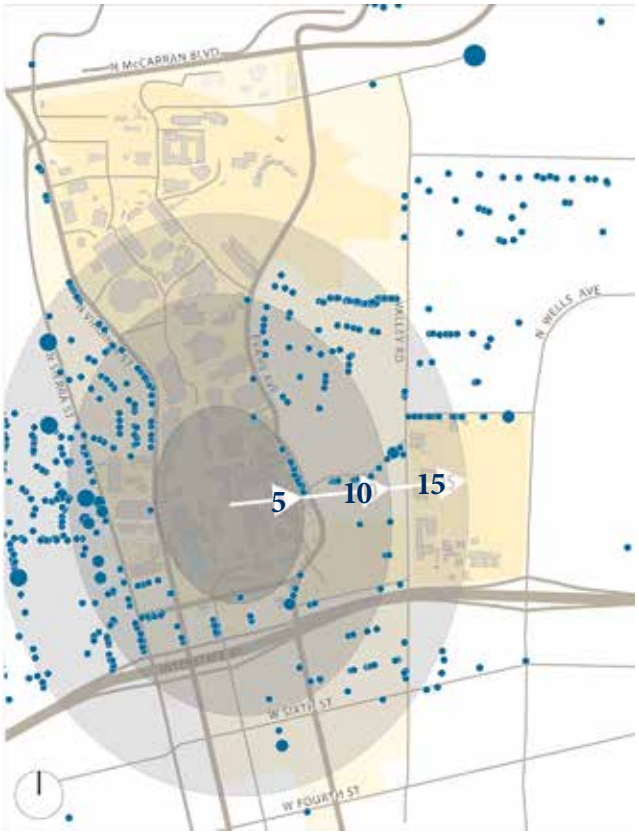
Creating a seamless and safe transition from the campus to the Downtown will create opportunities for partnership, collaboration, and engagement with a broad range of stakeholders

Connections need to be physical, programmatic, and psychological



Redevelopment Districts

Several redevelopment districts exist along with tax increment districts.



Students Living Off Campus

At least 1,500 students currently live within the neighborhoods immediately west and east of campus. Approximately 200 students live in Downtown Reno A large portion of students live within a 15 minute walk to the campus.

Current Planned Projects

The campus master plan incorporated the following current planned projects into the program demand and supply analysis.

Academic and Research

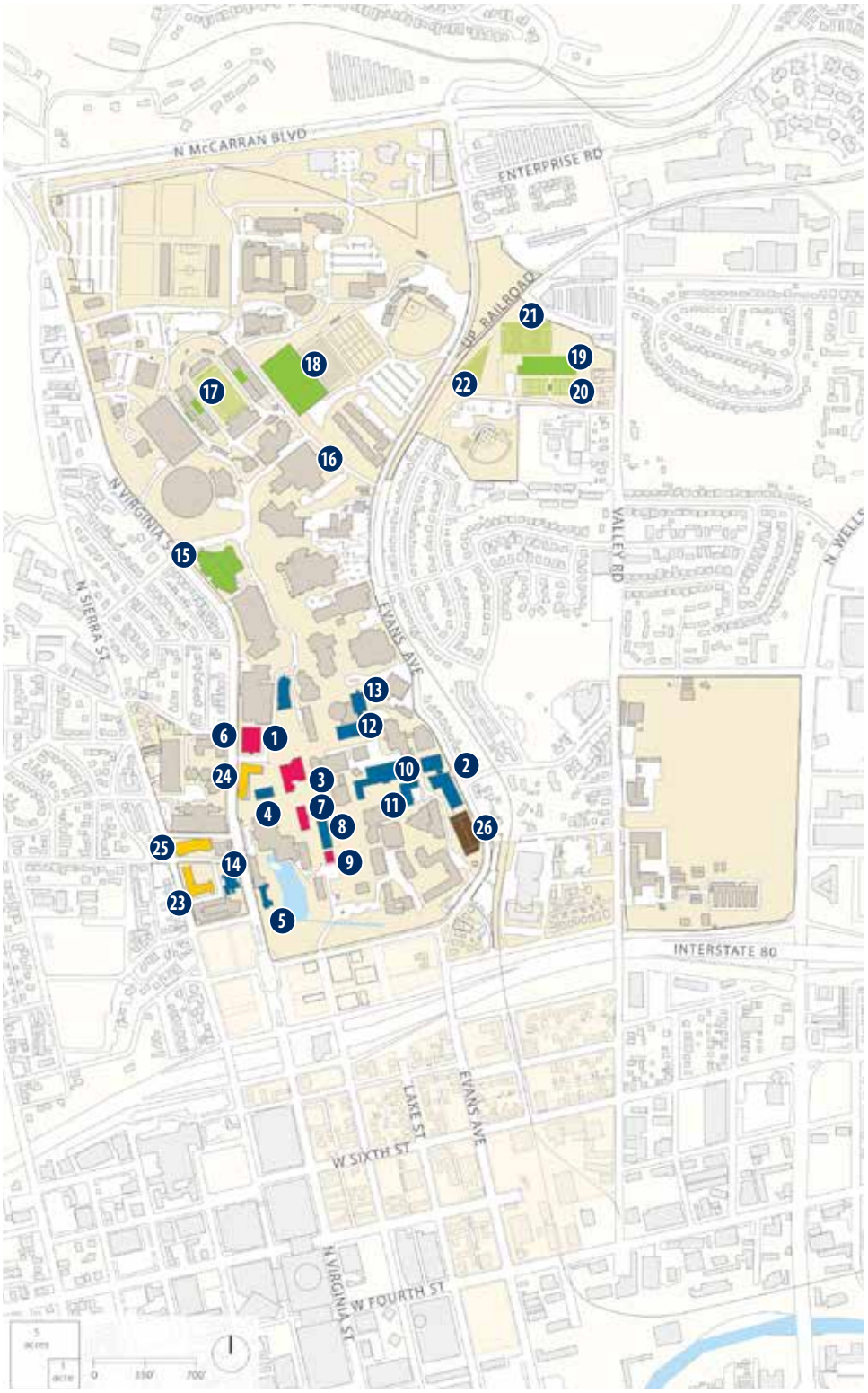
1 Fine Arts (second building)
2 Engineering
3. William N. Pennington Student Achievement Center
4 Lincoln Hall (repurpose)
5 Manzanita Hall (repurpose)
6 Virginia Street Gym (repurpose to concert hall)
7 Thompson Building (renovate)
8 Ross Hall (renovate)
9 Jones Center (renovate)
10 Scrugham Engineering/Mines (renovate)
11 Palmer Engineering (renovate)
12 Chemistry (renovate)
13 Liefsen Physics (renovate)
14 Continuing Education (repurpose)

Physical Fitness - Facilities and Fields

15 E. L. Wiegand Fitness Center
16 Lombardi Recreation Center (renovate)
17 Mackay Stadium Club
18 Fieldhouse indoor athletic facility
19 Indoor tennis courts
20 Outdoor tennis courts
21 Soccer field
22 Track and Field

Residential - Traditional

23 Peavine Hall
24 White Pine Replacement
25 New Residence Hall



Parking

26 Southeast quadrant of campus

Campus Systems

Landscape, electrical upgrades, and chilled water upgrades


N McCARRAN BLVD
ENTERPRISE RD
UP RAILROAD
SUTRO ST
N VIRGINIA ST
N SIERRA ST
EVANS AVE
VALLEY RD
N WELLS AVE
INTERSTATE 80
W SIXTH ST
LAKE ST
EVANS AVE
N VIRGINIA ST
W FOURTH ST

Campus Plan

The campus plan identifies physical improvements—building projects, campus systems, and campus interventions—in support of the University's Strategic Plan 2015-2021. The plan addresses near-term needs to accommodate a 22,000 student headcount (HC) and defines a framework to guide planning decisions shaping the campus environment.

By improving the physical setting of the campus, the campus plan will improve student, faculty, staff and visitor experience, underscoring the University's mission and unique sense of place. The plan encourages innovation, engagement, and collaboration in learning and research. It shapes an intimate college experience as well as accommodating growth and change. The campus plan improves the quality of place, creating connectivity within campus and to the external community.

KEY OBJECTIVES

Several key objectives for campus development support the goals of the University.

- To strengthen the unique character of academic sub-areas within the campus while maintaining connectivity
- To promote an integrated circulation system that improves access to and within the campus, giving priority to pedestrians followed by bicyclists, transit, maintenance, and private vehicles
- To create a gracious gesture to neighbors on all boundaries of the campus by improving key campus entries, especially along North Virginia Street and Evans Avenue
- To foster the development of a mixed-use, vibrant university town adjacent to the campus, and to reinforce its connection to Downtown Reno through use adjacencies and urban design

Conceptual Directions

The following conceptual directions for the campus master plan support the key objectives.

Campus Precincts

Campus precincts are distinct in their physical characteristics and programmatic roles. However, some lack shared qualities desired by the University. For example, the leafy pedestrian paths lined by older and smaller footprint buildings dominate the South Precinct—a classic image of an American campus. In contrast, the Bio-Medical Precinct, with its state-of-the-art research and clinical buildings, lacks the pedestrian scale and landscape structure found in the South Precinct.

Campus Portals

Campus portals are welcoming entry points to the campus. The campus master plan highlights portals along North Virginia Street where the Regional Transportation Commission (RTC) plans to have new RAPID stations and portals along Evans Avenue that will interface with the University shuttles. All the portals will support pedestrians and bicyclists.

Framing Streets

The streets that frame the campus serve particular roles in connecting the University to Downtown Reno.

- The campus plan transforms North Virginia Street from a car-dominated state highway to a street that equally serves pedestrians and bicyclists. North Virginia Street will be an important student life and commercial corridor linking the University to the City of Reno.
- The campus plan identifies Evans Avenue as an innovation corridor connecting the bio-medical research in the north to the science and engineering uses near Evans Avenue and 9th Street, to the Campus Gateway Precinct , and the areas south of Interstate 80 (I-80).

Campus Precincts

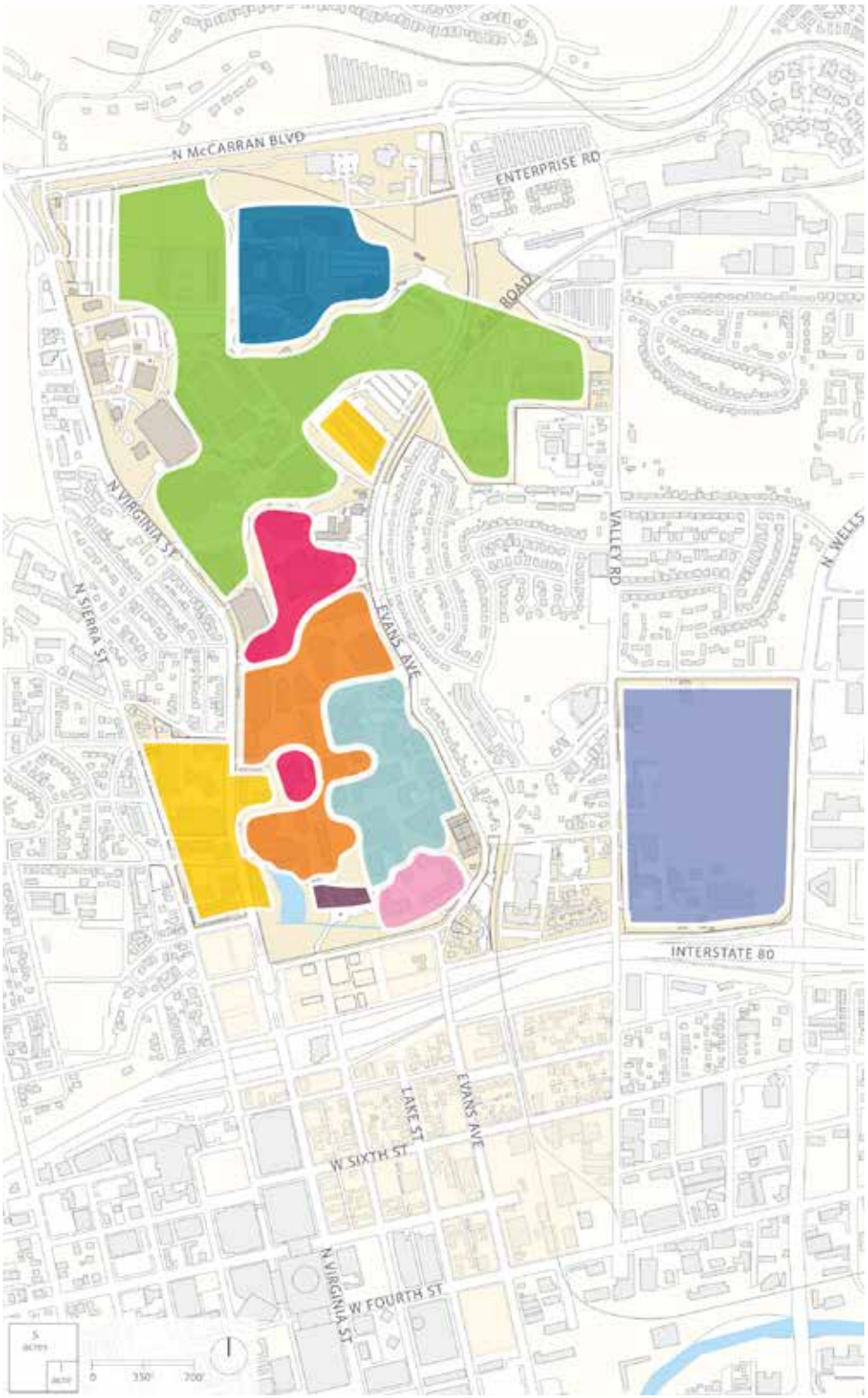
1. Bio-Medical
2. Physical Fitness
3. Mid
4. South
5. Gateway
6. Agriculture
7. Residential

- The plan reinforces east-west campus connections by managing vehicular routes, reconfiguring service roads, and improving pedestrian amenities. For example, the improved 12th Street portal, through a series of building projects and landscape improvements will connect to pedestrian routes leading to the planned engineering building and Evans Avenue portal.
- The plan identifies strategic new building interventions to stitch together pedestrian connections and reconfigure outdoor and indoor spaces for learning and research.
- The plan supports the University District to provide a much-needed urban venue for students, faculty, staff, and the City of Reno to live, dine, shop, play, and collaborate off campus and close to the downtown.
- The plan supports the University's promotion of safety for its students, faculty, staff, and visitors in the classroom, the residential life experience, and work and social experience on and off campus.

PLAN FRAMEWORKS

The plan's structure will guide future development decisions to ensure a comprehensive and synergistic benefit to the campus. Three important frameworks create this structure.

- Primary Uses and Academic Neighborhoods
- Campus Landscape and Pedestrian Connectivity
- Sustainability and Resource Management



Campus Precincts and Academic Neighborhoods

Campus precincts and the quality of landscape and architecture characterize the campus. Academic neighborhoods, which are subsets of some of these precincts, reflect specific academic disciplines. Development of buildings and outdoor environments should build on the unique character of each precinct to provide a strong sense of identity and diversity of campus environments while ensuring that they are part of the larger University community.

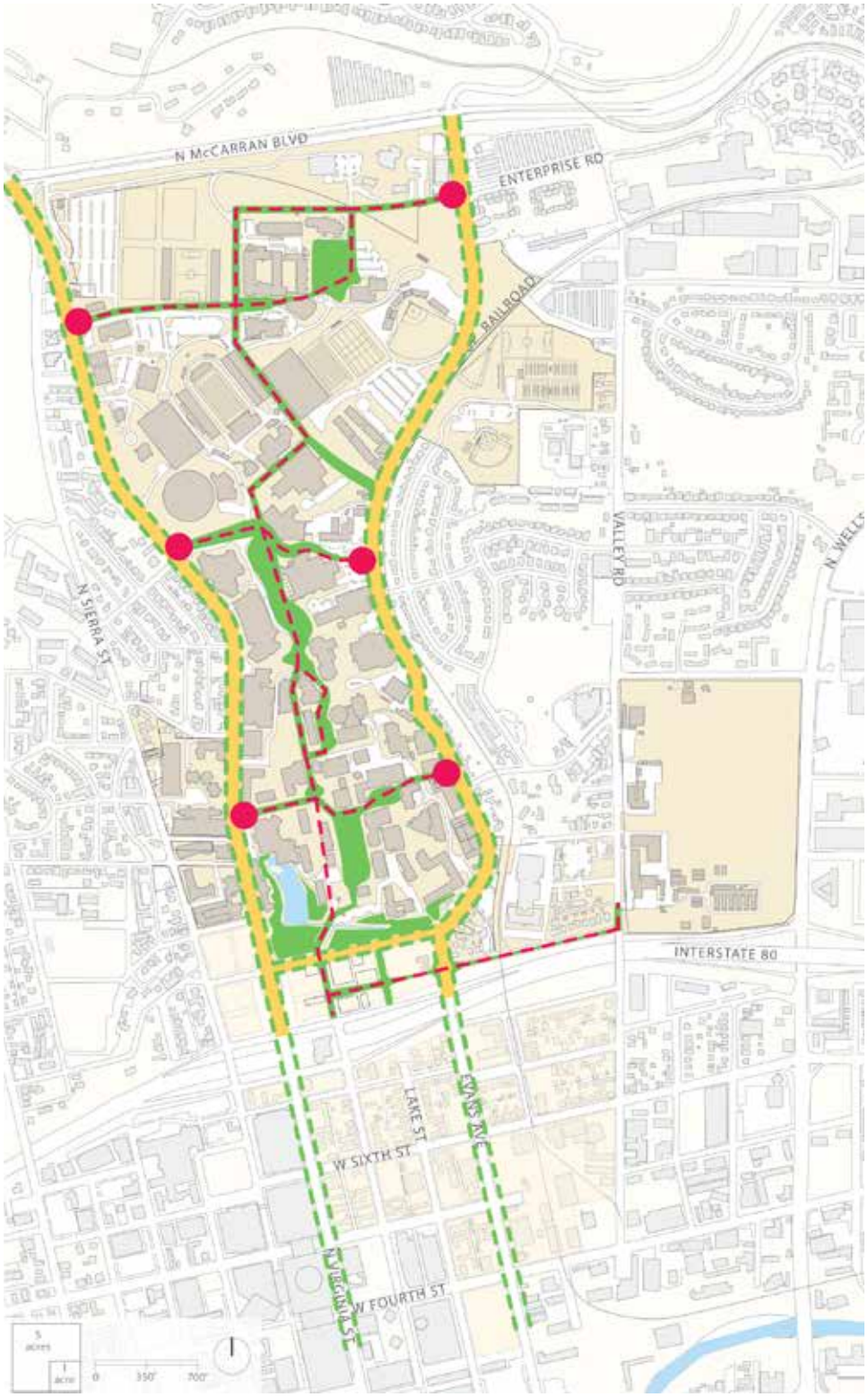
- Health Science / Medicine
- Physical Fitness
- Residential
- Student Services
- Liberal Arts / Education / Journalism
- Engineering and Science
- Health Science / Agriculture
- Administration
- Agriculture

Sustainability and Resource Management

The campus, with more than 170 buildings, 341 acres of managed landscape and roads, and large infrastructure investments, requires a significant commitment to resource management. The University is the steward of these resources and has the responsibility to use its resources responsibly for current and future generations. The University intends all new buildings and major renovations to attain a Leadership in Energy & Environmental Design (LEED)Silver certification.

The campus plan emphasizes the re-purposing of older buildings in creative ways to accommodate growth and to retrofit outdated facilities with offices, classrooms, and state-of-the-art learning and research space. Using space more efficiently and building more compactly means less need for new space, infrastructure, and energy. Strategic interventions can reshape the campus.

The University over decades of growth has not emulated the pedestrian and shaded quality first established for the campus more than 100 years ago. Walking north from the historic quad, the campus tree cover diminishes as does the quality of the pedestrian experience. The role of landscape in creating comfortable, low-water use campus settings is critical to success of the campus plan. Planting trees throughout campus to benefit the pedestrian experience and lower the ambient temperature should be an ongoing effort as the campus grows and evolves.



Campus Landscape and Pedestrian Connectivity

Interaction and collaboration are key to the success of the University. This underscores the importance of fostering physical connections among academic neighborhoods and campus precincts to encourage cross-disciplinary interaction. Orchestrating buildings and landscape to create indoor and outdoor places of connection and collaboration will result in a more collegial and engaged learning environment.

Campus portals welcome pedestrian flows generated by resident students, transit uses, and bicyclists.

Campus Green Spaces
Green Streets
Major Pedestrian Corridors
Major Campus Pedestrian Portals
Campus Streets

MASTER PLAN IMPROVEMENTS

Several buildings are already under construction, in design, or planned by the University. The University also needs to provide additional space in research, outdoor and indoor physical fitness, and student housing for sophomores and upper division students. The University recognizes the need to build a new business school to serve the emerging entrepreneurial community at the University and the Reno-Sparks community.

Bio-Medical Precinct

Surface parking, roads, and driveways dominate the visual landscape of the Bio-Medical and Physical Fitness precincts. These precincts lack a campus structure needed to clearly orient students and visitors. Other than a few small internal courtyards, the precinct is relatively barren of trees. Some trees exist along street edges but more should be planted where campus outdoor gathering spaces and pedestrian pathways are planned. The precinct requires identifiable public vehicular access to serve the medical clinics and research facilities. The University will need to make the precinct amenable to people on foot and on bike.

Physical Fitness Precinct

The University needs to increase outdoor and indoor physical fitness facilities for athletics, recreation, and physical education. The campus plan locates a soccer stadium and three multipurpose fields directly north of Mackay Stadium. Existing buildings and grounds for campus service and maintenance, including the UNR motor pool, will need to be relocated and, ideally, consolidated. The Washoe County School District property would provide a preferred location if the University is able to acquire the land.

Mid Campus Precinct

The Campus Mid Precinct evolved quickly over the last decade and has emerged as a student-focused center on campus. A new roundabout at the 15th Street portal and a RAPID station will reinforce this entrance as an important arrival point for students, faculty, staff, and visitors.

With the construction of the new fitness center and the closing of the north-south campus road between 15th Street and Church Fine Arts to public traffic (it will remain accessible to service, emergency, and transit vehicles), the University should narrow the roadways and pave them for pedestrian use. This will allow space for increased landscape and more trees. These interventions can transform the Campus Mid Precinct quad into a robust campus green space reminiscent of the UNR historic quad.

South Precinct

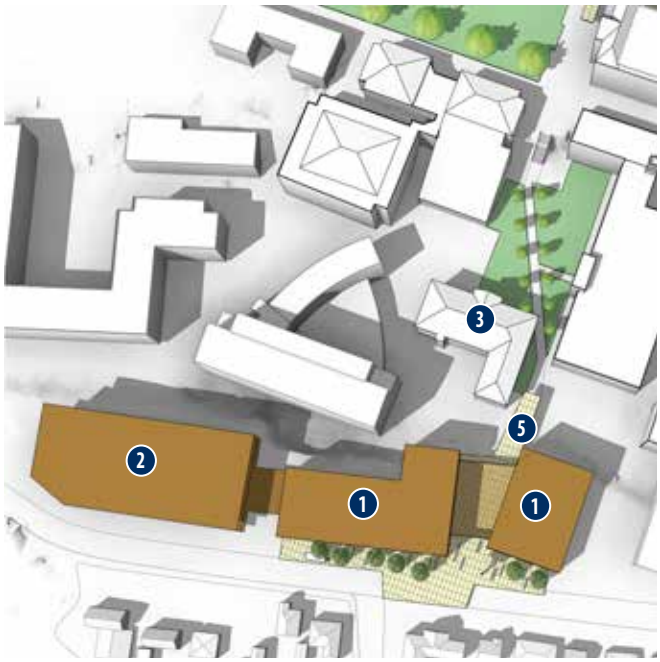
Along with the Mid Precinct, the South Precinct is the academic center of the University. Characterized by mature trees and Jeffersonian campus spaces, many of the buildings are historic and will remain in place. New buildings will either replace existing buildings or develop on infill sites. Several new buildings will be built in the near term. These include the Pennington Student Achievement Center and Peavine Hall (both currently under construction), a second fine arts building, a new freshman residence hall to replace White Pine Hall, a new residence hall west of North Virginia Street, and a new engineering building on Evans Avenue across from Palmer Engineering. In addition to the new construction, older buildings will be repurposed to accommodate academic growth and future innovations in teaching and research. The University will need to explore creative solutions to renovate inefficient space in underutilized and outdated buildings to accommodate 400-450 new offices for faculty, staff, and graduate students. Relocating administrative uses to the periphery of campus will free up space in the core for academic uses. Buildings such as Thompson, Jones, and Ross can accommodate significant numbers of offices. Lincoln and Manzanita halls are no longer viable as residential buildings and can be repurposed for academic needs. The University is currently implementing this strategy for Thompson. If the business school relocates to a new facility in the Campus Gateway Precinct, it will free up considerable space in Ansari.

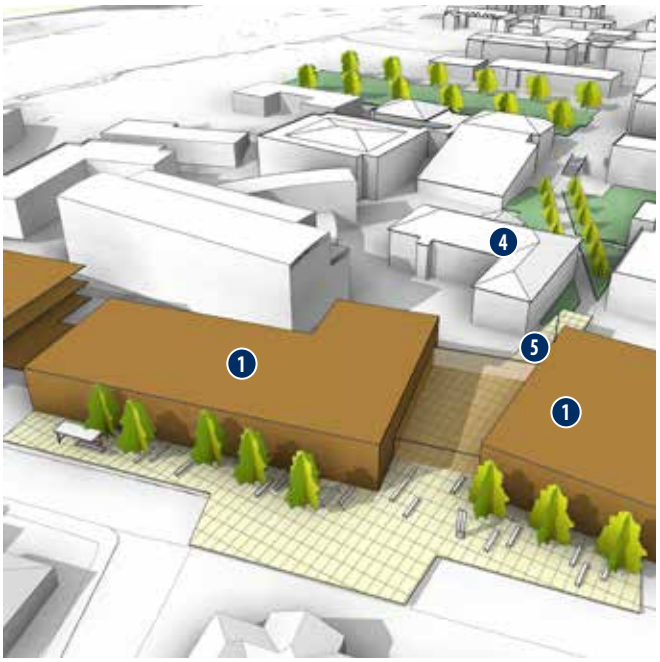
Gateway Precinct

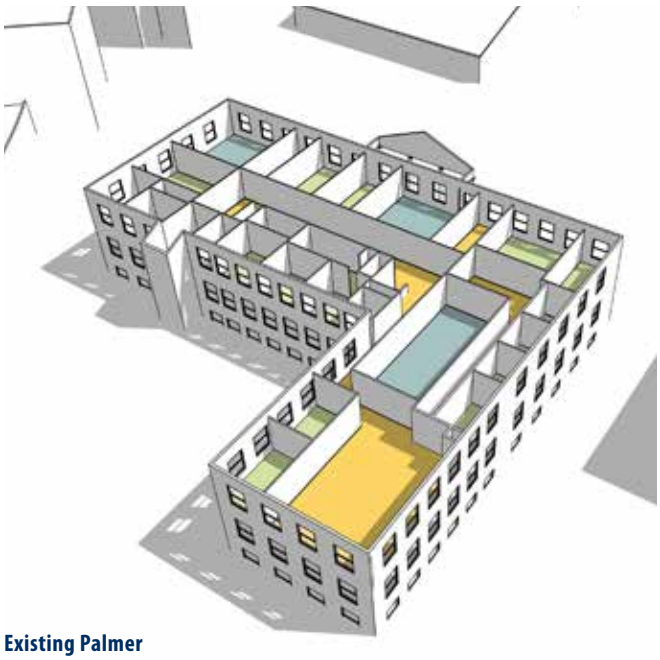
The Gateway Precinct includes a new business school and an innovation center with academic and research programs to serve the University and the community. It also includes housing for more than 1,000 non-first-year students, along with supportive retail and other ancillary uses. The University will study the infrastructure needed for the precinct.

STRATEGIC INTERVENTIONS

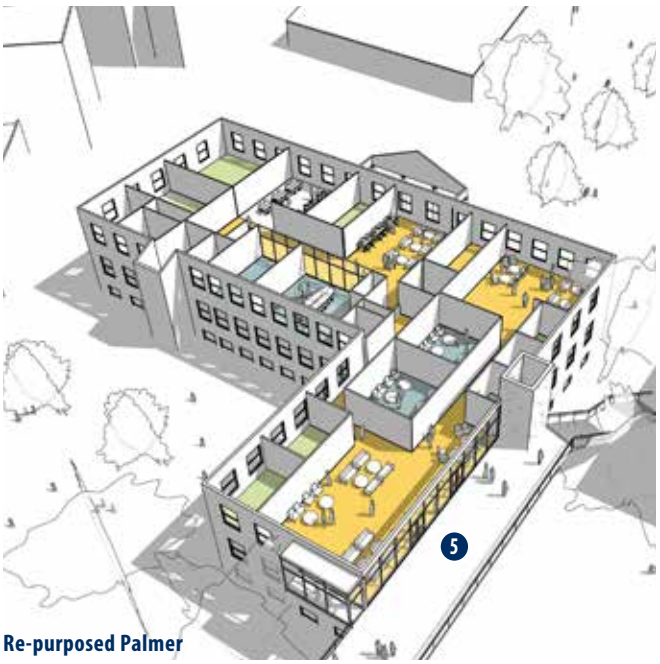
As the University re-purposes its older buildings and builds new facilities, it should improve the surrounding outdoor spaces and pedestrian connections. The campus plan highlights several strategic interventions that will play a significant role in improving the campus and its relationship to the community.







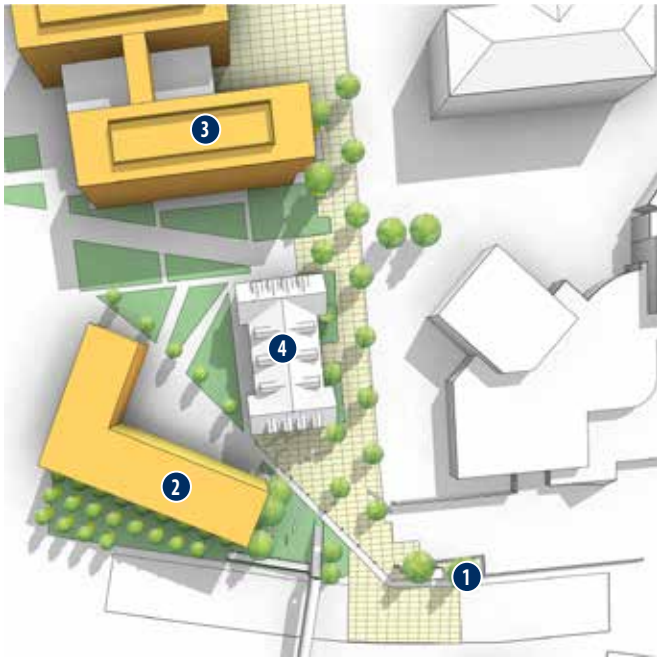
Existing Palmer

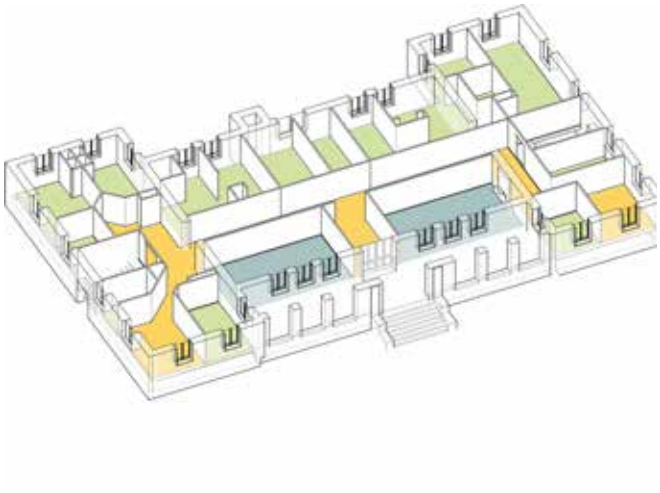


Re-purposed Palmer

Science and Engineering Portal and Palmer Engineering

The University is currently in the planning and design phase of a new engineering building **(1)** along Evans Avenue adjacent to Scrugham, Palmer, and the Davidson Math and Science Center. The University is also considering a new parking structure in this location **(2)**. The new engineering building will allow for the re-purposing of the older, outdated facilities such as Palmer Engineering **(3)** with new state-of-the-art academic and research space **(4)**. The campus plan recommends a pedestrian bridge **(5)** as part of this improvement because the new engineering building will be at least one story above the service drive and quad between Scrugham and Palmer. The second floor of Palmer Engineering can be reconfigured as an integral part of the bridge, providing an exciting and dynamic pedestrian experience as one moves from Evans Avenue into the campus.





Existing Lincoln Hall

Re-purposed Lincoln Hall

12th Street Portal and Lincoln Hall

The introduction of a new RAPID station on North Virginia Street north of Artemesia Way **(1)**, the replacement of White Pine Hall **(2)**, the construction of the Pennington Student Achievement Center, **(3**), and the re-purposing of Lincoln Hall **(4)** offers the opportunity to create an exemplary portal to the campus. New landscape, pedestrian amenities, and buildings with welcoming entrances, ground-floor porches, and transparency will transform the pedestrian route that currently shares a service drive.

12th Street Portal and Lincoln Hall

Announced by a new RAPID station, 12th Street becomes a new portal into the campus with a new landscape, pedestrian amenities, and an enhanced pedestrian crossing. The pedestrian route connects to a new residence hall (replacing White Pine Hall), a re-purposed Lincoln Hall, and the Pennington Student Achievement Center. Brick pavement and the brick facades of the new residence hall complements the tradition of the historic Lincoln Hall.


CENTER
CAFE

Innovation Alley

Center Street in the Campus Gateway Precinct will become a pedestrian alley closed to public vehicular traffic. Shaded outdoor seating areas and space for student and community events will dominate the brick-lined space bounded by a new business school, an innovation center, and residence halls. Innovation Alley will be a University and community space, bringing researchers, entrepreneurs, and the community together to innovate and collaborate. Other uses will include ground-level dining and retail to serve the student population.


UNIVERSITY OF NEVADA RENO

North Virginia Street Portal

The Virginia Street Portal will transform the experience of arriving at the UNR campus. This transformation reinforces the ambitions of the University, the City of Reno, and the Regional Transportation Commission to seamlessly connect the campus and the City through active uses, pedestrian and transit connections, and human-scaled urban design. The widened North Virginia Street, between 8th and 9th streets, will accommodate a new multi-modal transit station for the RAPID, University shuttles, and bicyclists as well as parking. A traffic-calming roundabout will create an expansive view of the campus. Tree-lined plazas and streets will provide a new arrival experience for students and faculty, alumni, and visitors. Brick-accented mixed-use development with student housing above ground-floor student-serving retail will activate the precinct.

	Academic and Service		
1	Fine Arts (second building)	40,000	GSF
2	Engineering	50,000	GSF
3	William N. Pennington Student Achievement Center	78,400	GSF
4	Lincoln Hall (repurpose)	28,300	GSF
5	Manzanita Hall (repurpose)	30,000	GSF
6	Virginia Street Gym (repurpose to concert hall)	51,500	GSF
7	Thompson Building (renovate)	- -	GSF
8	Ross Hall (Renovate)	- -	GSF
9	Jones Center (renovate)	- -	GSF
10	Scrugham Engineering/Mines (renovate)	- -	GSF
11	Palmer Engineering (renovate)	- -	GSF
12	Business School and Entrepreneur Center	150,000	GSF
13	Chemistry (renovate)	- -	GSF
14	Liefsen Physics (renovate)	- -	GSF
15	Continuing Education (repurpose)	- -	GSF
	Additional need	0	GSF
	Research Laboratories and Service		
16	Engineering	50,000	GSF
	Additional need	70,000	GSF
	Physical Fitness - Facilities		
17	E. L. Wiegand Fitness Center	110,000	GSF
18	Lombardi Recreation Center (renovate)	- -	GSF
19	Mackay Stadium Club	NA	GSF
20	Fieldhouse Indoor Athletic Facility	150,000	GSF
21	Indoor Tennis Courts	47,500	GSF
22	Additional need	146,000	GSF
	Physical Fitness - Fields		
23	Soccer and Outdoor Tennis Courts (Wolf Pack East)	3.0	acres
24	Track and Field (Wolf Pack East)	1.3	acres
25	Soccer Stadium and Multi-purpose Fields	11.6	acres
	Additional need	2.0	acres
	Auxiliary Space - Student Health Services		
26	Nell J. Redfield Building (additional)	6,500	GSF
	Residential - Traditional		
27	Peavine Hall	400	beds
28	White Pine Replacement	200	beds
29	New Residence Hall	400	beds
	Additional need	0	beds
	Residential - Apartments		
30	Apartment Style (for 1,070 students))	1,070	beds
	Additional need	0	beds
	Residential - Family		
	Additional need	0	beds
	Parking		
31	Southeast quadrant of campus (structured)	500	spaces
32	Campus Gateway District (structured)	400	spaces
	Additional need	0	spaces
	Campus Systems		

Electrical systems

Replace aging 65+ year old electrical infrastructure. Upgrade the existing 4kV electrical system with 25kV capacity

Chilled water systems

Replace two chillers, two cooling towers, and constant volume chilled water pumps with two 300-ton chillers, two 300 ton towers, variable flow chilled water pumps and also install a flat plate heat exchanger for free cooling.

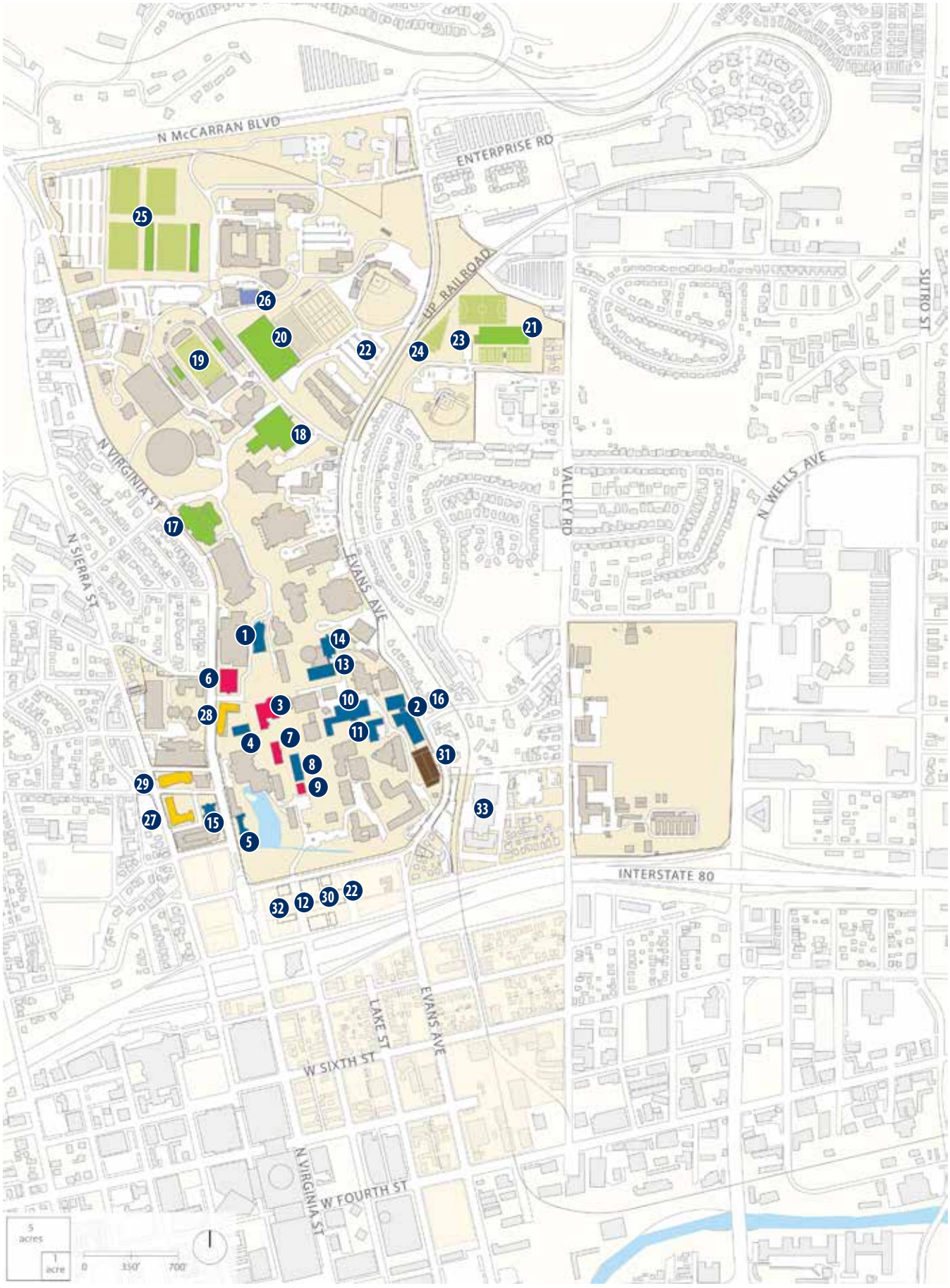
Landscape

Increase tree cover and pedestrian amenities throughout the campus.

Planned Projects

Projects planned for the 22,000 student HC address a range of uses detailed in the accompanying table.

Facilities Services buildings and yards impacted by the planned improvements will require relocation prior to their displacement. At this time, the University is seeking the acquisition of the Washoe County School District property **(33)** adjacent to the campus. This property could serve as central location for Facilities Services.


N McCARRAN BLVD
ENTERPRISE RD
UP RAILROAD
SUTRO ST
N VIRGINIA ST
N SIERRA ST
EVANS AVE
VALLEY RD
N WELLS AVE
INTERSTATE 80
LAKE ST
W SIXTH ST
W FOURTH ST
5 acres
1 acre
0
350'
700'

FUTURE CAMPUS CAPACITY

As the University grows beyond 22,000 student HC, it will need to address future program needs. Although some campus precincts feel completely built out—South and Mid precincts—older buildings in these precincts will become obsolete and will be replaced by larger new buildings. These replacement and infill sites provide opportunities to build more efficient space at higher densities and the opportunity to improve the outdoor campus environment. The sites can accommodate a variety of additional research space throughout the campus.

Based on replacement and infill development, the campus has a capacity for an additional 6,600 student (HC) equating to a total capacity of 28,600 student (HC) on University property, including the Campus Gateway Precinct.

The calculation allows 240 gross square feet of space per student HC for academic, research, physical fitness facilities, and auxiliary space within the campus Physical Fitness, Mid, South, and Gateway precincts. This estimate is approximate because it does not include residential and parking uses or additional physical fitness fields beyond what is noted in the accompanying diagram.

Future residential capacity in the Campus Residential Precinct would require relocating non-residential uses and the acquisition of additional land. The Campus Gateway Precinct offers the greatest opportunity for non-first-year student residences.

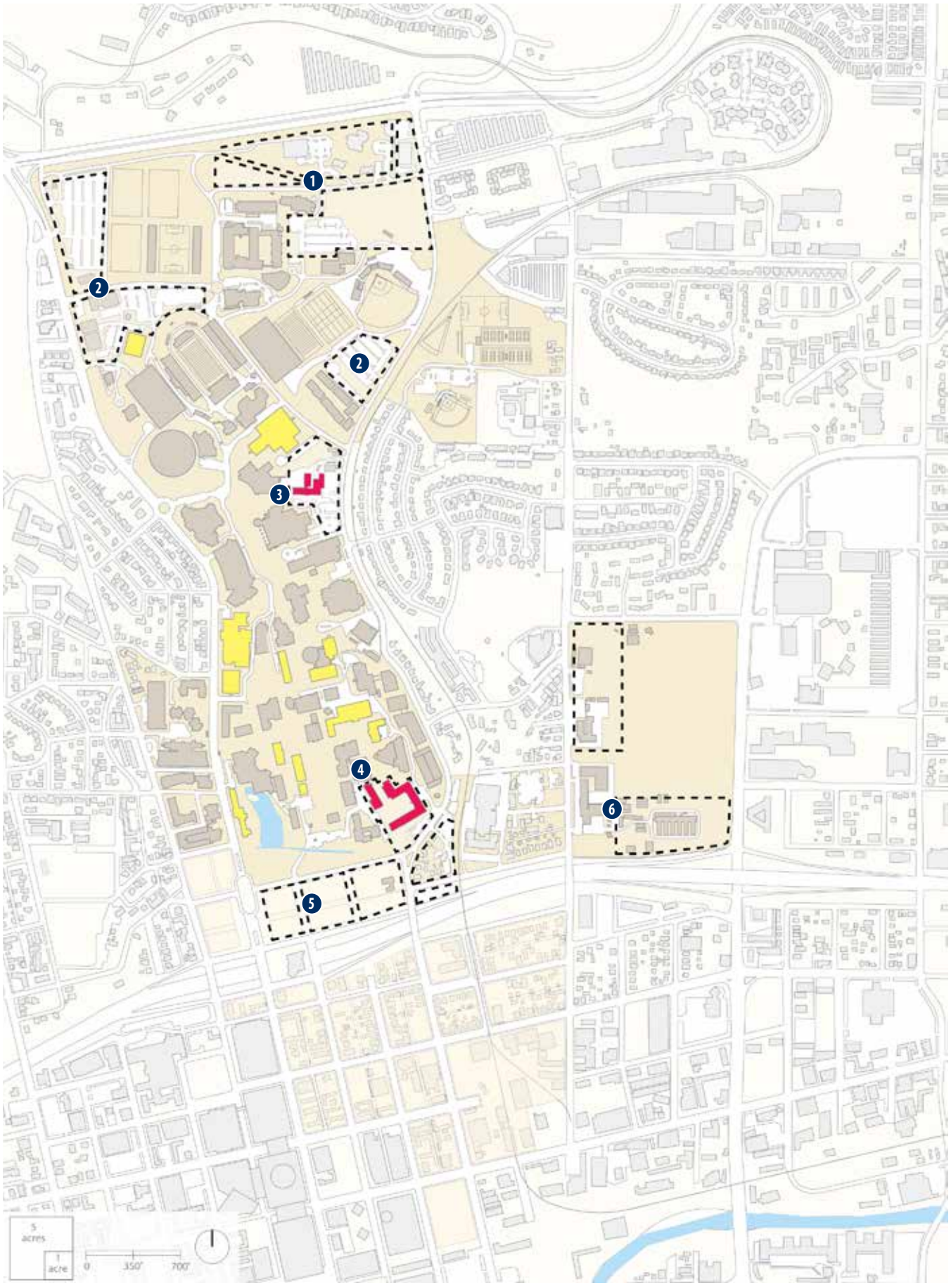
This conceptual study illustrates land needed for future fields for physical fitness and how the use of future buildings can create a campus setting for the Bio-Medical Precinct.

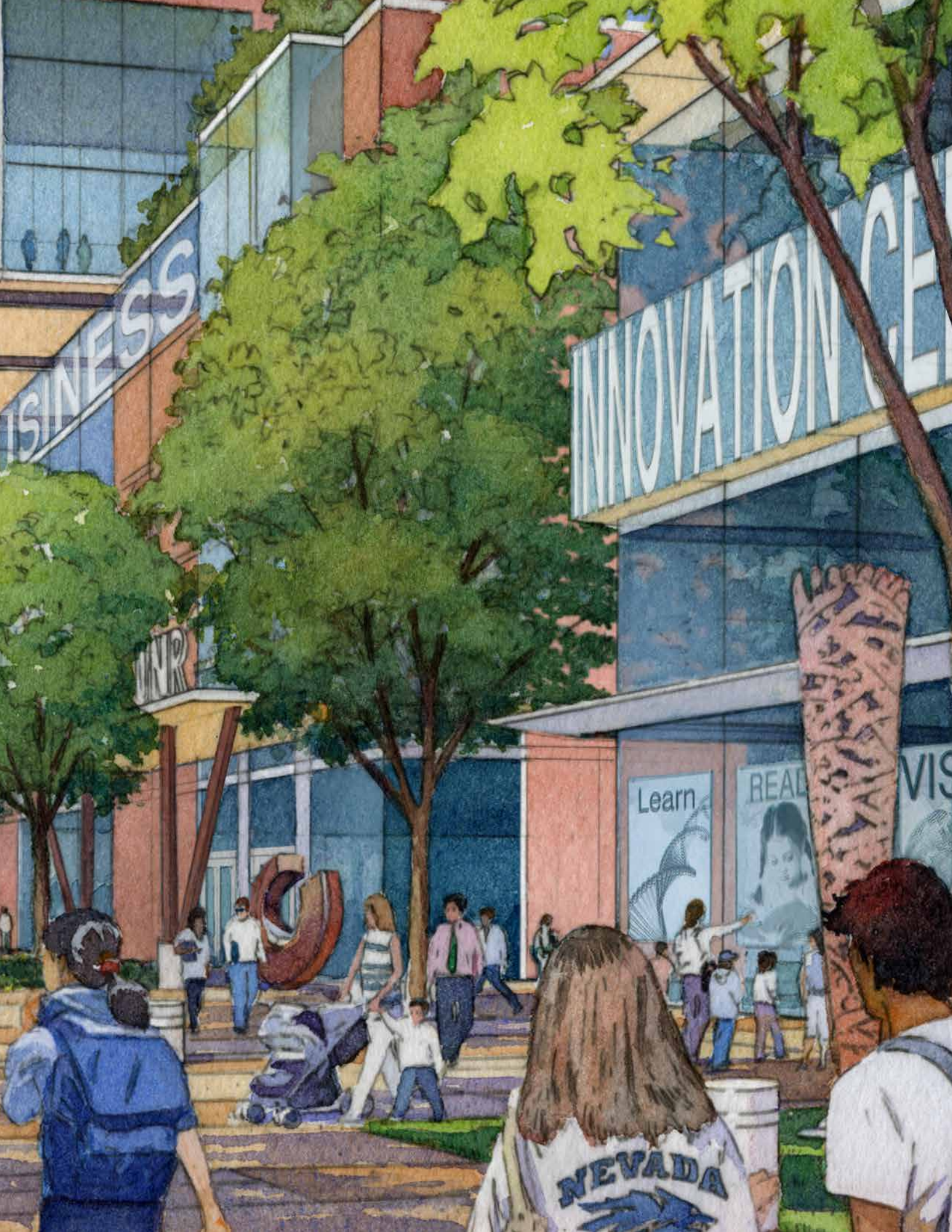
Future Campus Capacity

The remaining capacity in gross square feet (GSF) by campus precinct is:

1. Bio-Medical - 1,860,000 GSF
2. Physical Fitness - 360,000 GSF and 2 fields
3. Mid - 383,000 GSF
4. South -425,000 GSF
5. Gateway - 1,570,000 GSF (50% allocated to student HC)
6. Agricultural -327,000 GSF

Some buildings shown will be renovated in the near term.


1
2
2
3
4
5
6
5 acres
1 acre
0
350'
700'


ISINESS
INNOVATION CE
UNR
Learn
NEVADA

The University District

The University of Nevada, Reno (UNR), the City of Reno, and the Regional Transportation Commission (RTC) share the goal of creating a seamless and synergistic link between the University and Downtown Reno. The lack of connectivity between the campus and the areas to its south present challenges to fostering even more engagement between the City of Reno and the University. This disconnect manifests itself physically, economically, and programmatically. The blocks immediately south of the campus to Downtown Reno and the Riverwalk are blighted and inhospitable. They hinder students and employees from venturing south of the campus, compounding the impediment created by Interstate 80 (I-80). Downtown Reno experiences little economic benefit from the thousands of students, faculty, and staff who commute to the campus daily, in addition to the thousands of students who live on campus. These barriers separate the University from the city's civic core, lessening the University's local visibility and encumbering partnerships between the University and local businesses.

As defined in the University Regional Center Plan, this chapters focuses on two areas.

Campus Gateway Precinct

The Campus Gateway Precinct immediately adjacent to the southern boundary of the campus, offers the University the ability to vastly improve its relationship to the City of Reno by extending the campus and creating an urban University environment replete with a mix of academic, research, and residential uses. This precinct will create a much-needed link between the University and the City of Reno.

University District

The University District includes the Campus Gateway Precinct and extends south of the campus to Downtown Reno. The area offers an expansive opportunity for UNR to leverage its strengths and create a new model for a university neighborhood. By re-branding this area as the University District, UNR can promote programmatic and physical connectivity to have a transformative effect, leveraging institutional demand for housing and retail uses that cater to students and employees.

In framing an implementation vision for the University District, it is important to identify where UNR ownership is optimal and appropriate and where University-private partnerships, University-local government partnerships, and purely private development are feasible.

DEVELOPMENT STRATEGIES

Several trends inform the development strategies addressed in this chapter.

Trends

New economic growth

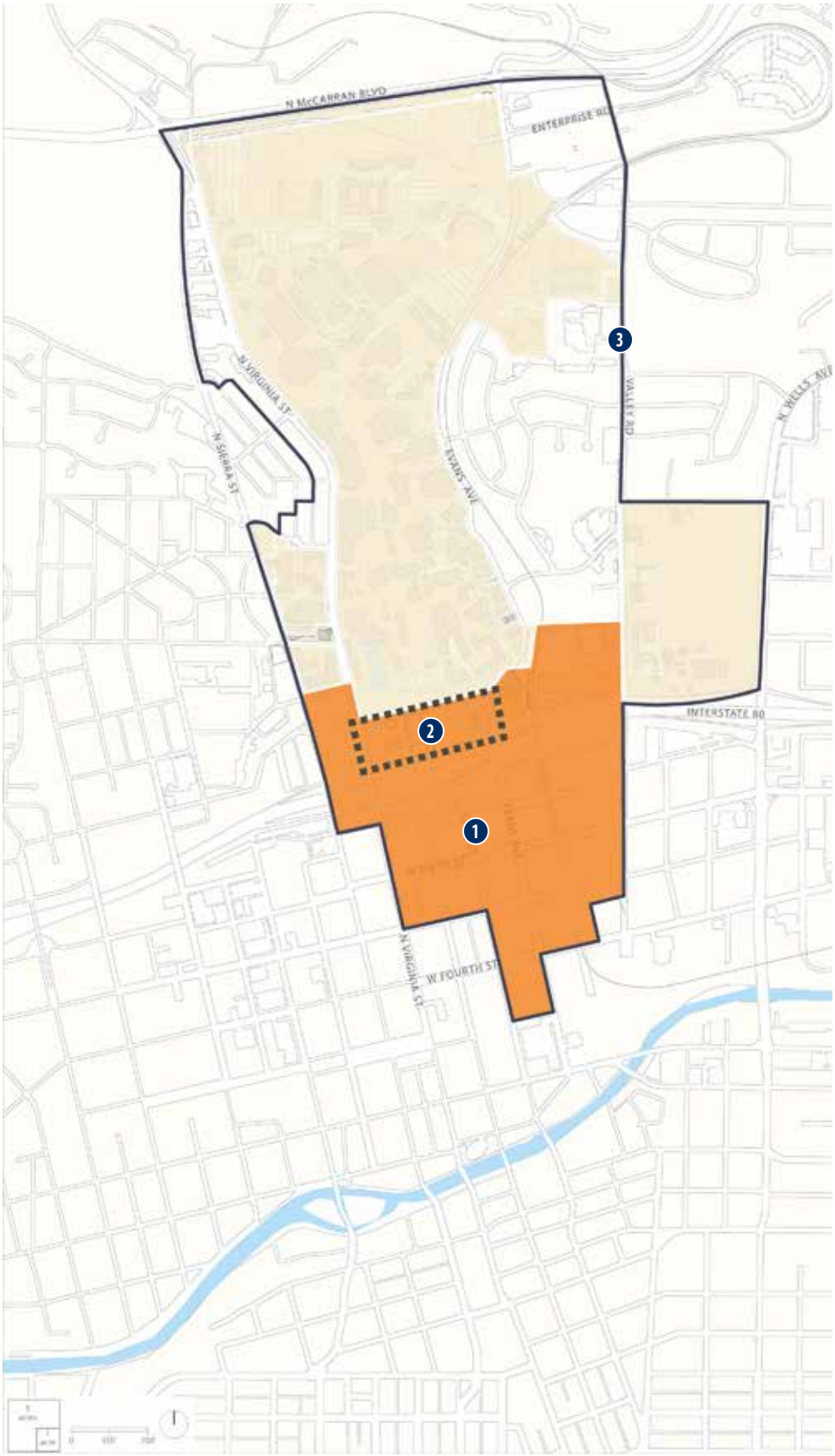
The gaming and hospitality sectors continue their decline as the regional economy develops a technology sector in Downtown Reno. Currently there are over 700 technology companies in the region with a growing entrepreneurial/ start-up culture focused on Start Up Row on West First Street. Tesla's recent decision to locate its gigafactory near Reno confirms this trend.

Recognition of the University as a major economic engine for Reno and region

Reno needs a highly educated workforce to continue to attract and grow the tech sector. The University will be a key provider of basic and applied research and work force.

The University has already set footholds beyond the campus

UNR has made great efforts to build its relationships with local businesses, particularly in the technology sector. Illustrative of this is the University of Nevada, Reno Innovation Center located at 450 Sinclair Street. It serves as an important foothold for the University between Downtown and Midtown. Another example is the University of Nevada, Reno Redfield Campus, which is located in south Reno along the Mt. Rose Highway. The Redfield Campus serves as a resource for researchers, educators, business and industry, community organizations, and regional policy leaders.



The University District

The University District **(1)** includes the Campus Gateway Precinct **(2)**. Both are part of the University Regional Center Plan area **(3)**.

Considerations

UNR should consider the following in determining its development strategy.

Target area must be concentrated, connective, and well-defined

- Focus on a specific area; larger areas can dilute investment, impact, and funding
- Although there may be pressure from various sources to consider peripheral and contiguous areas, the University should be comfortable saying "wait"; consider adjacent areas in the long-term context

Catalytic investments must have dedicated funding

- The University must demonstrate commitment through the identification of projects aligned with it vision and the joint vision to connect the University and the Reno community.
- Well-planned University investment will spur larger private sector investment in the long term
- Concentrate initially on parcels that the University owns

Clear strategy comes before implementation

- Stakeholders must first identify an optimal approach to guide project execution

University commitment

- The University must pledge support and institutional resources; funding may come for other entities

The University holds key demand drivers and should be creative about identifying third-party capital

- UNR generates demand for housing, office, retail, and research space that can attract outside investment

CONCEPTUAL FRAMEWORK

Campus Gateway Precinct

The Campus Gateway Precinct will serve as an extension of UNR's campus, bringing its "front door" closer to the city's center. Its enhanced physical landscape will mark the main connection between UNR and Downtown Reno. The Campus Gateway Precinct should focus on academic, research, student housing, and auxiliary support uses. The University should acquire the remaining land to meet its near- and long-term needs. The University may leverage third-party capital by pursuing developer partnerships for uses, such as housing, where such development structures are feasible.

University District

The University District should develop uses supporting and complementary to the University. UNR can leverage its institution-generated demand to catalyze residential, retail, and commercial development to serve the broader UNR community and to attract new populations and activities. UNR-related development in this zone will require strong partnerships and coordination among UNR, the City of Reno, RTC, and private entities—including both businesses and property owners. Other than land within the Campus Gateway Precinct, the University does not intend to own land in the University District in the near term.

USES IN THE UNIVERSITY DISTRICT

There are five categories of UNR-related uses in the University District:

- Undergraduate Student Housing
- Graduate Student Housing
- Faculty and Staff Housing
- Commercial and Retail
- Academic and Research

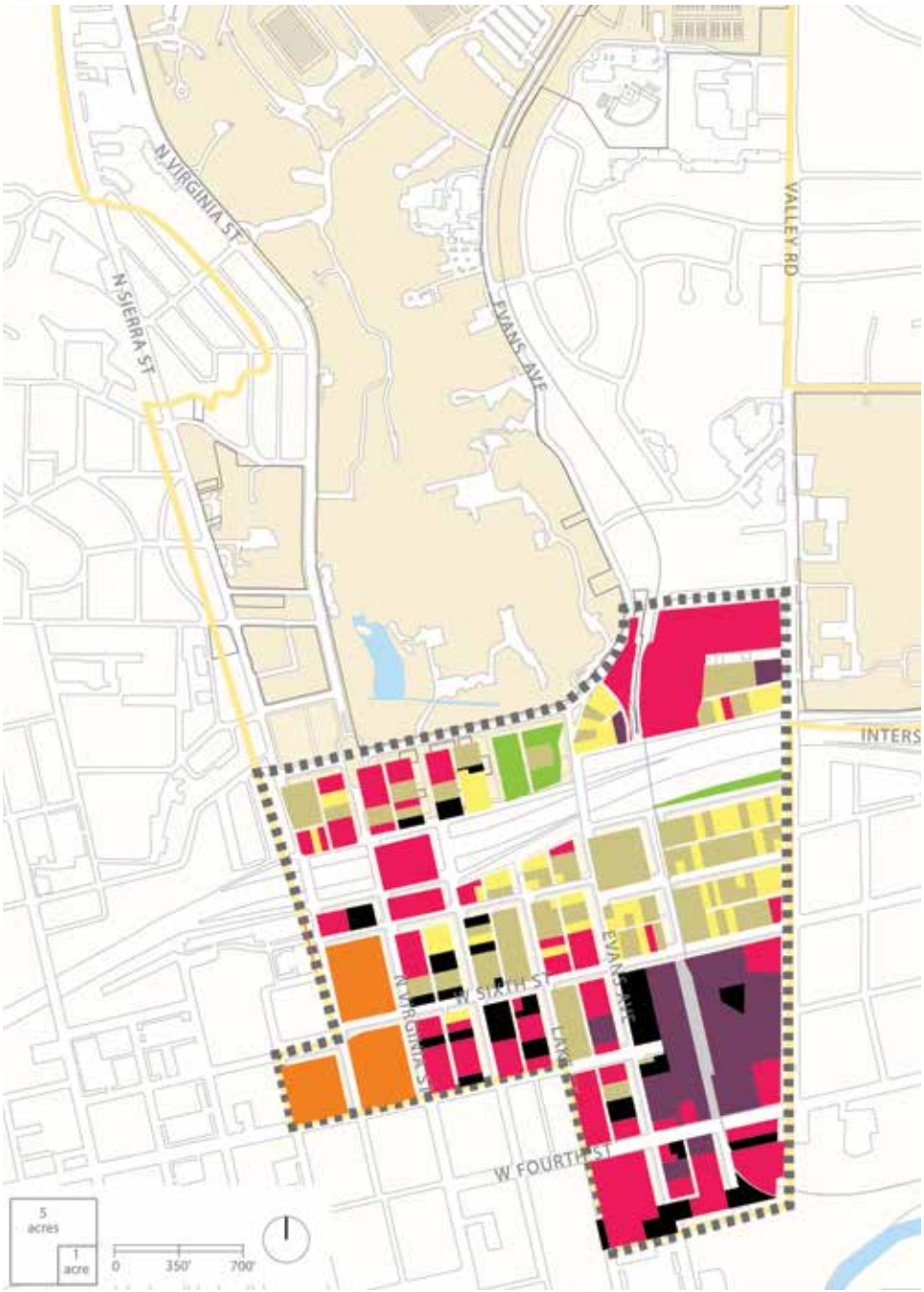
Each category exhibits distinctive demand and supply characteristics that will guide decision-making on location, phasing, and implementation.

Undergraduate Student Housing

The Campus Gateway Precinct has the capacity to develop student housing to meet the University's 25 percent on-campus housing goal. This leaves significant demand for student housing that can be accommodated in the University District. Through zoning and partnering, the City of Reno, the University, and the private sector can guide new residential development to the University District to foster a blending of new and existing housing.

Graduate Student Housing

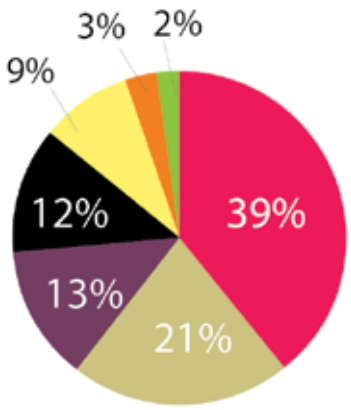
Fall 2014 graduate student enrollment exceeded projections and Ponderosa Village illustrates the demand for graduate student housing. Developed by a UNR-developer partnership, the 132-unit, 210-bed complex for graduate students and students with families opened with over 90 percent occupancy in fall 2014. The growing demand for graduate student housing should be accommodated in the University District, exclusive of the Campus Gateway Precinct.



Nearby Amenities

There is little retail to serve the needs of the University population in the neighborhoods contiguous to campus. In the University District, there is a dearth of quality retail and therefore little reason for the UNR community to travel to the area immediately south and to Downtown Reno.

The study area identified in the graphics in this chapter define an area for analytical purposes. For the specific boundary of the University District, refer to the University Regional Center Plan chapter.



Faculty and Staff Housing

The University's need to hire faculty to meet growing enrollment and to reduce the student to faculty ratio to 18 to 1 will add significant demand for housing. Analysis of existing residential patterns for faculty and staff shows that almost one-third live within 3.5 miles of campus, indicating a strong desire to live within walking or biking distance. The majority of these faculty and staff live in neighborhoods west and southwest of campus.

Retail and Commercial

Neighborhoods contiguous to the campus lack sufficient retail uses to fully serve the University's population. Within the Campus Gateway Precinct, the University should establish ancillary retail to serve students, faculty, and staff. Retail and commercial uses serving both the University and broader market should be encouraged in the remainder of the University District. These uses, including childcare, provide an excellent opportunity to create a vibrant pedestrian culture in the precinct. Mixed-use buildings in this area should provide an excellent opportunity for ground-floor retail.

Academic and Research

The University presence in the City of Reno goes beyond the campus with locations at the Innovation Center at 450 Sinclair, the Warren Nelson Building on West Second Street and the Redfield Campus south of the Mt. Rose Highway. The Warren Nelson Building houses the School of Medicine's Office of Statewide Initiatives, Department of Psychiatry, and the Osher Lifelong Learning Institute. UNR's new partnership with the Renown Medical Center places the University presence even farther south. The University may wish to consider temporary leases in the University District for University and related uses to serve as a catalyst for the area's revitalization.

CHALLENGES

The following addresses principal challenges and potential alleviating approaches.

Existing Land Uses and Zoning

The University should serve as an advocate for residential and mixed-uses in the University District. This will help meet the increased demand by students, faculty, and staff to live adjacent to the campus. It will foster a vibrant and pedestrian-oriented campus-edge neighborhood that is not evident in or near student housing recently developed east of the campus.

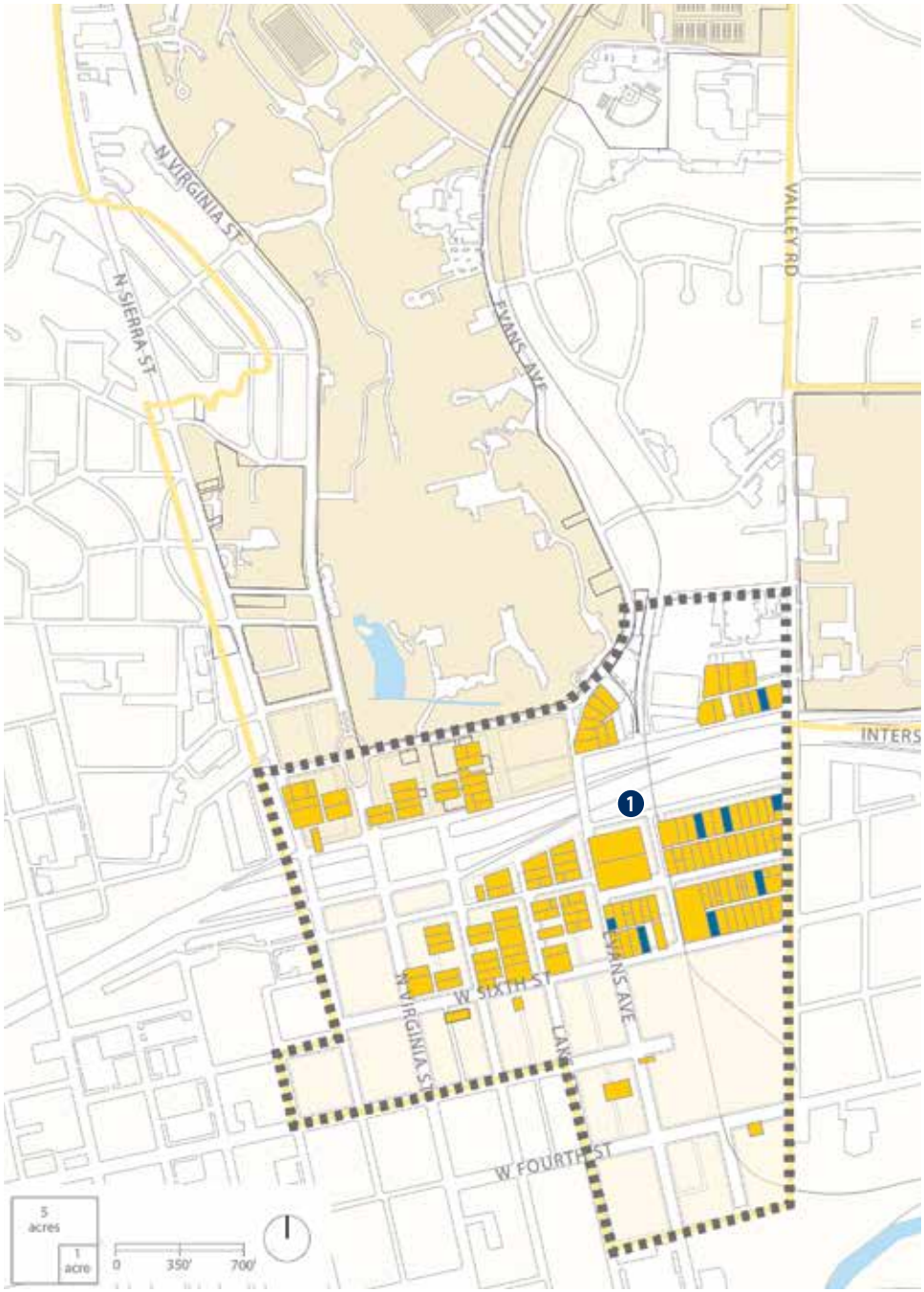
Density Controls

The City of Reno should revise current zoning to promote mixed-use development at a minimum 3.0 Floor Area Ratio (FAR) and a maximum 4.0 FAR . A 4.0 FAR would facilitate the mid-level density seen in many successful University-edge communities such as those around Portland State University, the University of California (Berkeley), and the University of Michigan in Ann Arbor. The City of Reno should consider increases in the FAR to promote specific uses such as housing.

Land Ownership

Development of the Campus Gateway Precinct will require the University to acquire parcels. Other than direct purchase, many universities rely on independent foundations to obtain land. As the University of Nevada, Reno Foundation may face restrictions that other University foundations do not, the University may need to look at other structures as guides.

The ability to impact the University District beyond the Campus Gateway Precinct is limited by current land ownership and a hesitant development community. The University can leverage its influence and demonstrate demand to local landowners and developers for market specific uses, such as student, faculty, and staff housing. A non-profit entity may also purchase parcels in this area and pursue partnerships with developers.



Residential Uses

Current land use in the University District is a major obstacle to sustainable mixed-use development. Over half the land accommodates commercial and industrial uses with less than 30 percent for multi- and single-family housing—1,372 units, 965 rental. Students do rent where there are residential uses—primarily in the blocks bounded by I-80 and East Sixth Street, Valley Road and Center Street **(1)**

The existing housing is insufficient to meet the projected increase in undergraduate enrollment at UNR over the next five years, particularly because almost 30 percent of those students will come from areas of Nevada outside the Reno-Sparks area and over 20 percent will come from outside Nevada.

IMPLEMENTATION APPROACH—HOUSING

A number of development models are available to balance university control with allocation of university resources and preservation of the university debt capacity.

Because the University intends to own most of the land in the Campus Gateway Precinct, it will have more implementation tools to apply. For undergraduate housing, the University can use its traditional development model which relies on student housing fees and gives the University complete control. The University has strong expertise in developing cost-effective high-quality housing. The University may choose one of several developer partnership models to conserve the University's debt capacity.

In the remainder of the University District, UNR can leverage its demand for housing with the University's endorsements to promote private-sector housing without financial obligations.

Options for Housing Development Models

In the Campus Gateway Precinct where UNR has land control, the following models offer a succession of trade-offs between institutional control, student housing fees, cost, and preservation of debt capacity.

University as Developer

In the traditional approach, a project is financed with University capital. The institution controls the design, construction, and operation of housing.

University with Fee Developer and Manager

In this model, the University contracts with a developer and/or manager who is paid a fee for delivering a service. Projects are likely to be financed with University debt and are owned directly by the institution. In effect, the University is outsourcing development and/or management.

University as Ground Lessor

The University can ground-lease land it owns for a fixed term to a developer or a non-profit conduit, and it receives the improvements back at the end of the lease term. This is a typical structure for off-balance sheet housing. An example is UNR's Ponderosa Village that opened in fall 2014.

University as Equity Partner

The University may contribute land or building to a joint venture led by a private development partner, with the property valued as the University's equity contribution. The University, as limited partner, has no control over occupancy, rents, or management of the project. Although there are many permutations, the University typically shares in net operating cash flow and capital events, and may receive ground rent in the form of a preferred return.

The University can consider the following approaches in the Campus Gateway.

University Acquisition

The University can acquire completed housing. These purchases are often opportunistic and can raise issues because housing was not purpose-built for University use, The University would need to consider additional costs associated with adapting and remodeling the buildings to meet University needs.

University Master Lease

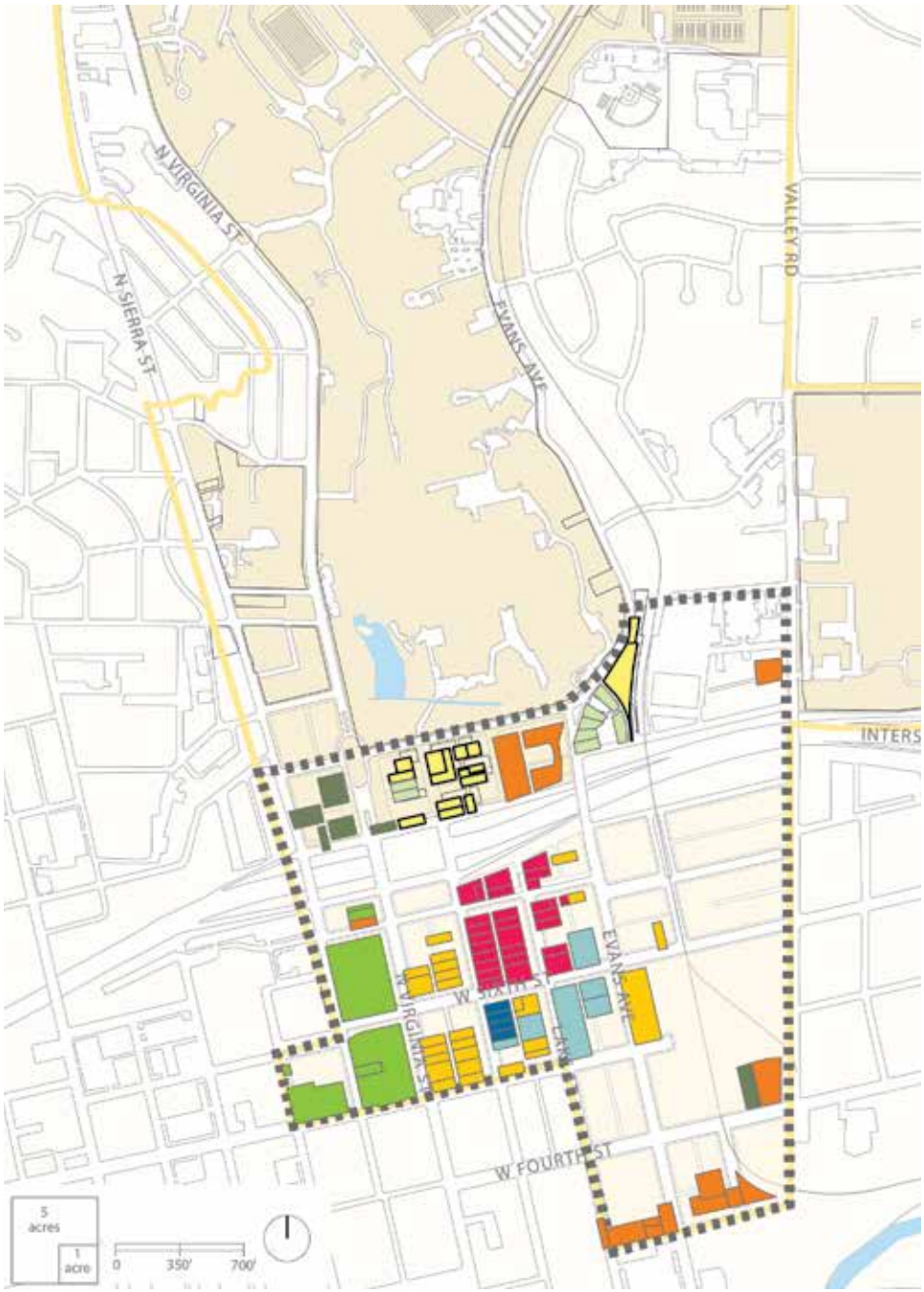
In this model, the University enters into a master lease for housing and pays an annual guaranteed rent using its own operating capital. The developer finances the project based on the University's lease. The University may sublet to students at lower rents. This model can be a stopgap measure to provide temporary housing or swing space during construction or rehabilitation of other University housing.

Soft Agreements

The University can enter agreements with private multifamily housing developments that meet specific University criteria. As part of the agreement, UNR agrees to promote development as University-approved housing and markets it to the UNR community. This can include a fee for the University.

Rent and Mortgage Incentives

The University may provide mortgage and rent incentives to faculty and staff who elect to purchase or rent in the University District.



Property Ownership - 2014

Property ownership in the University District is highly concentrated with five entities controlling a majority of the land between West Street, Evans Avenue, Sixth Street and I-80.

A significant portion of the parcels is controlled by Northern Nevada Urban Development, as part of the Tessera Tourism Improvement District. Development of these parcels has stalled and the sales tax incremental financing STAR Bonds program has failed to have the desired impact.

Vacant parcels in the University District are limited. Ownership of these is concentrated as well.

DEVELOPMENT, PLANNING, AND MANAGEMENT

Outside of the Campus Gateway Precinct, UNR has limited control and influence over development in the University District—land that it does not own. Therefore, it is imperative for the University to work closely with the City of Reno, Washoe County, the Economic Development Authority of Western Nevada (EDAWN), the Regional Transportation Commission, and private business to develop a comprehensive vision for the University District. The vision would establish a time horizon, identify and prioritize key catalyzing projects, and identify the most effective financial and regulatory tools to facilitate implementation.

Based on best practices, the aforementioned key players and local property owners should consider an entity to promote and manage the planning and development of the University District. This entity would preferably be a 501(c)(3) and with its own board, staff, and funding. It would have the authority to implement plans and programs that comprehensively promote sustainable development of the University District and complements the University's initiatives in the Campus Gateway Precinct. Examples of this approach include Midtown Detroit, Inc. and the College-Park City-University Partnership in Maryland.

This University District entity should take a comprehensive approach to planning and program implementation within agreed on boundaries including the following programmatic areas.

University District Planning

This program would focus on physical planning in the University District, working closely with the City of Reno to develop a detailed strategy plan for the blocks within the University District. It would promote safe and secure connectivity with the Campus Gateway Precinct to the UNR campus and areas south.

Maintenance and Beautification

One program would oversee initiatives for trash removal, cleaning vacant lots, removing graffiti, planting, making streetscape improvements, installing street furniture, and other activities. These efforts could be undertaken by using contracts with outside groups and local companies.

University District Marketing

The entity can initiate public promotion programs and special events including arts festivals, University-sponsored events, and street festivals. The events should establish a link with the University to emphasize the neighborhood's rebranding as the University District. These events can also build on existing special events held nearby such as Artown, Art Blast, and Hot August Nights.

Security Improvement

This program creates "safety ambassadors"—security guards who augment the Reno Police Department and other programs.

Business Improvement and Support

The Nevada Small Business Development Center can guide and assist entrepreneurs in starting and growing their businesses in the University District. The Nevada Small Business Development Center is a statewide business assistance outreach program of the University of Nevada, Reno, College of Business. It provides a wide variety of technical assistance to support Nevada Business.

Developer Partnerships

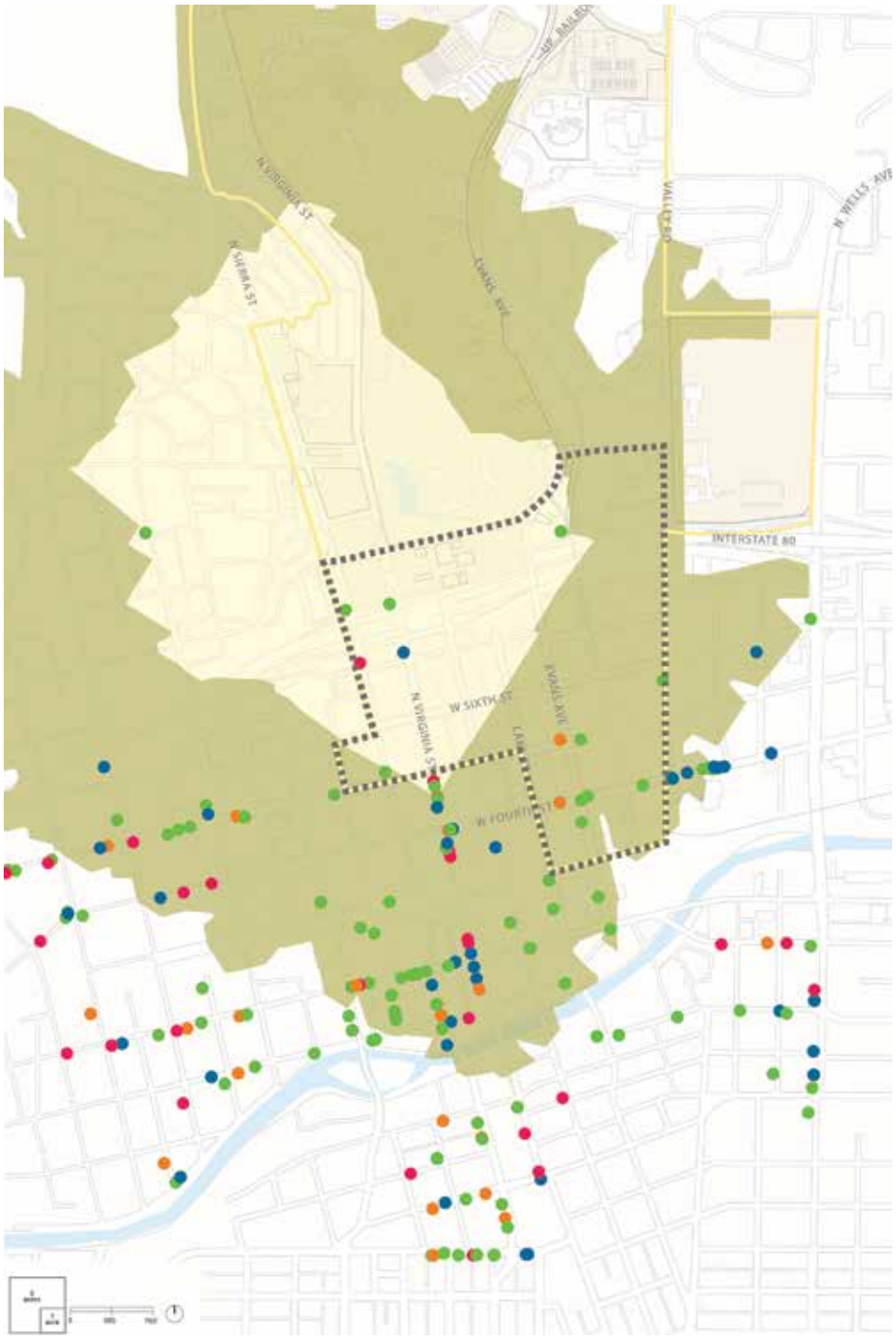
A new University District entity can be a liaison between developers and the University to facilitate agreements for third-party housing developments in the University District. It would also coordinate and promote University incentives to faculty and staff to purchase or rent in the University District.

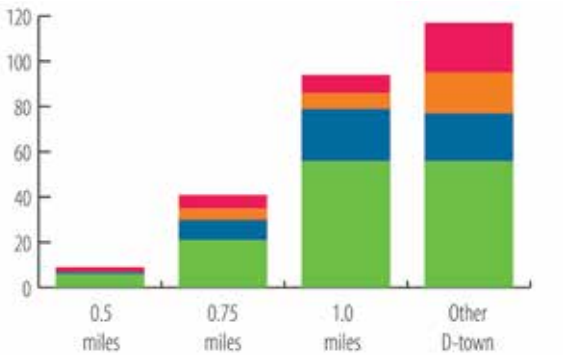
Land Acquisition

The new entity would acquire land and improvements in the University District when real estate becomes available and desired. Use dedicated staff and board members to monitor ownership and development activity. The University District entity can develop the acquired land in partnership with third-party developers to introduce catalytic uses.

Infrastructure Improvements

Both the City of Reno and the University will need to analyze infrastructure needs to support the University District and the Campus Gateway Precinct.





Businesses within Walking Distance

Walking Distance Calculated from Sierra Hall

FINANCING TOOLS

The City of Reno and third-party developers can consider a number of public financing tools to facilitate private development. These include tax increment financing (TIF), New Market Tax Credits (NMTC), and EB-5 financing.

Tax Increment Financing

Using Tax Increment Financing (TIF) financing based on property tax revenue to finance public improvements and facilitate third-party development has proven to be more successful than Reno's STAR Bond program that focuses on incremental sales tax. The Las Vegas Redevelopment Agency has successfully used TIF based on property taxes to finance several downtown projects.

The University Gateway District at Western Kentucky University in Bowling Green is an example of successful TIF financing to support an institution's desire to catalyze urban development. The district promotes development in the neighborhoods between the university campus and downtown Bowling Green. The city and county governments reached an agreement with the State of Kentucky to establish a 380-acre, 52-block special development and tax district in 2007. This encouraged new residential, commercial, and entertainment-cultural development. Eighty percent of the increases in property, payroll, sales, and other taxes generated by new development in the district are devoted to retiring construction bonds, building infrastructure, and assisting developers and Western Kentucky University. The University has shown commitment by developing student housing and a new alumni center within the district.

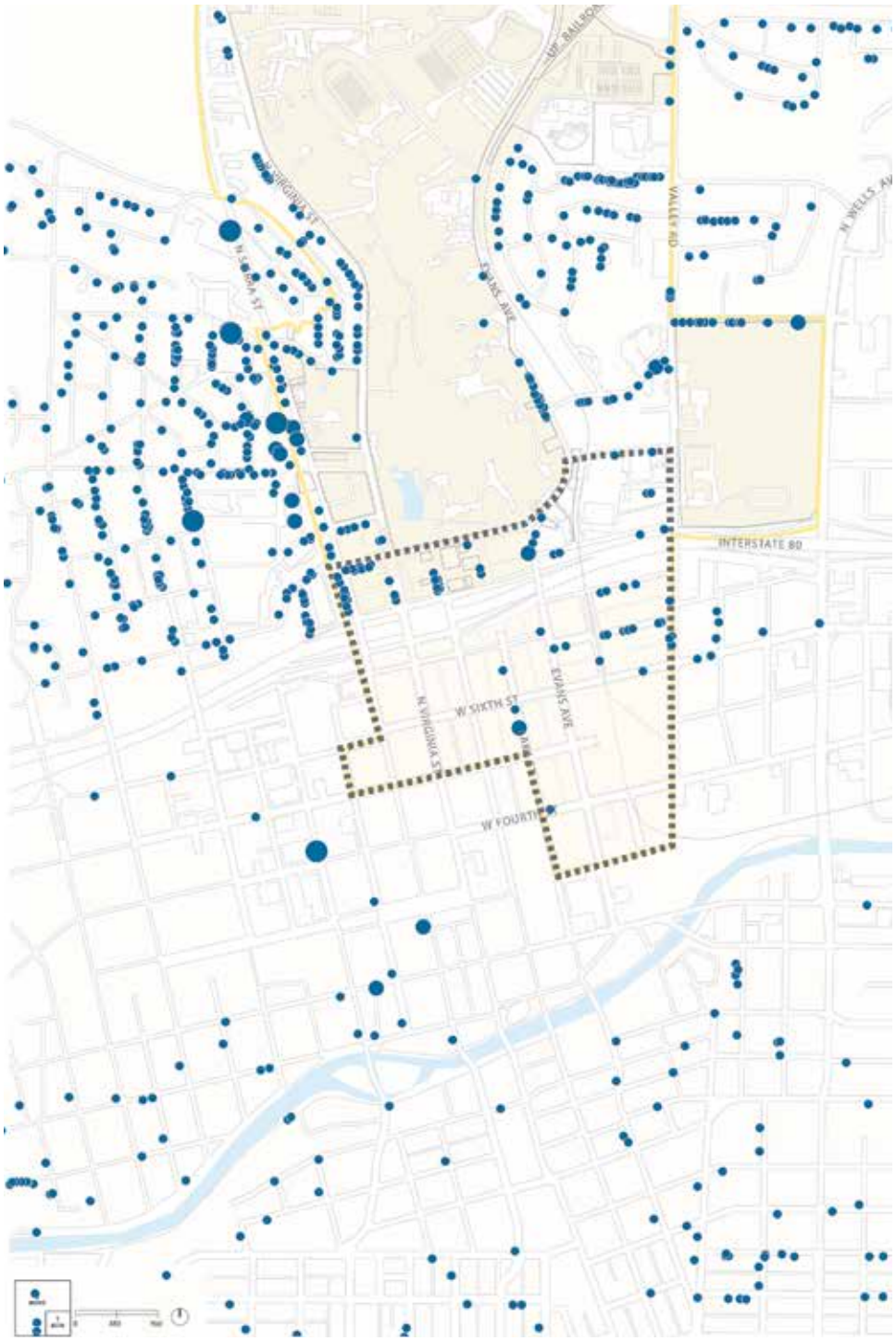
New Market Tax Credits

New Market Tax Credit programs are used aggressively in southern Nevada and would be appropriate financing for new residential development. In December 2013, the State of Nevada awarded $200 million in state tax credits to seven community development entities across the state, including the Reno-Sparks area, to invest in new projects. The entities are required to invest 85 percent of the state tax credits within one year. This model shows the viability of future new market tax credit for residential financing in the University District.

EB-5 Program

The EB-5 program is a federal program in which foreign nationals can earn US green cards by investing money in job-creating development projects in the United States. To obtain the visa, individuals must invest $1 million, or at least $500,000 in areas of high unemployment designated "Targeted Employment Areas," and create or preserve at least ten jobs for US workers.

The Nevada State EB-5 Regional Center received certification from the US Citizenship and Immigration Services (USCIS) in July 2013. The Nevada Regional Center in Carson City has approved three projects in the Sierra region of Nevada that are forecast to bring in $86 million in investments and 3,000 jobs. Job creation is among the principal criteria for receiving EB-5 financing and, therefore, residential projects are not generally recipients.



Housing Demand and Supply in the University District

Student, faculty, and staff housing is among the most favorable uses that can be employed in the University District. At least 1,500 students currently live within the neighborhoods immediately west and east of campus. Approximately 200 students live in Downtown Reno.

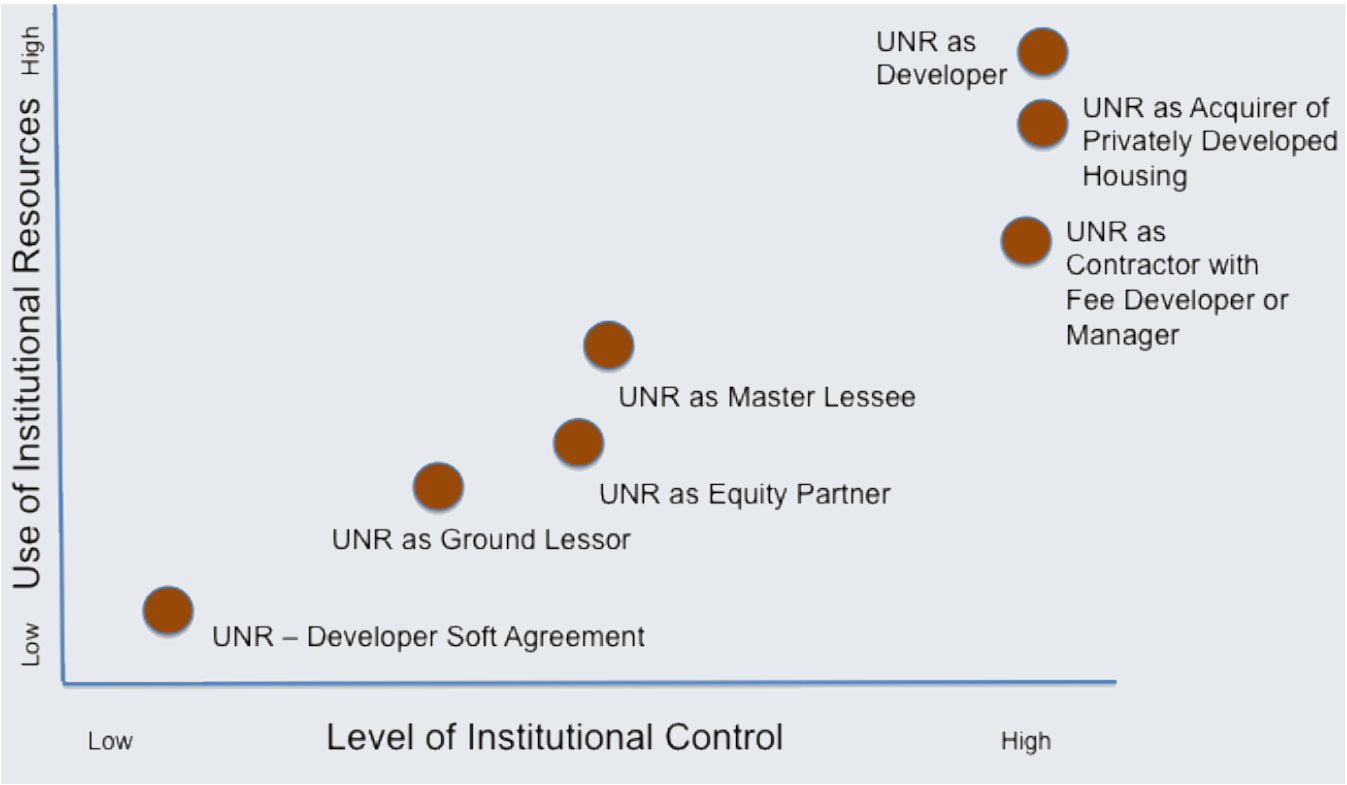
In areas west of campus, students and UNR faculty sometimes compete for the same housing. Little housing exists in the University District. The lack of adequate housing for students and faculty in the University District can be attributed to factors including existing land use patterns and density controls. Private market development of new housing east of Evans Avenue and north of I-80 was likely influenced by lower land value and the ease of land assemblage.

The existing housing stock is inadequate to meet the projected near-term increase in undergraduate enrollment at UNR. Almost 30 percent of the students will come from areas of Nevada outside the Reno-Sparks area and over 20 percent will come from outside Nevada. They will all need housing.

Study Area

Students by # at Residence

- < 10
- 11 - 25
- 26 - 50
- > 50



Student Housing Development Models

These models offer a succession of trade-offs between institutional control, provision of institutional resources, cost, and preservation of debt capacity.

	Location	Optimal Implementation Tools	Financing Tools
Undergraduate Housing	Campus Gateway District Univ Gateway	UNR assembles land Formal Agreements w/ Developers	Traditional University Financing Developer Financing
Graduate Housing	Univ Gateway	Formal Agreements w/ Developers UNR support and marketing Master Lease from Developer	Developer Financing Tax Increment Financing New Market Tax Credits
Faculty/Staff Housing	Univ Gateway	Formal Agreements w/ Developers UNR support & marketing Faculty Purchase Program	Developer Financing Tax Increment Financing New Market Tax Credits
Retail/ Commercial	Univ Gateway Campus Gateway Dist. (Student ancillary uses)	UNR leases commercial space for non-core institutional uses UNR assembles land	Developer Financing Tax Increment Financing* New Market Tax Credits EB5
Academic/ Research	Campus Gateway Dist. Univ Gateway (non-core uses)	UNR assembles land UNR leases commercial space for strategic academic / research uses	Traditional University Financing

Management Structure Recommendations


12th Street
Virginia Street Rapi

Multi-Modal Circulation

As the University of Nevada, Reno (UNR) grows, it has the opportunity to significantly improve mobility—by both circulation within the campus and connections to the campus. By offering a greater number of affordable transportation choices, the University can improve safety and comfort and promote healthier lifestyles at the same time as it reduces transportation-related emissions. By focusing on a fully multi-modal circulation system, the University can effectively meet its future transportation needs.

The University is well positioned to become a more sustainable, accessible campus in the coming decades. The campus is just a short walk, bike, or bus ride from the clusters of jobs and housing in Downtown Reno and the emerging neighborhoods to the south. The Regional Transportation Commission (RTC) of Washoe County's plan to extend its premium RAPID bus line to the Campus Mid Precinct will increase accessibility. The concentrated, walkable core of the campus makes it possible to take care of daily needs with a short walk or shuttle ride. The University's plan to increase the number of students living on campus will increase the share of the campus community living in the immediate vicinity. The University can exploit these advantages to make it one of the most pedestrian-friendly, sustainable campuses in the country.

This chapter begins with overviews of existing and future circulation patterns by mode before sketching out visions for several key development areas of the Campus Master Plan (CMP)—the Campus Gateway Precinct and the Biomedical and Physical Fitness precincts in the northern part of campus. Parking and transportation demand management (TDM) are critical levers in achieving the goals of the CMP. The chapter concludes with a review of the current TDM program and makes recommendations for the future.

UNIVERSITY TRANSPORTATION SYSTEM

Vehicle, pedestrian, bicycle, and transit flows are the interrelated component parts of the University's transportation system. The CMP envisions changes to prioritize non-motorized travel, make bus and shuttle trips faster and more direct, and redirect automobile traffic from areas with high pedestrian activity to parking facilities on the edges of campus or off-campus. These recommendations for safer and more efficient multi-modal streets focus on the two north-south arterials that flank the campus—North Virginia Street and Evans Avenue.

Vehicles and Parking

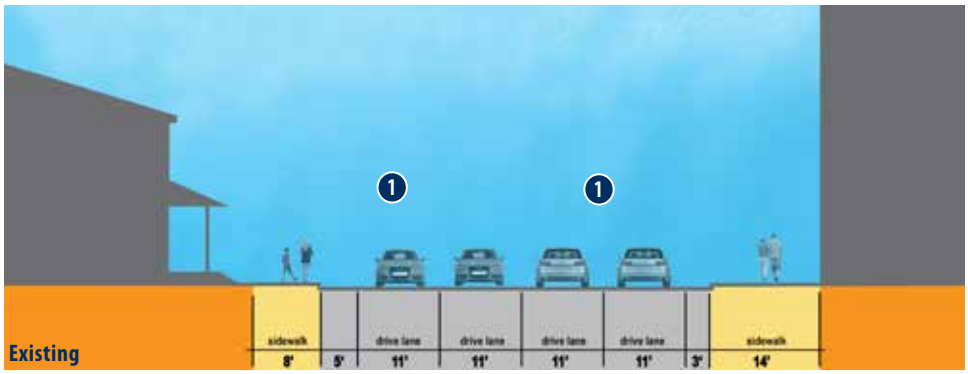
The CMP proposes changes on- and off-campus.

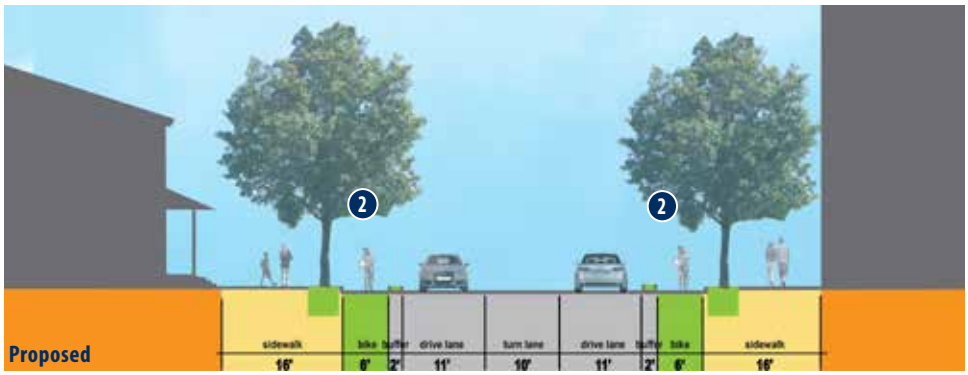
North Virginia Street

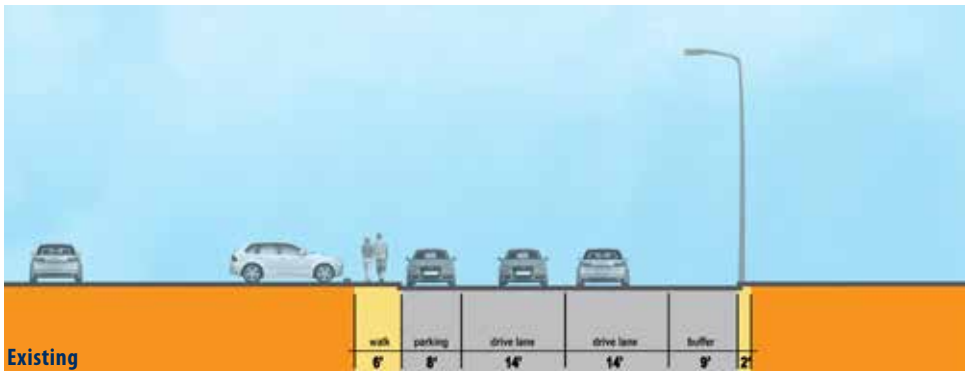
North Virginia Street provides access to the vast majority of on-campus parking, direct connections to Interstate 80 (I-80), and the most direct through-route to Downtown Reno and neighborhoods to the south. But high vehicle volumes, particularly in the areas adjacent to the I-80 ramps, make it both less attractive and more dangerous for non-motorized users. While the lower-volume Sierra Street provides some bike connectivity, the route is indirect. The University can provide a significant incentive for people to walk and bike by giving priority to non-motorized modes on streets that provide the most direct routes between major activity centers. The CMP calls for enhanced sidewalks, bike lanes, and traffic-calming measures while still achieving the capacity needed for the anticipated traffic.

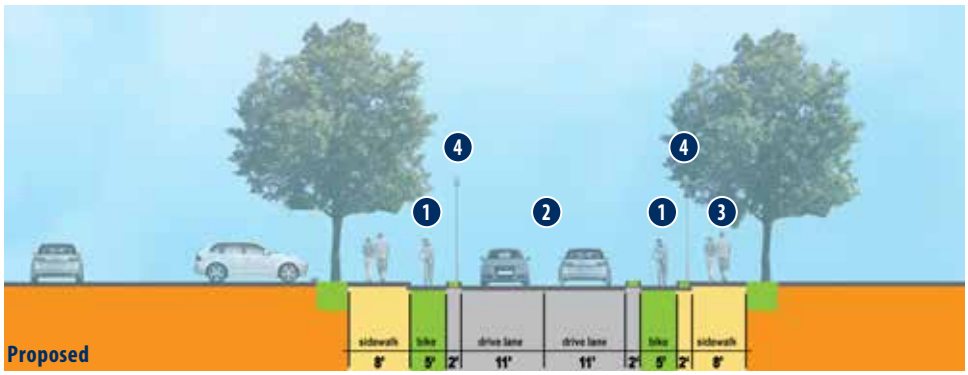
Pedestrian Priority on Campus

The CMP also addresses vehicular circulation on campus. Allowing private vehicle travel throughout campus, and the attendant need to segregate motorized and non-motorized travel, sends a subtle message that cars are more important than other modes, even in the dense campus core. The CMP closes several campus streets to private-vehicles in favor of pedestrian circulation. These routes will still allow service and emergency vehicles and drivers with disabled parking placards. Several other North American universities have safely used a similar shared-roadway approach on their campuses.









Virginia Street North of I-80

The street today **(1)** consists of two general-purpose travel lanes in each direction, with each left lane allowing left turns. The street includes narrow buffers on each side that function as informal bike facilities, although they likely serve only the most advanced cyclists. The Master Plan proposes adding dedicated bike lanes in each direction, with small raised buffers to separate them from auto traffic. **(2)** Research shows that such facilities can draw bicyclists with a much broader range of comfort levels. The plan would also widen the west-side sidewalk and add street trees, to make the pedestrian environment more pleasant. The street would maintain one general-purpose travel lane in each direction and a shared left-turn lane.

Evans Avenue North of I-80

On the east side of campus, Evans Avenue will feature buffered bike lanes in each direction **(1)** while maintaining the existing one general-purpose travel lane in each direction **(2)**. On-street parking would be eliminated to make room for the buffered bike lanes and for new sidewalks on the east side of the street **(3)** and wider sidewalks on the west side **(4)**. Lighting would be added to facilitate travel along and at crossings of Evans Avenue.

Northern Campus Redevelopment

The surface parking lots in the northwestern corner of campus provide a significant opportunity in the near-term for the University to re-purpose the area for physical fitness fields. In the long-term, the CMP envisions significant development of research facilities in the Bio-Medical Precinct. Several parking structures would be required to support this expansion.

Campus Gateway Precinct

The CMP also calls for the permanent or managed closing of Center Street to private vehicles between 8th and 9th streets. This segment currently experiences relatively low traffic volumes of approximately 300 vehicles during each of the morning and evening peak periods, compared to approximately 550 and 900 respectively on the parallel block of Virginia Street. Closing this segment will likely increase throughput on 8th Street by simplifying the intersection's signal cycle and eliminating one turning movement.

The combination of roadway and parking facility construction would change circulation patterns around the campus. The near-term plans to re-purpose surface lots in the northwest corner of campus and construct a new parking structure along Evans Avenue in the South Campus and the long-term proposal to locate new parking facilities in the Bio-Medical and Physical Fitness precincts would shift some vehicle traffic to 9th Street and Evans Avenue. North Virginia Street would still see significant volumes between the Whalen Parking Complex and I-80, but pedestrian, bike, and transit enhancements would increase the attractiveness of those modes in the corridor.

Evans Avenue would also undergo changes to facilitate pedestrians and bicyclists. Over the near-term, RTC plans to eliminate street parking north of Jodi Drive. The CMP adds protected bicycle lanes in each direction between Jodi Drive and 9th Street with bicycle lanes connecting to Downtown. Evans Avenue would continue to provide one travel lane in each direction. Curbside parking would be eliminated on the entirety of the roadway between 9th Street and North McCarran Boulevard.

The CMP also identifies improved connectivity across Evans Avenue. This street currently has only two vehicular crossings between 9th Street and Enterprise Road. A new roadway connection will provide a more direct path of travel for all modes between the physical fitness facilities and fields west and east of Evans Avenue. To enhance pedestrian safety by slowing traffic speeds, the CMP also recommends squaring off the intersection between Evans Avenue and 9th Street, eliminating the large island that currently separates right- and left-turning northbound traffic. This should not have major traffic implications.

South of campus, the CMP recommends the City of Reno convert the one-way couplets of Center and Sierra streets into two-way streets to calm traffic and increase safety and connectivity for non-auto modes. This will slow traffic and reduce capacity somewhat, but there is currently enough capacity in the Downtown Reno grid to handle anticipated volumes.

Pedestrians

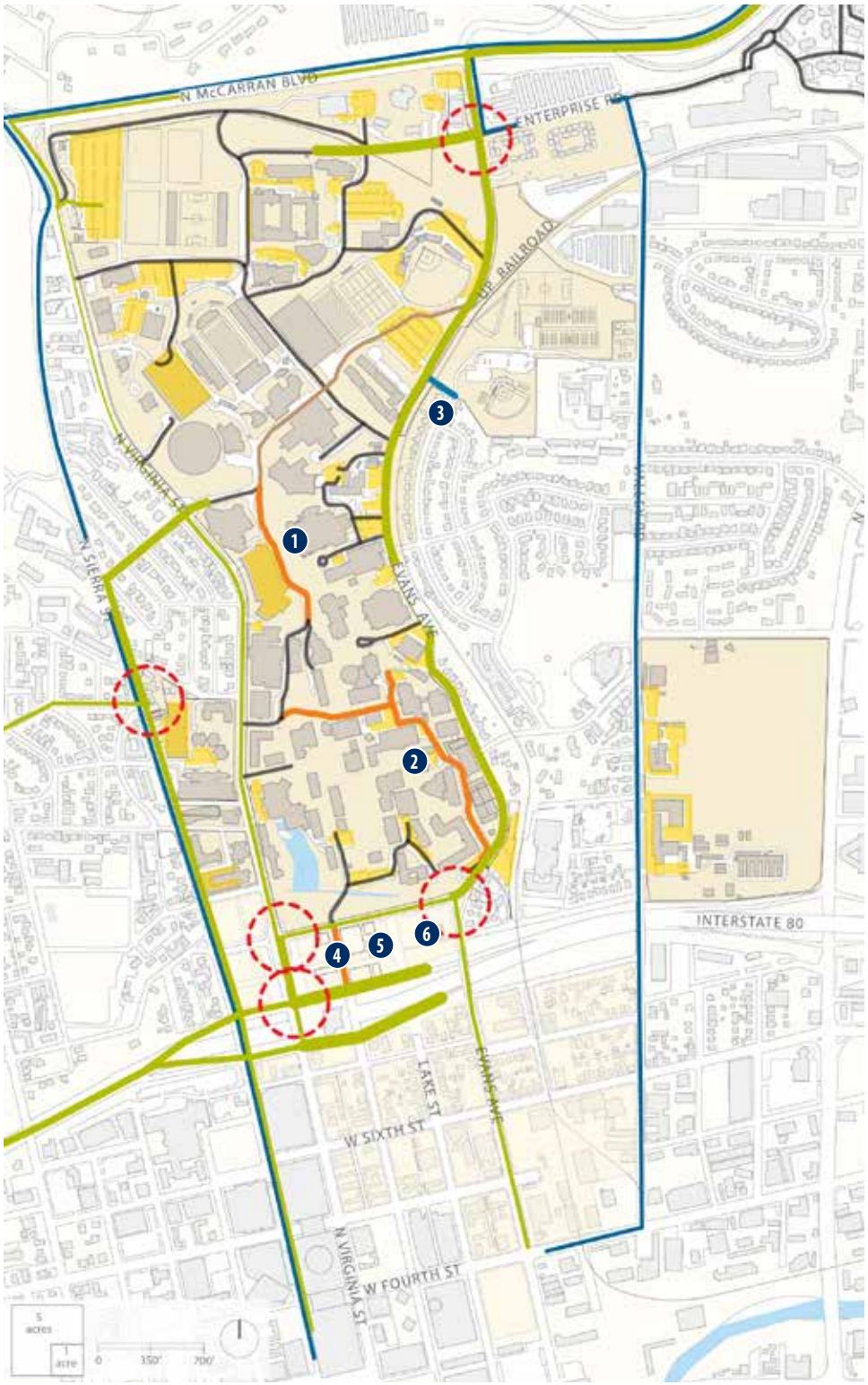
The CMP identifies critical gaps in the pedestrian network and outlines measures to enhance these connections on and off-campus.

The proposed pedestrian network includes two new connections over the railroad tracks to campus facilities west and east of Evans Avenue. The new roadway north of Stadium Way to Bartlett Street will connect physical fitness facilities. To the south, a new pedestrian bridge or tunnel to Poplar Street would allow a short walk from the southeastern corner of campus to the Agricultural Precinct. A tunnel might work well with the grades in the area, allowing for an at-grade entry east of the railroad tracks. However, it would likely be more expensive. And, if it attracts traffic only during certain times of day, it might feel unsafe during non-peak and evening hours. A bridge would cost less to construct and would provide some additional visibility for pedestrians.

Evans Avenue is an increasingly important pedestrian route to student housing complexes near the northeast corner of campus. RTC will be enhancing the road's bicycle facilities over the next several years, but the street could benefit from traffic calming strategies—increased lighting, additional marked crossings with flashing beacons, and sidewalk widening. All of these strategies can help slow cars down and make the route more attractive to pedestrians.

On the other side of campus, it is important to transform North Virginia Street from a high speed arterial to a calmer University main street that comfortably serves bicyclists and pedestrians. The CMP recommends reducing the number of general-purpose traffic lanes from four to two, using the recovered space to provide protected bike lanes and wider sidewalks.

The University should anticipate increases in pedestrians crossing North Virginia Street because of the planned



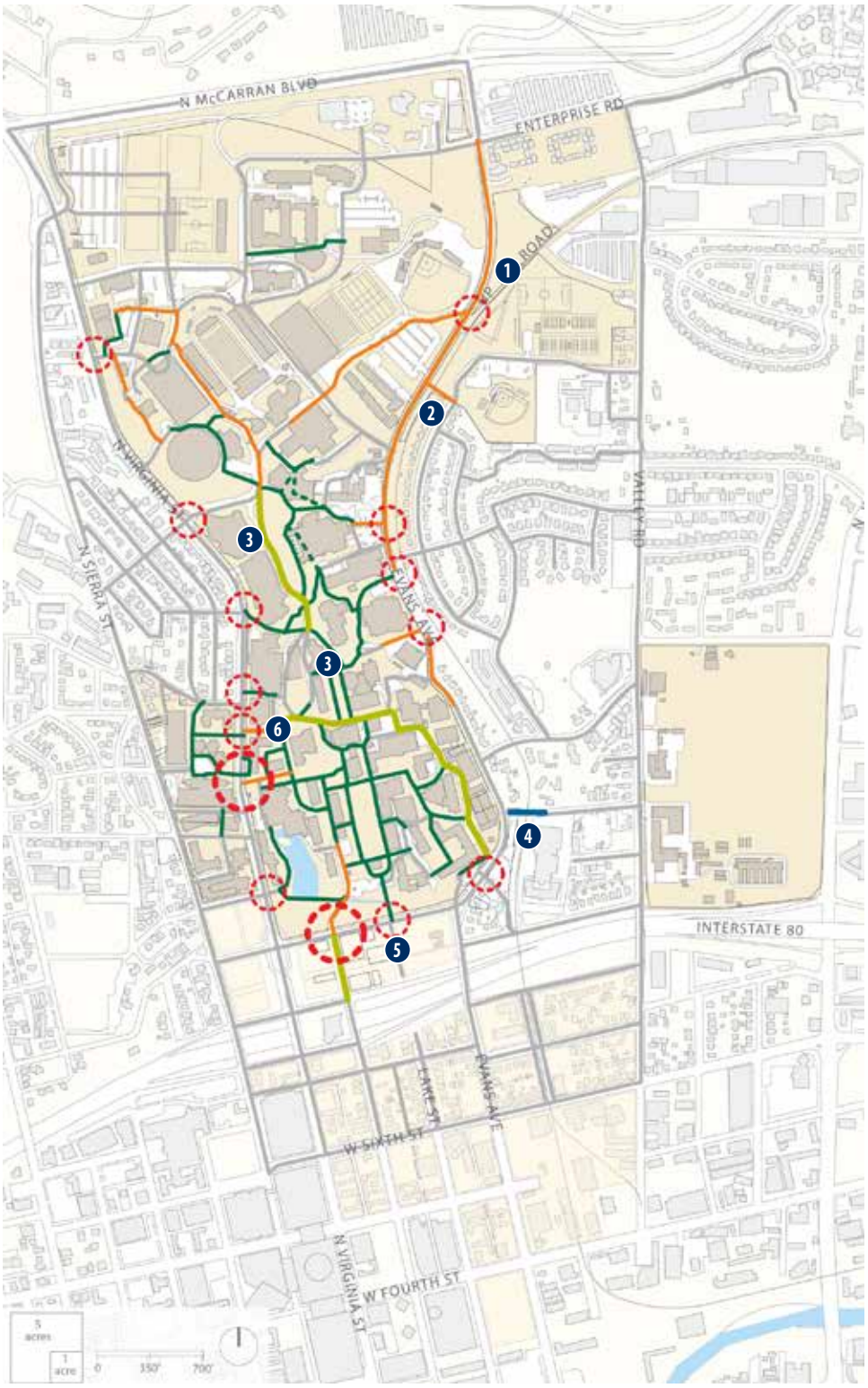
Future Vehicular Circulation

Future vehicular circulation improvements include closing several streets to private vehicles. These are West Stadium Way south of 15th Street **(1)** and the roadway around the eastern and northern edges of the southern campus core **(2)**. These streets would allow access for service and emergency vehicles and drivers with disabled parking placards. Additional improvements include a road connection across Evans Avenue to access the physical fitness facilities east of Evans Avenue **(3)**, the closure of Center Street **(4)** and Lake Street **(5)**, and a simplified intersection at Evans Avenue and 9th Street **(6)**.

Proposed Pedestrian Facilities

Closing several roads to private vehicles will close gaps in the pedestrian network, enhancing north-south connections and filling in the pedestrian network around the campus core. Evans Avenue and connections to it would receive pedestrian enhancements, to include additional or wider sidewalks, roadway narrowing, and lighting **(1)**. A new roadway **(2)** would connect physical fitness facilities west and east of Evans Avenue. Closing roads to private vehicles on the campus will encourage a safe environment for pedestrians and bicyclists **(3)**. A new pedestrian bridge or tunnel would facilitate pedestrian lines of travel **(4)**.

The University will focus on creating inviting pedestrian entries at campus roadway interfaces with the surrounding streets—for example, the entryway at Center Street **(5)** as it meets 9th and 8th streets and the entry near the pedestrian bridge on North Virginia Street **(6)**. The CMP envisions Center Street as a bike- and pedestrian-only center to the Campus Gateway Precinct. The North Virginia Street entry is the planned location of an RTC Rapid bus stop and campus shuttle stop.



- Key Pedestrian Gateway
- New Bike/Ped Street
- New Ped Connection
- Pedestrian Enhancements
- Protected Path
- Other Campus-Area Routes

Existing and Currently Planned Bicycle Routes, Broader Area

On-campus bicycle routes will connect the city bicycle network as it exists and is envisioned in RTC's bike-network expansion plans. The RTC is planning a bike lane on Sierra Street, a protected path and a bike lane on parts of Evans Avenue into Downtown, and new lanes in Downtown, mostly in the east-west direction.

The CMP's conceptual bicycle network would significantly enhance facilities on Enterprise Road, South Stadium Way, and Virginia Street south of 15th Street, and it would build on RTC's existing Evans Avenue plans. On the southern end of campus, the plan would strengthen north-south connections between 9th Street and Downtown/Midtown, complementing the region's planned east-west connections. The plan would make pathways around the quad and in other areas of the campus core dismount zones, recognizing that while it is ideal to allow bikers to ride as close to the front door of their destinations as possible, increased bicycle traffic in the campus core could make the area less attractive and less safe for pedestrians.

The plan also takes advantage of regional plans for a new bike share system, proposing bike share docks at the southern end of the campus core, in the middle of the cluster of student residence halls on Virginia Street, near the student center, and near the basketball arena. It proposes additional docks in the proposed Gateway and Biomedical precincts, given the growth projected for both of these areas.

- Key Bike Gateway
- Bike/Ped-Only Route
- Bike Dismount Zone
- Bike Path
- Bike Lane
- Bike Route
- Potential Bike Share Dock

increases of student residential units on both sides of this street. While the pedestrian bridge just north of Artemesia Way will accommodate some of the additional traffic, the University should consider further enhancing the crossing at 10th Street and adding a crossing at 11th to offer as many pedestrian paths as possible.

This approach to pedestrian safety would be a change from current practice. Safety efforts to date have generally focused on erecting barriers to keep pedestrians from crossing the street in areas without marked crossings. This approach, consistent with mainstream engineering practices in the latter half of the 20th century, reflects the view that arterials like North Virginia Street should be primarily focused on moving automobiles as quickly as possible, even when they travel through sensitive urban contexts. In recent years, planners and engineers have increasingly recognized the important role major city streets can and should plan for other modes of travel. This generally means making room for all travel modes and slowing automobile traffic to increase safety for the most vulnerable roadway users—bicyclists and pedestrians. It also acknowledges the need to provide as many desired paths of travel for pedestrians as possible, given that pedestrians have the slowest, most physically taxing journeys of all road users. The CMP's proposals are consistent with this approach.

Bicycles and Skateboards

While City of Reno and the University have major plans to improve bike facilities, there are few protected facilities today. The CMP aims to strengthen connections across campus and between the University and Downtown.

The CMP identifies major bicycle-facility improvements: new east-west and north-south bicycle-priority routes through campus, buffered bike lanes on North Virginia Street, and bike network enhancements on the streets south of campus that lead into Downtown Reno. Evans Avenue would also see improvements. In the short term, RTC is planning a protected bicycle/pedestrian path on Evans Avenue north of Jodi Drive and a combination of dedicated and shared-use lanes south of that point. The CMP recommends that the facilities on the segment between Jodi Drive and 9th Street be converted to buffered lanes over the long term.

The CMP encourages additional support of the University's strong bicyclist community with events and educational activities as well as supportive facilities and services. The University currently provides bike racks in front of almost every campus building, and bike lockers in six locations. To keep up with demand, the University should continuously monitor bicycle parking utilization and add racks as demand increases. The University also currently provides three tire-inflation stations, but it could provide a more extensive set of bike-support services. Peer institutions provide bike tune-up centers, bike-part vending machines, and time-limited access to gym locker rooms to give bikers a chance to shower and change clothes after their morning rides.

The University could similarly support skateboarders by providing lockable racks. Placed strategically, skateboard racks could also help ensure that skateboarders obey dismount zones, which will help make the campus core pedestrian friendly.

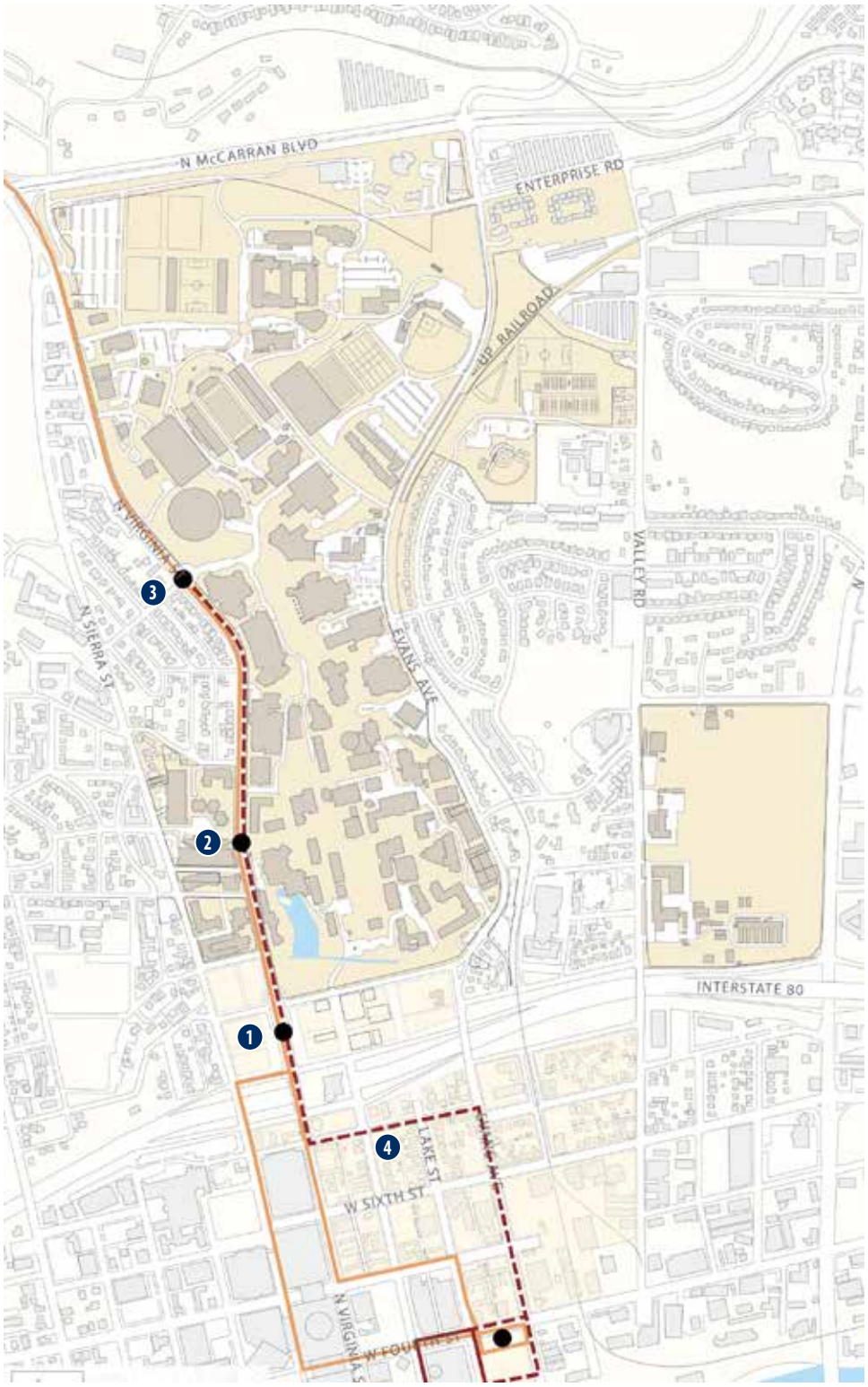
Transit

RTC currently serves the campus with three lines, including the Sierra Spirit that connects the campus to Downtown. In addition, the University runs two shuttle routes. One links the northern parking lots to the campus core; the other connects to the Highlands residential complex east of campus. The CMP recommends continuing robust shuttle service on campus and supports the RTC's plans to extend premium RAPID bus service to 15th Street, via North Virginia Street. These services would all connect at a new multi-modal transportation hub in the Campus Gateway Precinct on North Virginia Street between 8th and 9th streets. In coordination with the University, RTC is analyzing routing alternatives and completing the environmental review process for the RAPID extension. The CMP transit proposals will be subject to more detailed study through these ongoing processes, though it is critical that the spirit of the University's master plan be implemented.

RTC's existing Route 7 local bus service will continue to run on North Virginia Street, with stops between RAPID stations. Operational details, such as how the proposed buffered bike lanes interact with bus stop areas and Americans with Disabilities Act access considerations, will require further study.

NEW TRAVEL PATTERNS

The CMP proposes significant change in several areas—in the near-term, the parking lots in the northwest corner of the campus will be converted to physical fitness fields and the Campus Gateway Precinct will be intensely developed; in the long-term, the Bio-Medical Precinct will develop. The proposals create new centers of activity and have



Rapid Bus Plan and Options

RTC currently serves the University with three lines, including the Sierra Spirit shuttle that connects the campus to Downtown Reno. RTC plans to bring its premium RAPID bus service to campus over the next several years, speeding up connections to Downtown and replacing the Sierra Spirit. The CMP coordinated with the RTC on the routes and station locations. The plans are subject to detailed study as part of RTC's ongoing alternatives analysis and environmental-review process for the RAPID extension. A multi-modal station will be located on North Virginia between 9th and 8th streets at the edge of the Campus Gateway Precinct **(1)**. An additional station will be located north of Artemesia Way to serve the Campus South Precinct **(2)** and one at 15th Street to serve the Campus Mid Precinct **(3)**. The stops at the Campus Gateway Precinct and the Campus Mid Precinct will require roundabouts. The CMP also includes routing the Rapid route south of I-80 to access the Campus Gateway Precinct stop. **(4)**

RAPID
RTC Route 7
RAPID/Shuttle Station

important transportation implications to consider for new travel patterns in these areas.

Campus Gateway Precinct

The Campus Gateway Precinct creates an urban mixed-use pedestrian environment of campus uses. Safe pedestrian access and transit are key components to the success of the precinct.

A multi-modal transit station on North Virginia Street will anchor the western edge of the precinct. This new mobility center will serve RTC's planned Rapid bus, Route 7, and University shuttles to maximize connectivity between the campus and the City. The mobility center will also facilitate transfers to other modes of travel, with a bike-share dock, car-share spaces, and a parking garage for approximately 400 vehicles. Transportation information kiosks, WI-Fi, and amenities such as a café or newsstand will create a comfortable, inviting place.

The roundabout planned for the efficient and safe flow of all the modes of travel, the multi-modal station, and the enhanced bicycle facilities will require widening North Virgina Street. The roundabout creates an iconic gateway to the University while slowing traffic to prepare for entry into the street network with higher volumes of pedestrians and cyclists. The roundabout would have capacity to handle the 900 to 1,100 vehicles that currently travel through the intersection during peak hours with reasonable levels of vehicle delay. Bicyclists would transition from the buffered bike lanes into the general-purpose travel lane around the roundabout, increasing visibility and minimizing turning conflicts between cars and bikes.

The CMP proposes closing Center Street to private-vehicle traffic, routing all University-bound traffic from I-80 and points south into the campus area via roadways equipped to deal with higher volumes—North Virginia Street, 9th Street, and Evans Avenue.

Physical Fitness and Bio-Medical Precincts

The CMP proposes significant change to the campus parking facilities in the northernmost part of campus. In the near-term, parking lots will be re-purposed for four physical fitness fields with the capacity for two more in the long term. The Bio-Medical Precinct in the long-term can absorb more than 1,000,000 gross square feet of research space with two new parking garages to serve that precinct.

Substandard pedestrian and bike facilities characterize these precincts today. The proposed changes would address this by adding sidewalks and reorienting the street network into a more grid-like pattern. The campus road just south of the baseball field would become a major east-west bike corridor, connecting students residing in The Highlands, an apartment complex approximately one-half mile east of Evans Avenue, to bike routes within the campus and connecting to Downtown.

Shared Streets

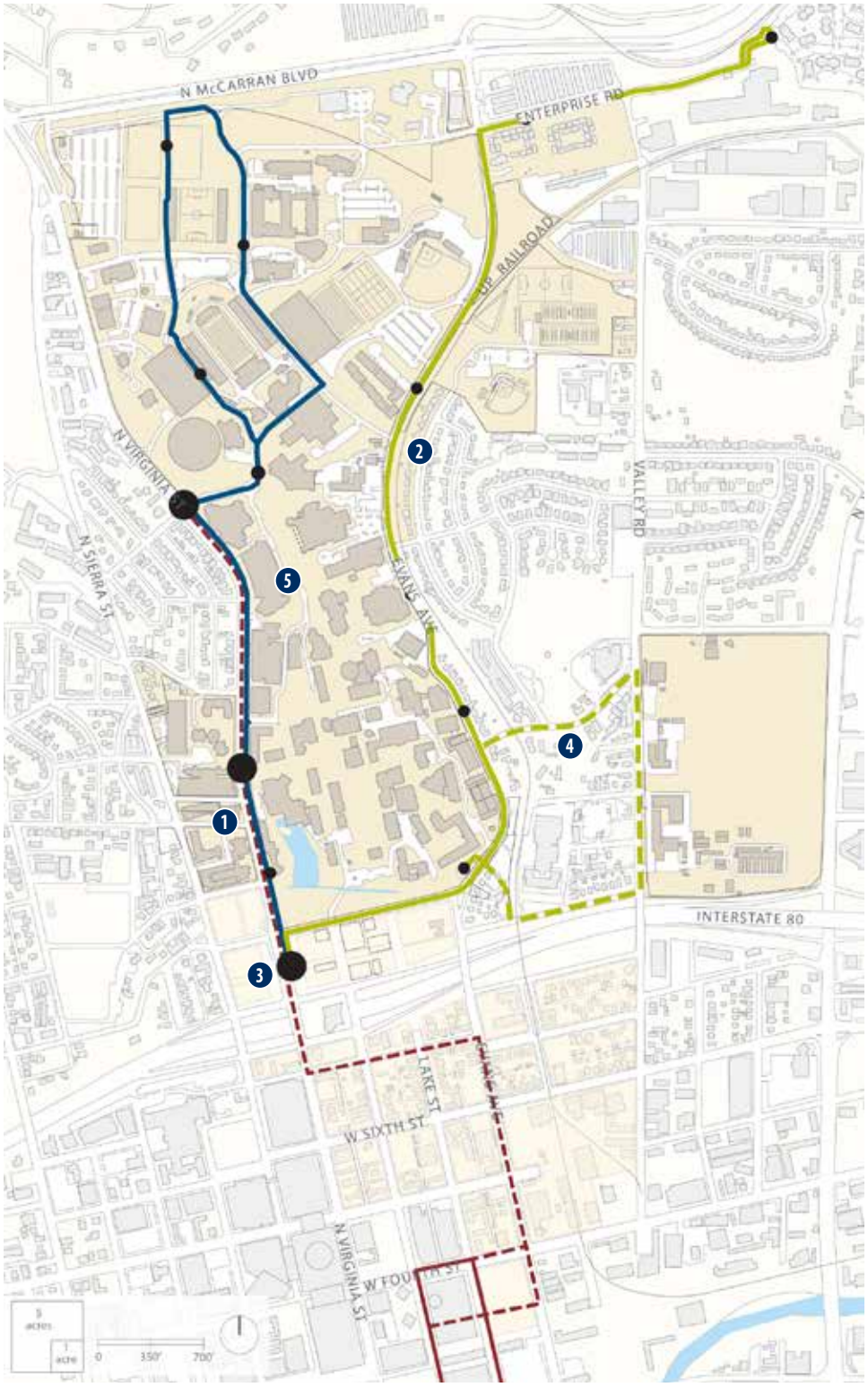
Shared paths and roadways can offer safe environments for both motorists and pedestrians.

1. Cambridge, Massachusetts, near Harvard University
2. Downtown Portland, Oregon

PARKING AND TRANSPORTATION DEMAND MANAGEMENT

Despite being located in a region with commute patterns dominated by the private automobile, the University is well positioned to encourage the use of other modes for travel to campus. Doing so would have positive environmental benefits and positive financial implications for the University by reducing vehicular travel and the number of parking spaces needed.

This section addresses existing and projected parking demand if the University maintains its existing transportation-demand management (TDM) programs and permit prices. It also discusses potential mitigation



Campus Shuttle Lines Serve Both Sides of Campus

The future campus shuttle network will make connections to the Rapid as seamless as possible. The CMP presents shuttle routes on the west **(1)** and east **(2)** edges of the campus. Both extend to a new multi-modal facility in the Campus Gateway Precinct on North Virginia Street **(3)**. An option is to extend the east-side shuttle to connect with the Agricultural Precinct **(4)**. This would facilitate connections with the Rapid and make direct connections between major centers of student residential development. However, although it would focus service in the area with the highest shuttle ridership today, it may not best serve future resident student populations on Evans Avenue or the Agricultural Center. Shuttles could run through campus south of 15th Street **(5)**, joining North Virginia Street just south of College Drive, or join North Virginia Street at 15th.

Proposed Shuttle Routes
Potential Shuttle Route Variant
RAPID
RAPID/Shuttle Station
Shuttle Stop

measures, including TDM, which could help the University conserve its funds to serve its core mission instead of parking.

Parking

The University currently manages 8,400 parking spaces. More than 7,000 spaces are in permitted lots with the remaining set aside for visitors or reserved uses. The majority of the spaces are on campus. The University has an agreement with Circus Circus that provides access to 200 spaces in their parking structure on North Virginia Street, just south of I-80. Using national models to estimate parking demand and taking into account the changes from the CMP, demand will reach 95 percent of capacity when the student headcount is 22,000. This assumes parking-supply changes the University anticipates over the next several years and near-term changes included in the CMP

The CMP uses the University's estimate of 1,300 spaces available during the peak period, projecting future demand by scaling up existing parking demand by the growth in total campus population. It adjusts this theoretical total down by 5 percent based on the impact of moderately enhanced TDM programs, increased on-campus housing, and the disincentive to drive to campus created by an increasing scarcity of available parking spaces as occupancy approaches 100 percent.

Other than periodic parking usage assessments, a comprehensive effort to track parking occupancy has not been completed. The University will work toward a comprehensive, recurring survey of parking occupancy to accurately understand actual peak demand in each of its parking facilities. This will help the University set its lot-by-lot permit ratios more exactly and adjust permit prices for different areas to spread demand across its facilities in the short term. As the University grows, this approach will be critical to manage demand given that parking facilities consume scarce land and require significant funding, often from increased permit fees.

The Cost of Parking

Lowering parking demand or shifting the parking supply off campus to shared facilities would be of great economic advantage to the University. The long-term changes in land use in the CMP would result in an increase of more than 800 on-campus parking spaces, not taking into account unprojected growth in the student headcount.

Parking structures required for these changes would have capital costs of at least $8 million. This would equate to approximately $1,000 per parking-permit holder per year. Transportation Demand Management discussed below can be significantly cheaper.

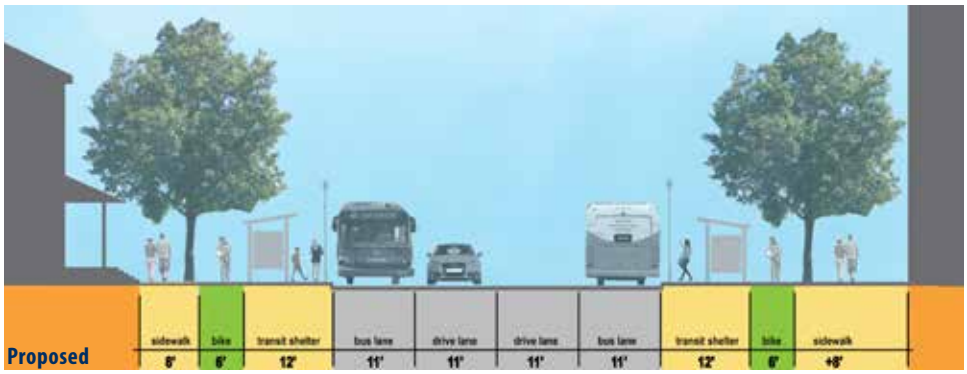
Transportation Demand Management

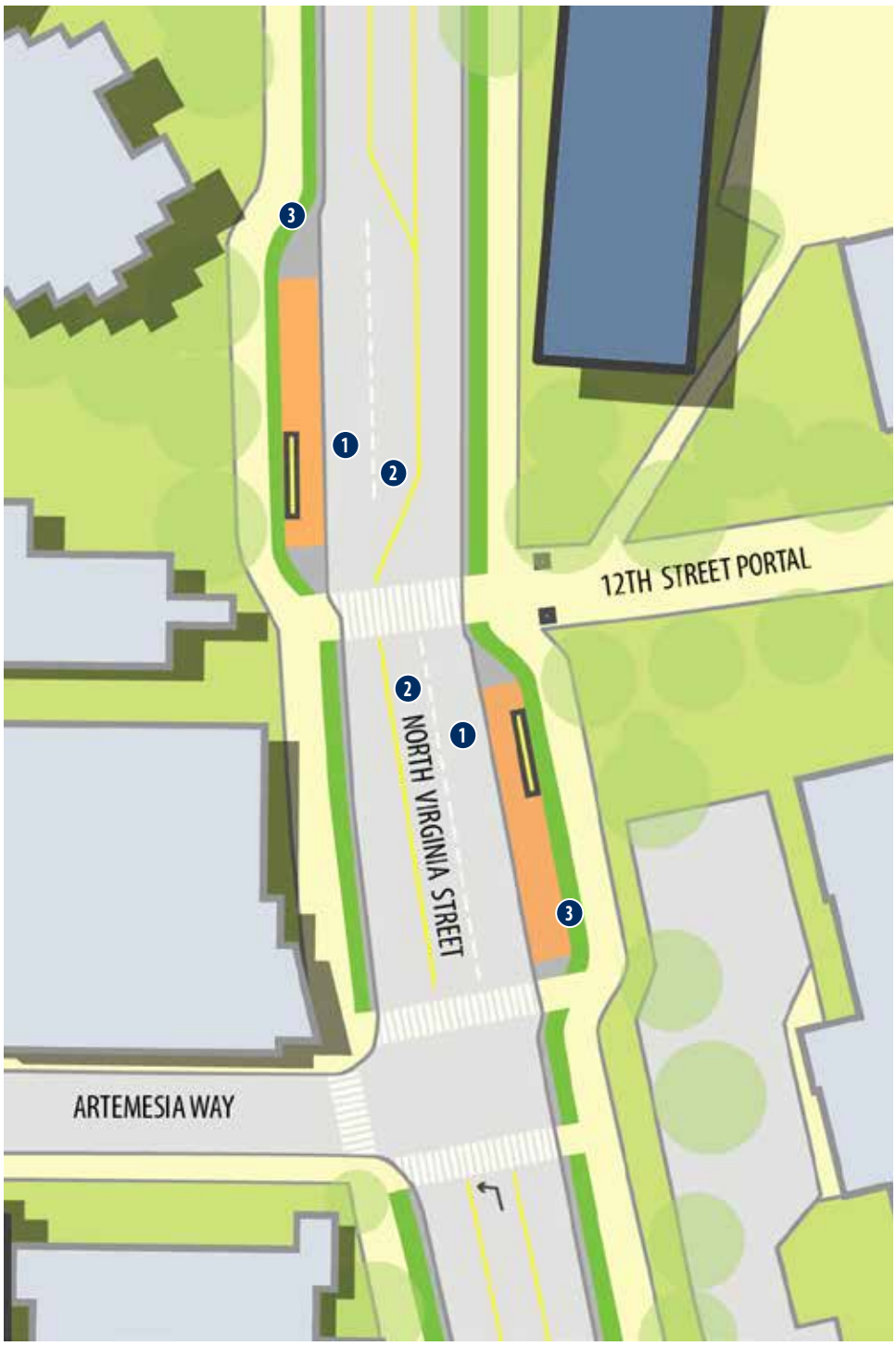
The CMP recommends that the University enhance its efforts to reduce parking demand. Currently, several TDM programs provide discounted parking spaces for carpools and motorcycles, sell discounted city bus passes (the University's Wolf Pass), and provide ample bicycle parking, including secure bike lockers and tire-pumping stations in several locations. Parking prices vary based in part on proximity to the center of campus, an essential tool for managing parking demand. Finally, the University offers shuttles to facilitate movement around campus and

Parking Supply and Demand

Student Headcount	19,000	22,000	22,000	22,000
Strategy		**Status Quo Policies No Parking Added**	**Status Quo Policies Parking Added**	**Enhanced Parking Management and Transportation Demand Management**
Inventory	8,300	7,900	8,900	8,900
Demand	7,790	7,900	8,850	7,970
Occupancy	94%	100%	99%	90%
Assumptions		• University does not add to parking inventory; supply shrinks as campus develops • Parking rates track to inflation • Transit, TDM programs do not change.	• University builds new parking to account for new demand • Parking prices track to inflation • No other changes	• Assumes 10% increase in parking prices relative to inflation • Assumes robust improvements in TDM program, including many of the strategies discussed below
Pros/Cons		• Significant waiting list for parking permits • Parking search time increases as spaces become more scarce at peak times • Negative reactions to parking increase • Increased use of alternative modes	• Capital and opportunity cost for 1,000 spaces in parking facilities • Proportional increase in traffic in immediate campus area • Increase in levels of delay on surrounding streets • Increase in land dedicated to parking runs counter to goal of making the campus pedestrian-oriented	• TDM programs carry a cost partly offset by increased parking revenues • Traffic/congestion increases slightly • Person throughput of surrounding street increases with more use of non-auto modes • Promotes goal of making the campus a pedestrian-oriented

SOURCE: Nelson/Nygaard, 2014





Virginia Street North of I-80 at the Rapid Bus Stop

North Virginia Street will continue to be an important transit corridor with travel lanes maintained at a width of 11 feet. At Artemesia Street the RAPID and University shuttles would stop in the lane nearest the station islands **(1)**. A general-purpose travel lane **(2)** would parallel this lane at the stations. Bike lanes **(3)** would be continuous through the station area on each side of the street, with the lanes tucking behind boarding islands to minimize bike-bus conflicts. They would be level with the adjacent sidewalk for accessibility. This concept requires an easement of approximately 15 feet in the area with the bus stops.

RTC's Route 7 local bus service would continue in this section of North Virginia Street, with stops between RAPID stations. Operational details, including bus stop-bike lane and interactions, ADA accessibility, and bike lane widths will require further study.

between campus and off-campus residential complexes. College campuses and other institutions around the country offer examples of how the University can enhance its programs. These programs are most effective when implemented in combination. Potential programs include:

Universal Transit Pass

Reducing the cost and logistics to purchase transit passes can increase people's willingness to take transit. In recent years, universities across the country have begun offering unlimited-ride transit passes for local systems. They often provide these to students free or for a small fee and to staff and faculty members at steeply discounted rates. Institutions typically enter into financial agreements with the local transit agencies to pay annually in exchange for significantly increasing ridership. For example, the University of Washington universal pass program has reduced single-occupancy vehicle trips to campus to below 1990 levels, even though the campus community has grown by 24 percent since the program was implemented.

Parking Cash-Out

Providing a direct financial incentive to avoid the use of a parking space will encourage people to switch to non-auto modes. Many universities offering unlimited-ride passes are able to negotiate lump-sum payments that reduce the annual cost per user. Currently, an unlimited-ride RTC bus pass would cost approximately $600 for the academic year.

Stanford University offers staff and faculty members $300 per year in lieu of purchasing a parking pass. The University estimates that this cash outlay is far lower than the amount that would be needed for new parking facilities. Since it implemented parking cash-out and a suite of other TDM measures in the early 2000s, Stanford has seen its drive-alone mode decline from 72 percent in 2002 to 48 percent in 2010, even though the campus is located in a suburban setting with high rates of auto commuting.

Although such programs have ongoing costs, they are lower than the cost of building new parking facilities.

Demand-Based Parking Pricing

Adjusting parking prices based on supply and demand creates a financial incentive for people to choose a parking space or alternative mode that matches the level at which they value the convenience of driving. Increasing parking prices in areas of high demand and lowering them in those of low demand can spread demand across facilities assuring optimal occupancy of all of the parking supply.

Cycling Encouragement

Providing free bicycle tune-up services and cycling education programs, and fostering the bicycling community on campus can increase bicycling to and from the campus. The University of California, Davis and the University of Wisconsin, Madison have strong bicycle-encouragement programs, the latter located in an area that is significantly colder in winter than Reno.

Bike, Walk, Ride Marketing

Simply providing positive messages about using non-auto modes or making more explicit the financial and environmental costs of commuting by car can encourage the use of other modes of travel. Stanford University has a well-developed alternative-mode marketing program.

Carpools and Vanpools

Facilitating connections between commuters who live near each other can encourage people to carpool to campus. Such an approach builds on the University's existing program that gives carpoolers a de facto parking-permit discount by allowing carpoolers to share the cost of a permit, and reserves convenient spaces for carpools.

Vehicle Sharing and Emergency Ride Home

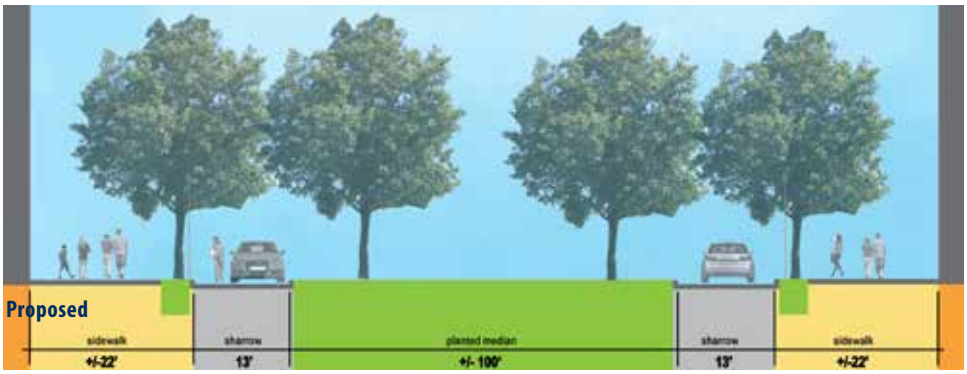
A comprehensive TDM program needs to address off-peak travel needs. Offering convenient bike- and car-share vehicles and discounted memberships aids users in going off campus to midday appointments without a personal automobile. Also, reimbursing expenses for a limited number of emergency taxi rides reassures people that even if their carpool is not ready to leave or their transit vehicle is not coming soon, they can get home quickly if needed.

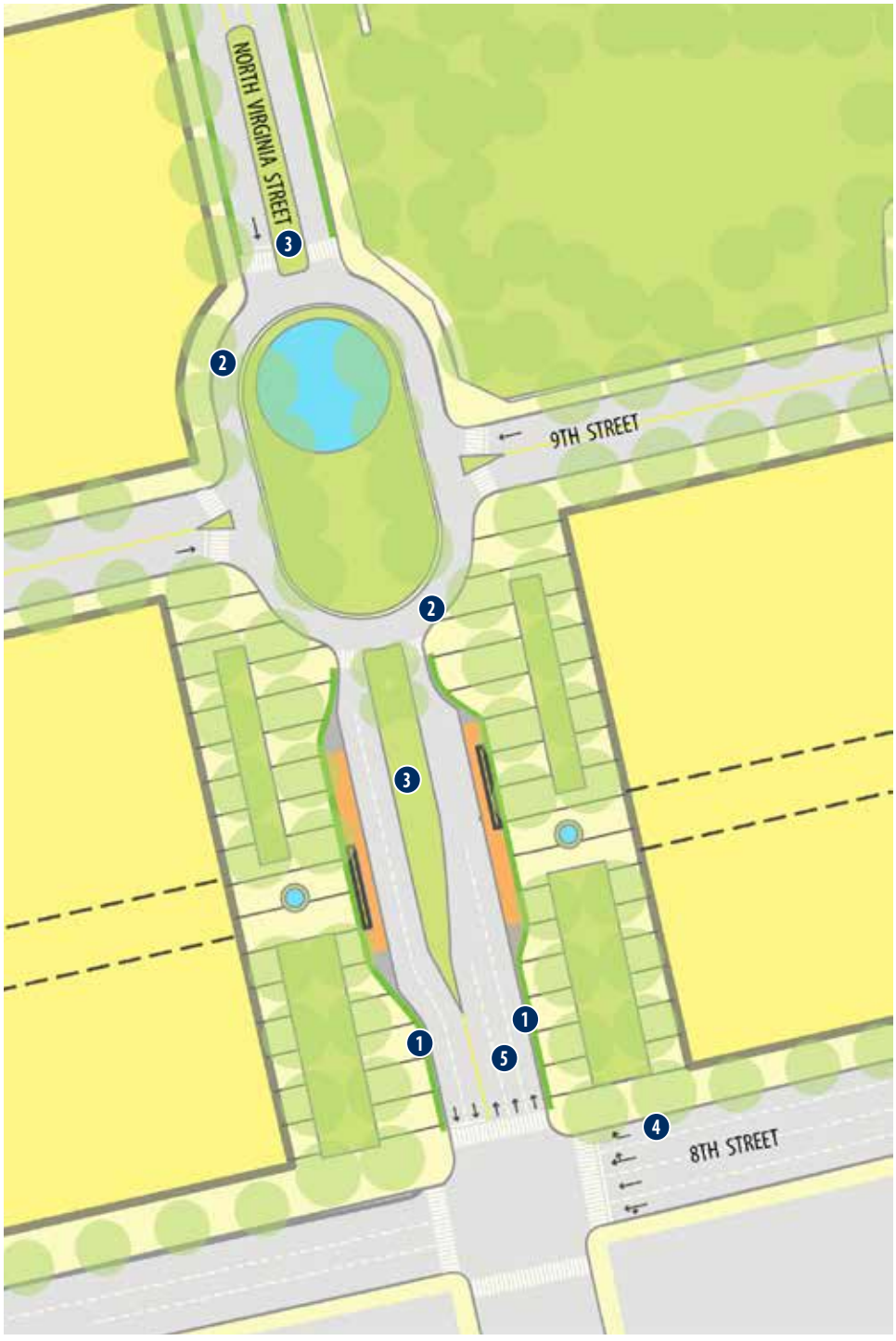
MANAGING SPECIAL-EVENT TRAVEL DEMAND

Managing travel to and from the campus for special events is challenging. Wolf Pack football games at Mackay Stadium are important for students to take part in University traditions, for alumni to reconnect with the University, and for the Reno community to engage with the University.

Special-event transportation is a challenge everywhere. At stadiums around the world, thousands of people converge on their campuses using transportation systems designed for much smaller volumes. The CMP's recommendations will help the University meet this challenge.

Current and future transportation improvements will benefit access to special events on campus. The RTC and CMP plans to increase transit services and bike facilities, to





Campus Gateway Precinct Roundabout

A new roundabout in the Campus Gateway Precinct will create an iconic entry to the campus. In conjunction with other streetscape changes, the roundabout will slow vehicles as they enter North Virginia Street with its increased pedestrian and bike volumes.

The roundabout includes buffered bike ways **(1)**, bicyclists merging with traffic through the circle (best practices) **(2)**, and planted medians **(3)**. A free right turn lane **(4)** from 8th Street to North Virginia Street—three lanes—**(5)** will help facilitate traffic flows.

complete the campus pedestrian network, to improve the safety of roadways adjacent to campus, and to maintain an optimal supply of parking will facilitate more efficient travel to and from games.

A critical first step is to understand special-event transportation dynamics. UNR has not completed a football transportation study in recent years. However, the University of Central Florida, Orlando (UCF) provides an interesting reference point because its stadium's capacity is similar to that of UNR's Mackay Stadium. UCF projected that 75 percent of event attendees would arrive by auto, 10 percent would walk, 9.5 percent would take the UCF shuttle, 4.5 percent charter bus, 0.5 percent transit, and 0.5 percent bicycle. Assuming that each private vehicle carries 2.5 people, the University needs 9,000 parking spaces to handle an event that draws a capacity crowd of 30,000 people. Given the TDM and transit enhancements planned for UNR, it is reasonable to say that the University has the capacity to address game-day events.

Specifically, the University should consider the following to manage special-event transportation demands:

Pre-event and Pre-season Communications

Constant communication by television, in-game announcements, e-mail, and/or regular mail can emphasize the ease of non-auto modes and note where to get more information. Information options for getting to and from the game will remind people of non-auto options and of the most efficient routes. Messages emphasizing non-auto modes can embed or include links to transit maps and schedules, bike and pedestrian maps, and other information. Messages can be sent to season ticket holders at the beginning of the season, because some fans establish transportation routines on the first game of the year, and/or to regular ticket holders before each game. For those planning to drive and park, messages can emphasize optimal routes to the game and satellite parking facilities.

Bicycle and Pedestrian Convenience and Encouragement

Offering bicycle valet services with secure bike parking close to an event entrance will encourage bicycle use during special events. Culture-building events like tailgate parties for people who bike or walk to the game can be another means to build general awareness that cars are not the only way to get to the game.

Transit

Working with RTC to provide adequate service levels before and after games can ensure the capacity needed for the increased demand. Also, having event tickets function as transit passes for a period of time before or after games or bundling a transit ticket in the cost of the event ticket can further encourage transit use.

Distributing vehicles through the street network

Although CMP concepts for the Gateway District and North Virginia Street work for normal peak conditions, the reduced capacity could slightly constrain special-event traffic entering from the southeast, including traffic from UNR's main exit off I-80. However, there is adequate capacity in the overall road network. Freeway signage can direct drivers on Highway 395 and westbound I-80 to approach the campus via 395's McCarran Boulevard exit, entering the northern campus parking facilities via Evans Avenue and North Virginia Street.

North Virgina Street and Evans Avenue can also function temporarily as one-way streets traveling in the peak directions for pre-game and post-game traffic flows. All of these changes will reduce traffic volumes on North Virginia Street, ensuring that the conceptual capacity built around the everyday peak is also adequate for special events.

Satellite parking

The University should seek agreements to use off-campus parking facilities on game days in concert with shuttles to and from the campus. Football games often occur during off-peak periods for many large parking facilities in the areas around campus, including Downtown. The proximity of the off-campus parking supply would make satellite parking a convenient option. It could also invigorate off-campus businesses.

Alumni lots and tailgating

Reserving selected surface parking areas can ensure continuation of long-time traditions such as tailgates. In addition, the University, alumni clubs, and student groups can organize pre-game gatherings on open spaces and unused fields in the Physical Fitness District to replace some of the tailgating activity that happens today.

University Regional Center Plan

The University Regional Center Plan (URCP), upon approval by the City of Reno, replaces in its entirety the University of Nevada Reno Regional Center Plan (UNRRCP), adopted by City Council April 27, 2005 and amended September 23, 2009.

Specific development standards and processing provisions are included in the Reno Municipal Code.

PLAN ORGANIZATION

URCP Boundary

The URCP boundary is shown in the accompanying map. This boundary modifies the 2009 UNRRCP boundary by shifting its eastern boundary west towards the UNR campus and shifting its southern boundary towards the Downtown.

Generally, the boundary is:

- **North** – McCarran Boulevard
- **South** – West Fifth Street between West Street and Lake Street and the railroad tracks between Lake Street and Valley Road
- **West** – North Sierra Street between McCarran Boulevard and West 7th Street (excluding certain residential parcels east of Sierra between Hillside and College); West 7th street to North Virginia, North Virginia to West 5th Street, West 5th to Lake Street, Lake Street to 3rd Street (ReTrac), 3rd Street (ReTrac) to Evans Avenue, Evans Avenue to 4th, 4th to Valley Road (less the northwest corner parcels)
- **East** – Valley Road between McCarran Boulevard and Sadlier Way; North Wells Avenue between Sadlier Way and I-80, and Valley Road between I-80 and the railroad tracks

University Sphere of Influence

The University Sphere of Influence (USOI) is an area extending from the southern boundary of the URCP to approximately California Street. The exact boundary will be determined after adoption of the URCP. The USOI establishes the intent of the City of Reno to encourage University and University associated or induced uses (referred to as University-affiliated) well beyond the URCP area. Examples of off-campus University involvement include the University Innovation Center at 450 Sinclair Avenue that links students, faculty members, staff, and researchers with established entrepreneurs, innovators, investors, commercialization experts, start-ups, and industry. The Warren Nelson Building at 401 West 2nd Street houses the University of Nevada School of Medicine's Office of Statewide Initiatives and Department of Psychiatry, the Osher Lifelong Learning Institute, a psychology clinic, and a childcare program.

The USOI designation does not approve or authorize new development. The designation allows the City of Reno to undertake planning and implement zoning and other land use regulations and decisions to assure the beneficial integration of the University and the Downtown. The USOI will influence but not supersede other previously adopted area plans.

Time Frame

The time horizon for this plan is 20 years.

Relationship to Other Plans

The URCP is one of the nine regional center plans.

This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS 278.150 through 278.170). Policies of the Truckee Meadows Regional Plan (TMRP) are applicable regionwide. The City of Reno Master Plan has three different levels of applicability: Citywide, Center and Transit Corridor, and Neighborhood.

Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Transit Corridor plans are for the nine regional centers and five transit-oriented development corridors in the City and its sphere of influence. Neighborhood plans cover other areas, not in centers or transit corridors, which have been designated as appropriate for more detailed planning. Policies in Center and Transit Corridor plans and Neighborhood plans elaborate with greater detail upon general policies contained in the citywide and regional

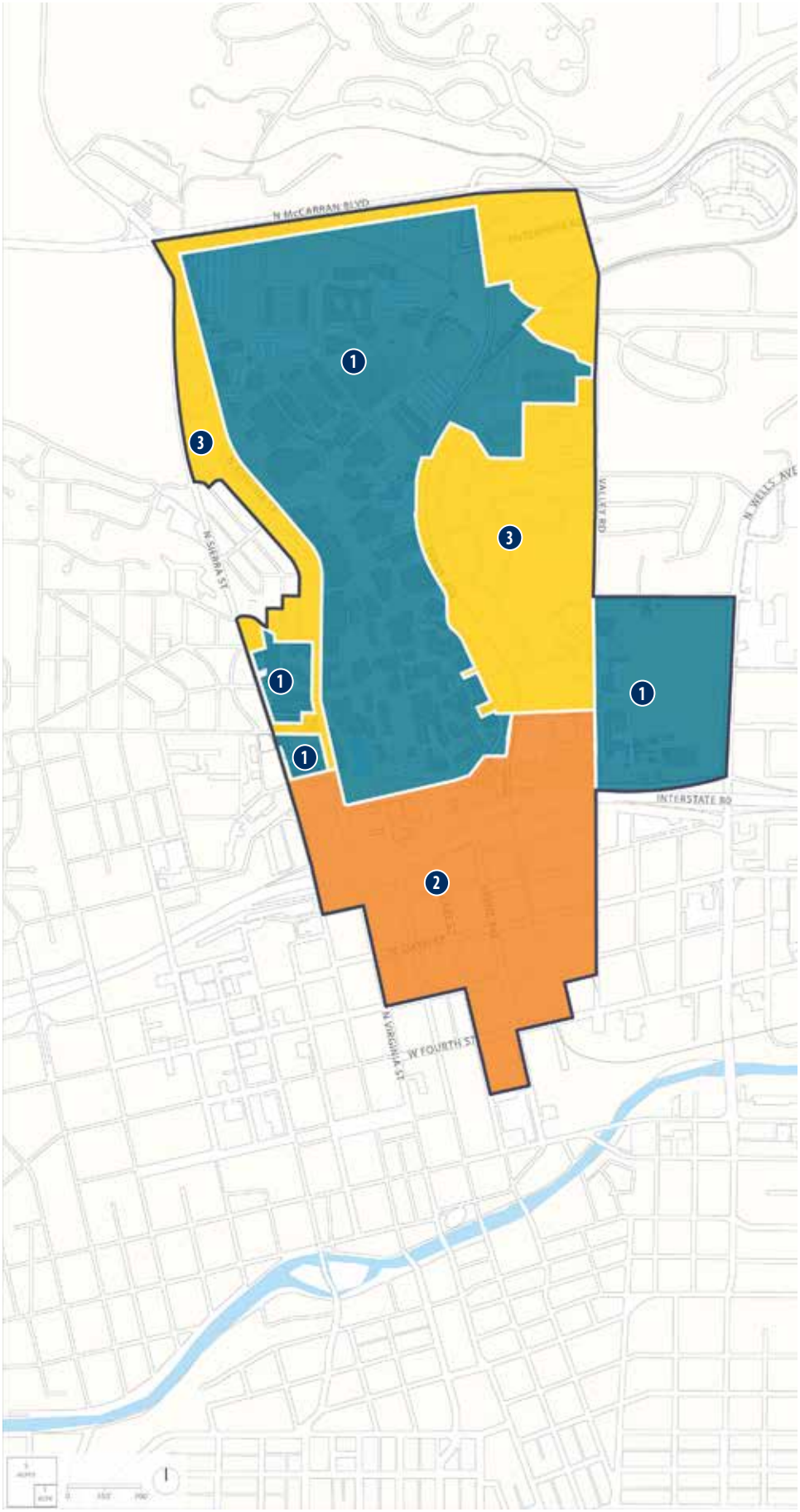
University and City of Reno

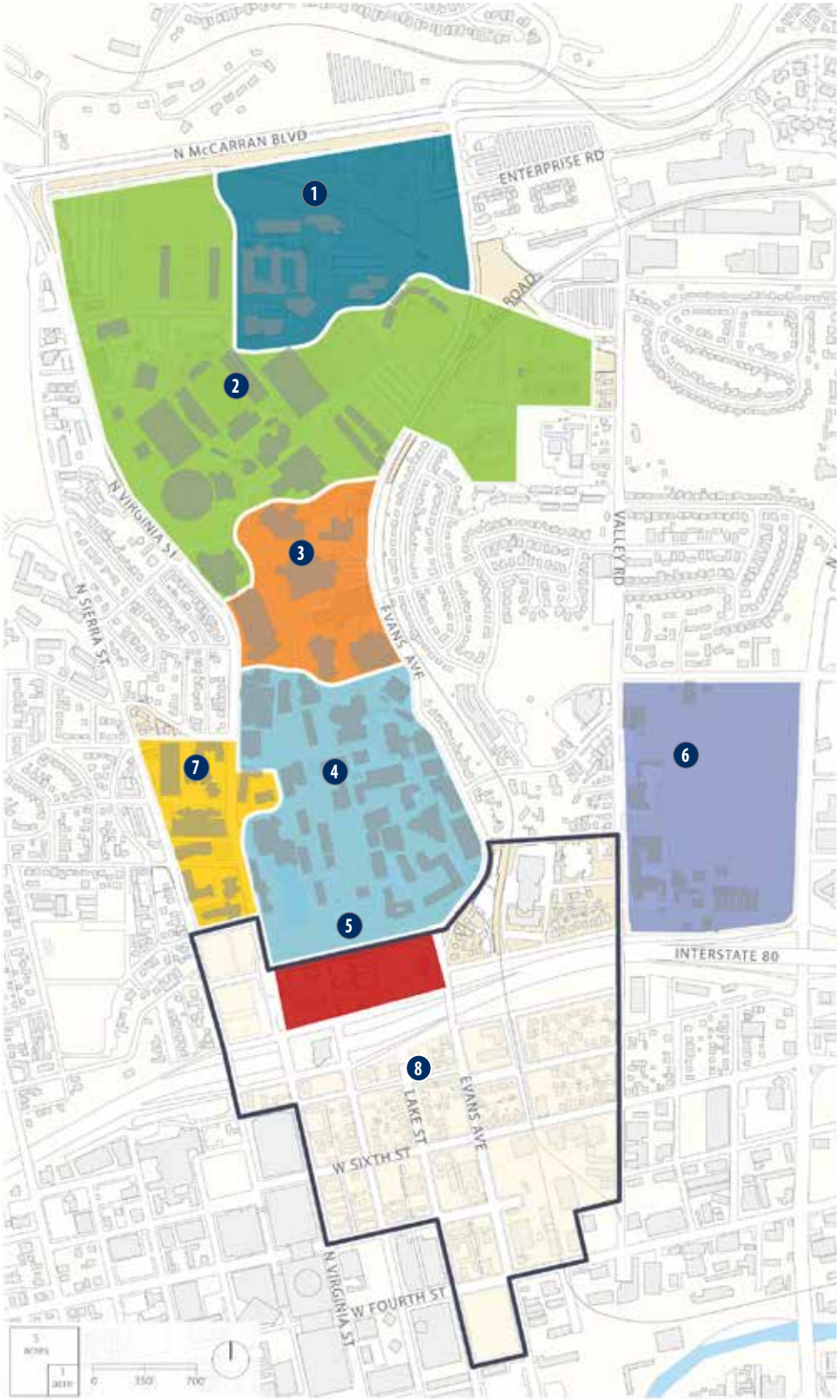
The University Regional Center Plan encompasses all University land and extends south of Interstate 80.

1. University of Nevada, Reno
2. University Regional Center Plan
3. University District
4. University Sphere of Influence
A. Virginia Main Street Corridor
B. Evans Innovation Corridor

Land Use

1. University
2. Mixed-use
3. Pre 2006 Land Use and Zoning
   Residential rezoned to MF14





Campus Precincts

The UNR campus has seven precincts:

1. Bio-Medical
2. Physical Fitness
3. Mid
4. South
5. Gateway
6. Agriculture
7. Residential

Seven precincts comprise the campus. The University District **(8)** encompasses land south of the campus and includes the Campus Gateway Precinct.

plans. Center, corridor, and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the TMRP. Similarly, appropriate Municipal Code provisions (e.g., zoning, development standards, and processing requirements) must be consistent with these plans.

Need for University of Nevada Regional Center Plan

As stated in the TMRP, to "conform with the regional plan, local government master plans must further define the boundary and character of each regional center within their respective jurisdiction."

The TMRP also identifies this regional plan as being located along a transit-oriented development (TOD) corridor. There are a number of regional plan requirements related to TOD corridors (e.g., provide for higher density housing, street design that supports public transportation and pedestrian circulation, design standards for compatibility with adjacent areas, etc.). Some of the key requirements that are particularly relevant to the URCP include:

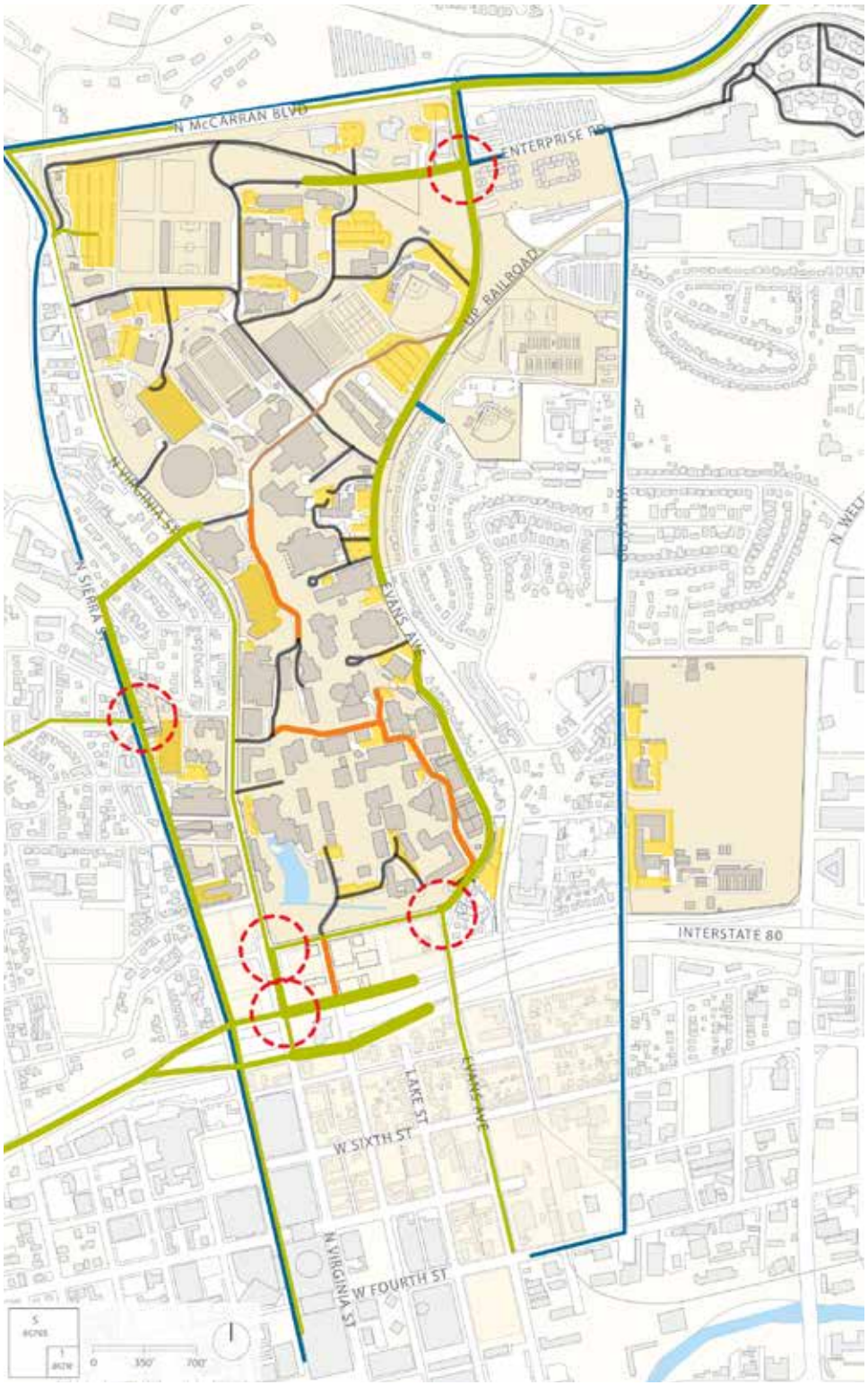
- Require mixed-uses in the regional center through amendments of the zoning code and development guidelines
- Encourage development in the regional center by accelerating the development approval process
- Make appropriate modifications to development standards to implement the plan for the regional center

The previously adopted URCP encouraged University-related development east of the Evans Avenue, including higher density residential development. This resulted in the construction off two large-scale apartment complexes that do not integrate with the University or support the creation of a cohesive neighborhood. To the west of the University, the historic pattern of incremental additions of student housing at a small scale (e.g., duplexes, home ownership replaced by rental housing, etc.) continues. This erodes the ability to maintain a stable residential neighborhood that will supply close-in family and faculty housing. Meanwhile, the analysis of student housing south of the University in the Downtown shows a dearth of student housing opportunities.

DEVELOPMENT AND CIRCULATION CONCEPTS

The University of Nevada, Reno (UNR) will grow to more than 22,000 students (headcount) by 2021. In addition, the University and the City of Reno wish to leverage the campus's physical and intellectual adjacency to revitalize

Future Vehicular Circulation



University Traffic
Line weights indicate relative traffic volumes

Convergence or Distribution Point

Bypass Route

Closed to Private Vehicles

Traffic Calming

Other Campus Roads

land that extends south of I-80 to the Downtown. Specifically, the URCP is intended to result in redirecting the economic and development influences of the University away from its northern, western, and eastern edges and focus them to the south.

The UNR Campus Master Plan (UNRCMP) includes the University's development of land between 8th and 9th streets—the Campus Gateway Precinct—and broadly suggests a physical framework for remaining non-University owned lands to the east, west, and south of Interstate 80 (I-80).

The URCP is an important tool for implementing these plans. The UNRCMP projects near-term needs for the next seven years and identifies campus land uses beyond the near-term. The Nevada System of Higher Education (NSHE) Board of Trustees is slated to review the UNRCMP in December 2014.

Development Concept

There are two subareas within the URCP.

1. **University of Nevada, Reno Campus** consisting of all lands owned by the Board of Regents on behalf of the University of Nevada, Reno
2. **University District** consisting of several blocks north of I-80 and land south of I-80 within the URCP boundary. The Campus Gateway Precinct, a new precinct of the University, occupies a northern portion of the University District.

Land outside of these subareas is also within the URCP.

The campus master plan identifies:

- Long-term expansion of biomedical research facilities and the School of Medicine
- Expansion of physical fitness facilities and fields west and east of Evans Avenue to meet the athletic, recreation, and physical education needs of the students, faculty, staff, and alumni
- Improvements to the indoor and outdoor learning environments in the campus Mid and South precincts
- Continued infill (new, replacement, and repurposed facilities) for academic and research uses
- Expansion of engineering research facilities and renovation of existing engineering and science facilities.
- Continued interest in the Washoe County School District property as a key land acquisition
- Creating a mix of campus community-serving uses with a welcoming program for broader Reno community in the Campus Gateway Precinct. This area would include: University housing, academic space, University innovation and research partnership opportunities, student amenities, and vibrant streets and public spaces.

The University District

The University District will contain a mix of uses to create a vibrant, pedestrian-oriented, and economic generator for the City of Reno.

- Residential uses (University and non-University affiliated) including: apartments, stacked townhouses and condominiums, and live/work space
- Innovation and research (University and non-University affiliated)–co-worker, maker, start up, incubator/ accelerator space
- Commercial space including: office, light industrial, retail, and a grocery store
- Community serving uses including: school(s), child care, public spaces (parks), and shared parking
- North Virginia Street and Evans Avenue corridors connecting from the campus to the Downtown; North Virginia Main Street Corridor (1) fronted by active ground floor retail and commercial uses and the Evans Innovation Corridor (2) fronted by active innovation and research uses

University-affiliated Uses

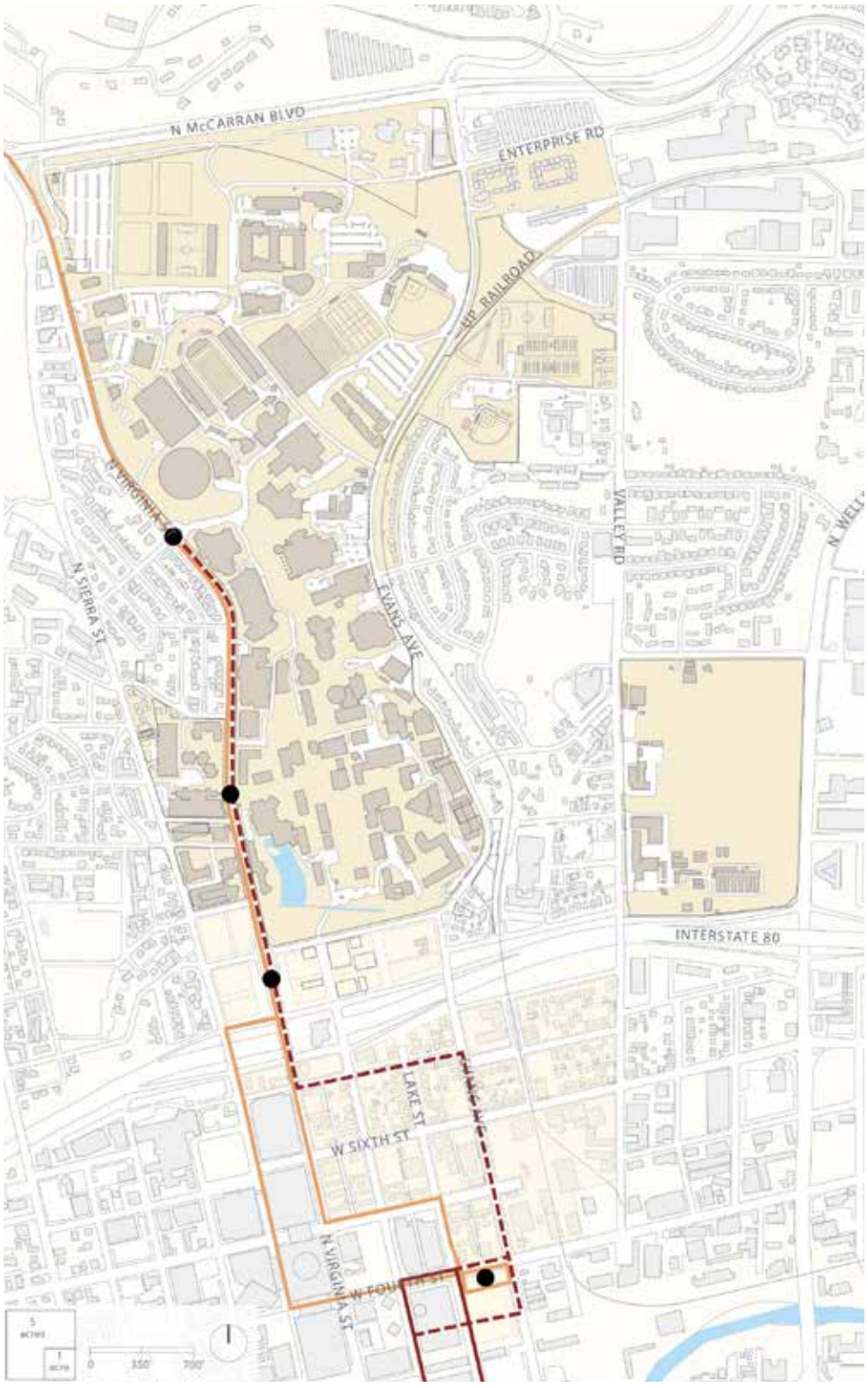
University-affiliated uses must be based on formal agreements with the University of Nevada, Reno. An example is privately developed student housing with an established relationship of review and other involvement deemed necessary by the University.

Circulation Concept

Access will be provided through an integrated vehicular, transit, bicycle, and pedestrian system. The major north-south circulation system will be on North Virginia Street and Evans Avenue. A multi-use path will be constructed on the east side of Evans Avenue between McCarran Boulevard and Jodi Drive, a bicycle climbing lane and sharrows will be installed from Jodi Drive to approximately 9th Street, and bike lanes on both sides of the street will be added between 9th Street and 4th Street.

North Virginia Street and Evans Avenue will be modified to allow for buffered bicycle lanes on both sides of the

Rapid Bus Plan and Options



RAPID
RTC Route 7
RAPID/Shuttle Station

streets. North Virginia Street along with transit stops for buses and University and private shuttles, will also have Bus Rapid Transit (RAPID) stops, one of which will be part of a multi-modal center between 9th and 8th streets. A roundabout will be constructed at or near 15th Street, which will provide safety benefits and serve as the northern terminus of the RAPID transit line. The area required for the multi-modal stop and roundabout will necessitate land acquisition on both sides of North Virginia Street. Amenities at all these stops will address both regional transit and University needs. Future improvements to the bridge crossing I-80 at North Virginia Street will accommodate all of these modes of travel.

The University intends to further encourage pedestrian and bicycle use on the campus as it expands its restriction to private vehicles traversing campus roads. The University is also exploring two options for their shuttles. One option keeps the shuttles on campus while the second shifts the shuttle routes to public streets. Entries into the campus from adjacent streets will be improved for identification of the University and to better serve pedestrians and bicyclists.

Shifting existing University parking south due to the reuse of the north University surface parking areas should lessen traffic on North Virginia Street. Suggested locations for new parking structures in the near- and long-term on the UNR campus are identified on the Vehicular Circulation plan. Parking structure(s) for University District are not identified as they will be developed when needed.

LAND USE, ZONING, AND CODE AMENDMENTS

The City will amend land use designations and zoning districts as well as modified Reno Municipal Code provisions a necessary to implement the development and circulation concepts in the URCP.

Land Use

When first adopted in 2005, the URCP was designated as a Special Planning Area in the Reno Land Use Plan. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in designated regional centers. Provisions of the URCP govern land use and development within the URCP area. When this regional center plan does not specifically address an issue, provisions of other parts of the Reno Master Plan apply.

Zoning

The majority of the URCP was rezoned to the Mixed-use base zoning district and University Regional Center Planning Area Overlay at the time the regional plan was

first adopted in 2005. The properties within the URCP boundary not owned by the University of Nevada, Reno will be automatically rezoned if and when they are acquired by the University or by an University-affiliated use. The existing zoning regulations and designations apply to these properties prior to acquisition. Mixed-use development (i.e., combinations of uses) is permitted by the underlying Mixed-use base zoning district. Specific modifications to allowed land uses, development standards, and processing requirements are identified in the University Regional Center Planning Area Overlay. This planning area overlay designation permits continuation of existing uses when a currently established use is going to be maintained. In other words, as long as the use and the relative magnitude of that use remains the same, it is considered a conforming use. Any change in the use must be to a use included in the list of uses allowed by the University Regional Center Planning Area Overlay.

Within the Campus Gateway Precinct and the University District, special use permits will only be required for uses that operate between the hours of 11 p.m. and 6 a.m. and/or are directly adjacent to existing single-family residential development. No other special use permits will be required within these two areas.

Code Amendments

The Mixed-use base zoning district and University Regional Center Planning Area Overlay contain a number of provisions to facilitate implementation of this regional plan:

- Requirement for the URCP, including boundaries, to be adopted in order to utilize the University Regional Center Planning Area Overlay.
- Provisions for automatic rezoning of certain areas if and when the University acquires them.
- Modifications to the list of uses allowed in the Mixed-use base zoning district.
- Modifications to the requirements for operations between 11 p.m. and 6 a.m.

POLICY STATEMENTS

Planning

- Within twelve months of adoption of the URCP, review and revise the University Regional Center Planning Area Overlay and the allowed uses
- Within twelve months of adoption of the URCP establish the University Sphere of Influence and related polices
- Within twelve months of adoption of the URCP, develop a Downtown Development Framework Plan that identifies catalytic partnership development initiatives and strategic public infrastructure investments.
- Within twelve months of adoption of the URCP, develop an East University Neighborhood Plan to emulate the West University Neighborhood Plan

Land Use, Streetscape, and Urban Design

- In the areas East of Evans and outside of the University campus and the University District, rezone non-residential uses to 2004 zoning and rezone residential to MF14, maximum of two stories
- In the University District, including the Campus Gateway Precinct, revise zoning as needed to promote mixed-use high density development at a minimum of 3 Floor Area Ratio (FAR) and a maximum of 4 FAR. A FAR of 4 would facilitate the density that allows for critical mass activity and retail that is seen in many successful University edge communities such as those around Portland State University, West Village at the University of California, Davis, and Downtown Berkeley.
- Exclude Non-restricted Gaming within the URCP
- Include zoning to preserve the red-brick architecture that is typical of some buildings in the area
- In order to promote a pedestrian-scale development pattern, there will not be any vacating of streets south of I-80; the vacation of existing alleys will be strongly discouraged in the University District
- In the University District, establish an urban-scaled build-to line of twelve feet from face of curb for at least 75% of street frontage for sidewalks, including: trees, street furniture, lighting, and other urban amenities
- Any public open space (plazas and parks) will require an adequate funding source for their maintenance and operation
- Create a unified street treatment for North Virginia Street and Evans Avenue with bicycle lanes and pedestrian amenities
- Transfer Evans Park to the University

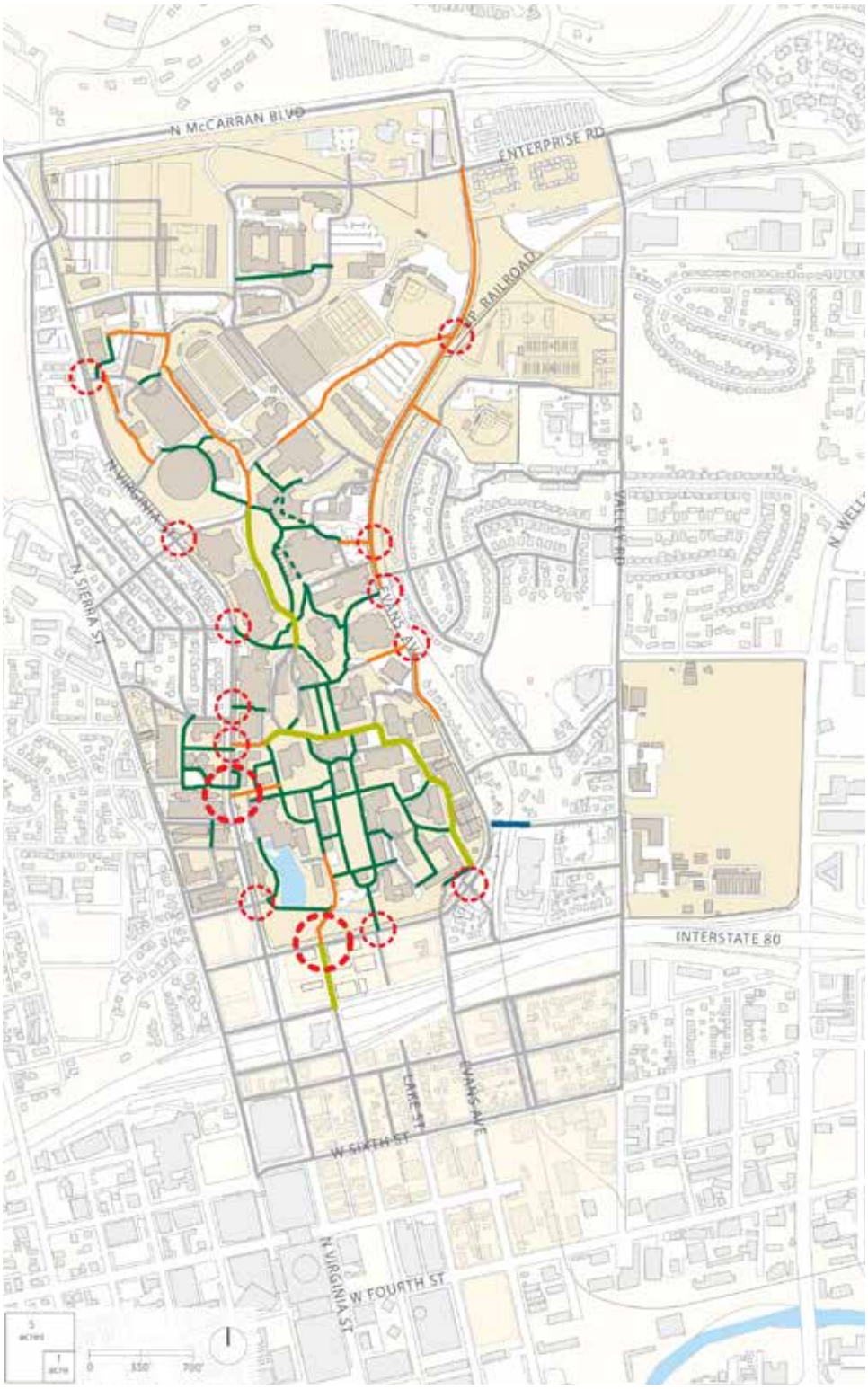
Circulation and Public Rights-of-Way

- 9th Street and public streets, alleys and easements between 9th and 8th streets bounded by North Virginia Street and Evans Avenue may be vacated and/or closed to public vehicular traffic to facilitate the objectives of the URCP.
- In order to facilitate bicycle access, create buffered bike lanes on both sides of North Virginia Street and Evans Avenue, from the UNR campus area into Downtown; remove curbside parking along Evans Avenue to allow space for the buffered bike lanes.
- In order to promote a pedestrian-friendly environment, the City will study the feasibility of returning the one-way couplets south of I-80 to two-way traffic flows.
- In order to promote a pedestrian-friendly environment, streets in the University of Nevada, Reno campus, including North Virginia Street and Evans Avenue, are to include generous sidewalks on both sides of the street of at least ten feet in width and should be shaded by street trees.
- Widen public right of way on North Virginia Street between 8th and 9th streets to accommodate Rapid roundabout and multi-modal stop, widened sidewalks, placement of street trees and creation of a University District view corridor from the I-80 interchange.

Existing and Currently Planned Bicycle Routes, Broader Area

- Key Bike Gateway
- Bike/Ped-Only Route
- Bike Dismount Zone
- Bike Path
- Bike Lane
- Bike Route
- Potential Bike Share Dock

Proposed Pedestrian Facilities



- Key Pedestrian Gateway
- New Bike/Ped Street
- New Ped Connection
- Pedestrian Enhancements
- Protected Path
- Other Campus-Area Routes

More than 200 individuals contributed to the University of Nevada, Reno Campus Master Plan and the University Regional Center Plan.

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