

Revised Planned Development Handbook For

Marina Village

Prepared for

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ODYSSEY ENGINEERING

LUMOS AND ASSOCIATES, INC.

HANSEN LANDSCAPE ARCHITECTS

HUMPHREYS & PARTNERS ARCHITECTS

Adopted by City of Sparks City Council on _____, 2015

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VERSION

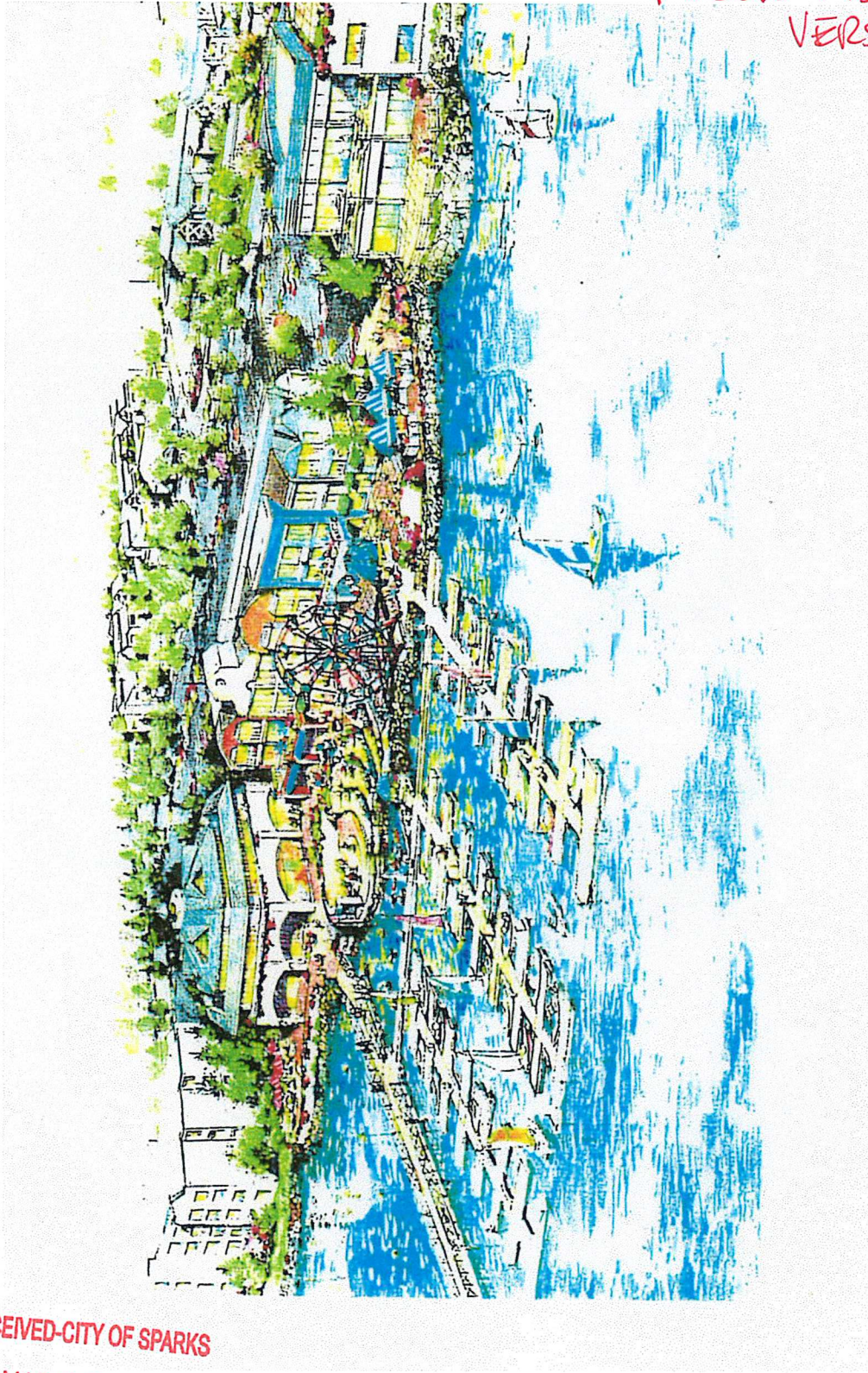


Figure 1.1 Overall Image

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Project Description

Marina Village Planned Development is located on the northeast section of the Sparks Marina in Sparks, Nevada. The proposed project is designed to encompass a variety of uses including single family and multi family residential and various commercial and recreational components. Since the lake will be the main recreational amenity, a pedestrian & bike path will be designed to meander around the lake providing public access to the lake facility from various points throughout the project site.

This development is envisioned as providing an opportunity for both residents and visitors to spend the day fishing, swimming or just walking around the lake. Support services including offices, retail commercial uses, and leisure activities consistent with the project will also be developed as a part of the Marina Village Planned Development. Focused on this vision, the project will allow for quality residential, commercial and recreational uses directly adjacent to the water, while providing interest and diversity in both uses and design.

The purpose of the Marina Village Planned Development is to allow for the development of approximately 32.5 acres within the City of Sparks to be divided into parcels consisting of Single Family Residential, Multi Family Residential, and Commercial and to establish specific design criteria to effectively guide and monitor the development of these parcels. A tentative map for Marina Village will be used for development purposes of the single family residential and condominium developments. The project lies within Redevelopment Area #2 adopted in 1999.

The original Marina Village Planned Development was approved by the City of Sparks in early 2000. Since the approval, several portions of the site have been improved and developed. Construction on a neighborhood of single-family homes on the southeastern portion of the site is almost completed, with many homes already occupied. An apartment complex on the northeastern portion of the site – the Marina Village Apartments – is completed and occupied. A commercial building facing the Sparks Marina Lake and Park – The Waterfront Building – is completed, and occupied by several retail businesses commercial offices and residential condominiums. Additionally, landscaping, parking, access, and other improvements, including a bike trail/pedestrian path along the lakefront, have been completed.

In this application, the developer is seeking to revise the Planned Development in order allow for flexibility in the development of residential units, offices, retail uses, and flex space allowing for the limited use of residential units for business purposes.

These mixed use developments will encompass approximately 416,000 of finished interior square feet. In addition to the buildings, there will be vendor areas to provide seasonal support for park visitors in the Promenade area. The buildings will be designed and planned to complement the entire development by supplying a variety of mixed commercial uses to be located directly adjacent to the promenade,, and residential units (either rental or home

ownership). Actual area for these uses will be determined through the development or project review process.

The commercial development of Marina Village with its interesting and unique mix of commercial uses will contribute to creating an attractive activity center, an activity center that will serve not only residents of the development, but also visitors to Sparks Marina Park, and others.

a. Site Definition and Project Location

The Marina Village Planned Development is designed to guide the development of 32.5 acres located in the eastern portion of the City of Sparks located in Washoe County, Nevada. The site is bounded on the west by existing multi-family apartments, hotel/casino, and commercial uses across Howard Avenue, existing single family residential uses and storage facilities to the north, a combination of recreational and commercial uses and vacant land to the east and the Sparks Marina lake and Interstate 80 to the south. The Marina Village Planned Development is located on the northwesterly side of Sparks Marina and generally drains in a southerly direction toward the marina. The site has been cleared and is covered with mostly silty sands. Located to the east of the site is the People's ditch. This ditch carries storm water flows from the site through the Sparks Marina and then under Interstate 80 and into the Truckee River.

The project site consists of +/-6.52 acres located at the southwest corner of the intersection of Lincoln Way and Harbour Cove Drive in Sparks, Nevada. The site is bounded on the north by Lincoln Way, on the west by Sparks Marina Park and lake, on the south by single-family lots and on the east by Harbour Cove Drive.

b. Site History

In December 1997 the City of Sparks approved the Marina Area Plan to address the land surrounding the 80-acre "Helms Pit". It was the charge of the City of Sparks to convert the quarry site into a lake to be utilized as the center of a multi use area to serve as an economic resource for the City. The land around the lake is envisioned to provide a unique setting for new businesses, residential, tourist commercial uses and recreational purposes.

After the flood of January 1997, the quarry was filled with water, creating the lake and developing the potential for a recreational resource. This furthered the development of the Marina site and allowed initial use of the site for recreational purposes. Currently, the lake is directly surrounded by undeveloped land, which offers an opportunity for the City of Sparks to attract a diverse market including tourist commercial, recreational users, residential, and new businesses. Since the lake has excellent visibility from 1-80 and access from two freeway interchanges, this area has the potential to be a major recreational attraction.

The original Marina Village Planned Development was approved by the City of Sparks in January 2000. Since that time, much of the site has been improved and developed.

The Handbook was modified on May 22nd, 2006 to change the use of a portion of the site from hotel/commercial to mixed use commercial/residential as follows:.

- Replace a proposed hotel and pavilion with a mixed-use retail and condominium development with a parking garage, "The Villas at Sparks Marina."
- Replace a proposed "lighthouse" with Marina Square, an "iconic" building incorporating a clock tower, a restaurant on the ground floor and condominiums above;
- Change the use of the existing Waterfront Building from commercial to mixed use, with ground-level retail, office, and service retail and second and third floor town homes.

The purpose of the requested changes to the approved Planned Development Handbook is to allow for flexibility in the total number of residential units.

Goals and Policies

To achieve a quality development that will benefit the City of Sparks, the following goals and policies have been adopted for the Marina Village Planned Development. These goals and policies will be used to guide the development of Marina Village while fostering a consistent design throughout the project.

Goal 1: To enhance economic development in the marina district through the use of interesting building architecture and design.

The Marina Village Planned Development will be developed to encourage entertainment and tourist related uses in and around Marina Village. Through proper design, these uses will enhance the desirability of the Sparks Marina Park and lake and Marina Village while creating a "destination attraction".

Goal 2: To provide a variety of housing opportunities with diverse housing types and prices.

Marina Village will offer a variety of housing opportunities including single family residential and multi family residential. These homes will be developed close to new and existing employment centers and offers housing opportunities for all income levels.

Goal 3: Provide a distinct image for the City of Sparks and Marina Village by encouraging high quality development throughout the marina district.

Through design, the Marina Village Planned Development will assist in creating a positive regional identity for the City of Sparks. With the visual impact of the lake from the freeway, and the location of the lake in the eastern area of the City, this area will be seen as a "gateway to the City".

Goal 4: Provide a community that has its own identity that complements the adjacent uses.

Marina Village is envisioned as a family-oriented, multi-use community that supports the recreational theme of the project and embraces a sense of community to promote a pleasant and livable neighborhood, with support Commercial and Tourist uses. The design of Marina Village will be distinctly oriented to the lake and its recreational amenities.

Goal 5: Enhance opportunities for recreational use surrounding the lake.

Marina Village will enhance the recreational opportunities around the lake by providing additional amenities such as pedestrian and bike paths around the lake. Commercial uses such as boat docks and boardwalk amenities will enhance recreational activities.

General Land Use

The proposed land uses for the Marina Village project are uniquely designed to include an array of complementary mixed uses comprised of Single Family Residential, Multi Family Residential, and various Commercial uses. The location, arrangements, density and a mix of land uses truly shape the nature and character of a development and will be strategically designed into the master project plan. (See Figure 3.1 - Land Use Layout)

a. Master Plan

The Marina Village Planned Development will include approximately 59 single-family home sites that directly abut either the lake or waterway in the project. Homebuyers will have the opportunity to choose from a variety of traditional nautical inspired designs for their individual residences approximately 1,800 square feet. The homes that abut the lake directly will have a pedestrian/bike path that meanders around the lake with limited fencing, promoting a sense of openness for the residents located on that portion of the lake. The single family residents will adhere to a specific section of the Marina Village Planned Development Design Handbook for specifications of fencing and screening treatments, design standards, and landscaping requirements to ensure consistency with the Marina Area Plan.

Also included in the Marina Village Planned Development will be apartment buildings with approximately 240 units total located on the northeasterly portion of the site. Residents will have the opportunity to choose from a variety of floor plans. Each apartment unit will be provided with at least one covered parking space, with additional open, covered, and garage parking throughout the complex. This type of residential housing will be strategically located to enjoy the lake facilities as well as have convenient pedestrian access to the proposed commercial areas.

The Mixed Use Developments located on the north east side of the lake will encompass three sub-areas with buildings not to exceed 416,000 square feet. In addition to the buildings there will be vendor areas to provide seasonal support for park visitors in the Promenade or boardwalk area. These buildings will be designed and planned to complement the entire development by supplying a variety of mixed commercial uses. The commercial development of Marina Village with its interesting and unique mix of commercial uses will contribute to creating an attractive activity center.

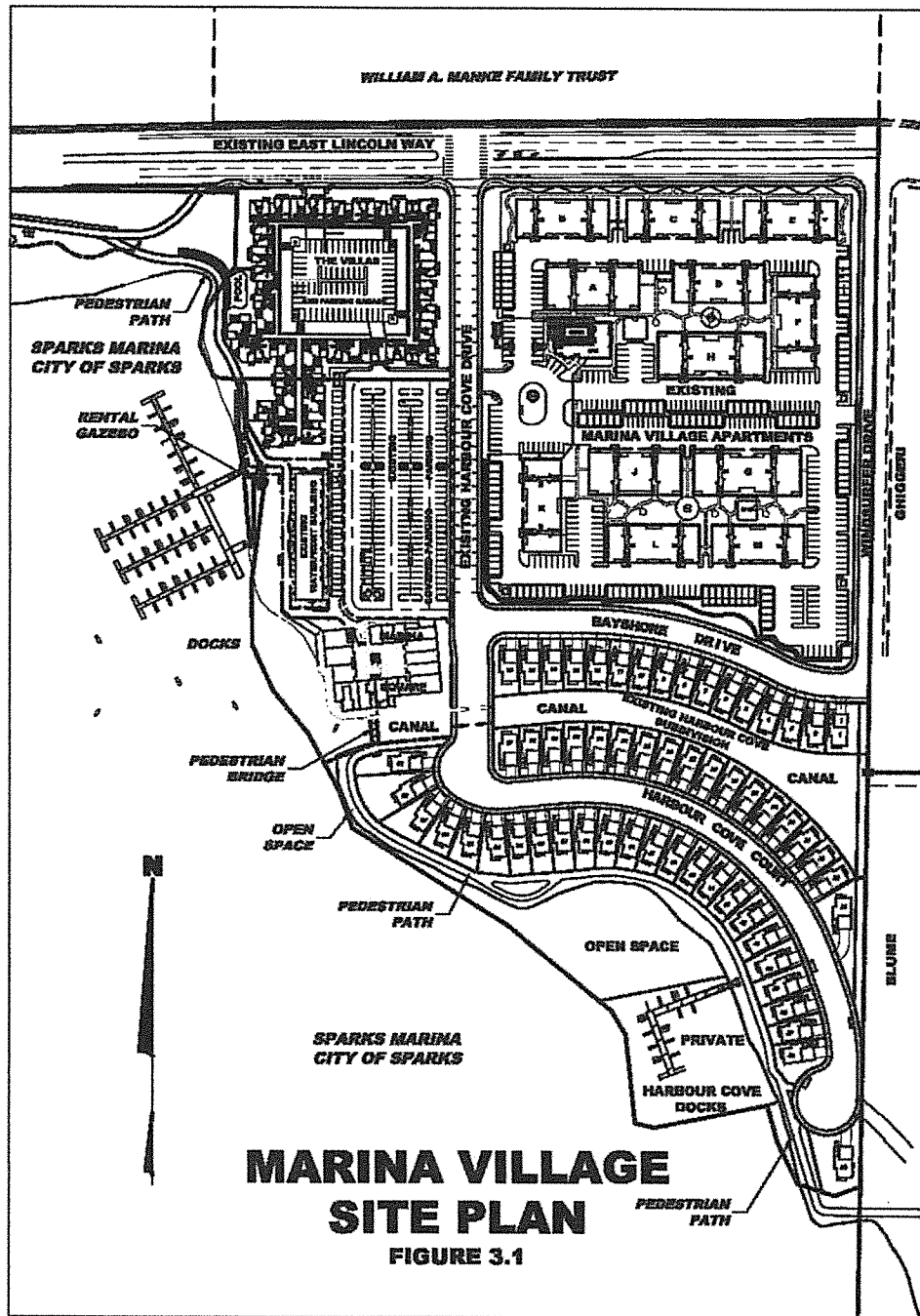


Figure 3.2 shows the approximate breakdown of the property among the various uses.

**Figure 3.2
LAND USE TABLE**

LAND USE	ACRES	PERCENTAGE OF DEVELOPMENT
<u>Single Family Residential</u>	6.60 ac	20.3%
Multi Family Residential	9.31 ac	28.6%
Mixed Use	7.45 ac	22.9%
Open Space	2.82 ac	8.7%
Right-of-Way	6.32 ac	19.5%
Total	32.5 ac	100%

Marina Village Planned Development is envisioned as creating a community with its own identity. These uses will complement each other by having a visual characteristic intermixed with compatible land uses. Following are some of the benefits of the Planned Development:

- A well planned mix of land uses, which ensure land use compatibility within the project area.
- An opportunity for the City of Sparks to further enhance the Sparks Marina Park and create a gateway to the City.
- A chance for economic development and growth in the City of Sparks with the addition of quality homes and commercial buildings.

As a part of Marina Village Planned Development, the lake will supply an opportunity for economic growth and recreational activity in the area. The development of the marina and lake will bring with it many benefits of its own. Following are some of the benefits the lake will provide to residents and visitors, as well as the City:

- View corridors from developed areas.
- A recreation amenity that will be enjoyed by people of all ages.
- A business enterprise for economic and employment opportunities.
- A large maintained open space for appropriate outdoor events.

- Increased property values to the existing residential and commercial uses directly adjacent to the lake,
- Destination for visitors to the Sparks-Reno area.

b. Physical Concept

The project property consists of approximately 32.5 acres of currently undeveloped land located on the north portion of the Sparks Marina Park. The marina borders the southerly and westerly boundary of the site, with vacant property located on the remaining sides. The project site gently slopes to the south allowing treated drainage toward the existing marina and lake area.

Soils for the Marina Village project primarily consist of silty sand with gravel, indicative of the surrounding area. While some materials on the site are remnants of previous mining and quarry operations, conditions are generally conducive to development.

Marina Village will be developed in phases over a period of years. The anticipated project components include:

- 59 Single Family Residence on 6.6 acres on the southeast portion of the site.
- 240 Multi-Family Apartments on 9.31 acres on the northeast portion of the site.
- Up to 416,000 sq. ft. of Residential, Commercial, Retail, and Restaurant on 7.4 acres located on the northwest portion of the project site.
- The residential units shall be located above or adjacent to the commercial uses. Building forms will be stacked flats and townhouses.

c. Phasing

The intent of the phasing strategy for Marina Village is to provide a balanced and effective approach to the build out of the project related to infrastructure. The phasing plan is a statement of the master developer's intentions related to the pattern and timing of construction. The phasing plan described presents a likely and logical sequence for development of Marina Village. Factors that will affect phasing plans include changes in interest rates, market demands for the various types of housing, and the availability of infrastructure.

Following is a preliminary phasing schedule that shows when and where the various uses are projected for development. Actual starting and completion dates for the phases will be a function of market conditions and a Development and Disposition Agreement between the development of the project, the City of Sparks and the Sparks Redevelopment Agency. The anticipated phasing of the individual components of Marina Village will occur in 3 stages.

Phase 1

The first phase will involve the development of the first 100 to 140 units of apartments, 30 boat docks, and 15-30 single-family homes. This phase is scheduled to commence upon completion of, or the first lift of asphalt on the following improvements. This road shall be constructed prior to combustibles allowed on site.

- The extension of the south half of Lincoln Way to the easterly boundary of the Property
- The full width of Lighthouse Drive from Lincoln to its terminus in the Single Family Residential District.
- The half street on the east property line of the Property next to the Apartments.
- The canal to the easterly boundary of the property.
- The bridge over the lake, and the waterfront sidewalks.
- Sufficient water, drainage and sewer infrastructure to meet the needs of the phase.

The proposed secondary emergency access would be the existing access to the east from Sparks Marina to Sparks Boulevard. This phase is scheduled for completion 12 months from commencement.

Phase 2

The second phase is anticipated to include the development of the first phase of Commercial Improvements consisting of one or more buildings, the balance of the Apartments, and the balance of the Single Family Homes not held for custom lot development.

This phase is scheduled to commence upon completion of, or the first lift of asphalt on the following improvements

- The north side of the Lincoln Way extension.
- The full width of street between the apartments and single-family homes.
- Sufficient water, drainage and sewer infrastructure to meet the needs of the full build out of the Marina Village Improvements.
- The full width of Lincoln Way from Howard to Marina Gateway, and the full width of Marina Gateway to Prater Way

Subsequent Phases

Subsequent phases consist of portions of the Mixed Use developments. The size of each phase will be based on market absorption. It is anticipated that three to four phases will be required. Existing amenities are present to serve the Mixed Use developments such as the bike facility and pedestrian paths. In these subsequent phases, additional amenities will be included. Active amenities are limited to a swimming pool and common area for the residential condominium phase (Marina Villas) and these amenities will be started after 40 residential condominiums have been constructed. The amenities will be completed within one year of the commencement of construction. For all other phases, amenities will include park benches, lighting and access to pedestrian paths, and they will be constructed simultaneously with the buildings.

Developmental Site Architectural Handbook

Introduction

The Marina Village Project shall be developed in a manner consistent with the City of Sparks Master Plan. The Master Plan, designates this area as TOD (Transit Oriented Development) with Land Use Designations of Mixed Residential and Residential Neighborhood. Since that time, the need for mixed-use development has continued to guide the proposed project to be developed as a Planned Development allowing for a wide range of land use alternatives. The purpose of this designation is to encourage flexibility and creativity of design and greater diversity of building types, open space arrangements and other aspects of land planning, while preserving the intent of the Master Plan.

The city council and/or Sparks Redevelopment Agency may establish a design review committee (DRC) for redevelopment project area #2 or for the Sparks Marina Park area. If established, this DRC shall be responsible for design review.

Design Standards

Design standards are ways to incorporate "details" that help in determining the appearance and future economic vitality of a development. The design standards presented here shall be used to guide development in residential and commercial areas by enhancing the appearance of the area while promoting consistent design elements throughout the project.

These design standards will be used to guide decisions regarding development of property and improvements. They are standards to show property owners what this project is envisioned to achieve. These standards will be made easily available to both residents and business owners, as well as the Design Review Committee.

The design standards for Marina Village include direction for such items as circulation and access, architectural standards, landscaping, signage, lighting, fencing, lake front improvements, street furniture, and open space. These items clarify key design parameters that will make Marina Village a cohesive, noteworthy, and distinctive development.

The Marina Village Project shall develop Declaration of Protective Covenants, Conditions and Restrictions (CC&R's) to serve Marina Village. The provisions and standards of the planned development handbook and the Sparks Municipal Code shall have precedence over any conflict with the CC&R's. The DRC shall have sole responsibility and authority in determining compliance with the CC&R's. Upon approval by the DRC, the Sparks Redevelopment Agency shall have final design approval of buildings and structures, with the exception of the single-family residents, by Sparks City Code. All buildings and structures, except for single-family residences, shall be subject to the site plan review process. The final design of buildings and structures subject to site plan review shall be reviewed for design adequacy by the Planning Commission as a business item and forwarded with the recommendations of the Planning Commission to the Sparks Redevelopment Agency for final design approval. All improvements related to public areas shall be forwarded by the DRC to the Parks and Recreation Commission for its review and recommendations to the SRA. The design of single-family residences shall conform with the design standards in the handbook as approved by the DRC.

Implementation policies and design standards of the Marina Area Plan shall be incorporated into all development projects. The detailed standards of this PD handbook shall be used to evaluate projects submitted under the handbook. Any development standard not addressed in the PD handbook shall be subject to the Sparks Municipal Code.

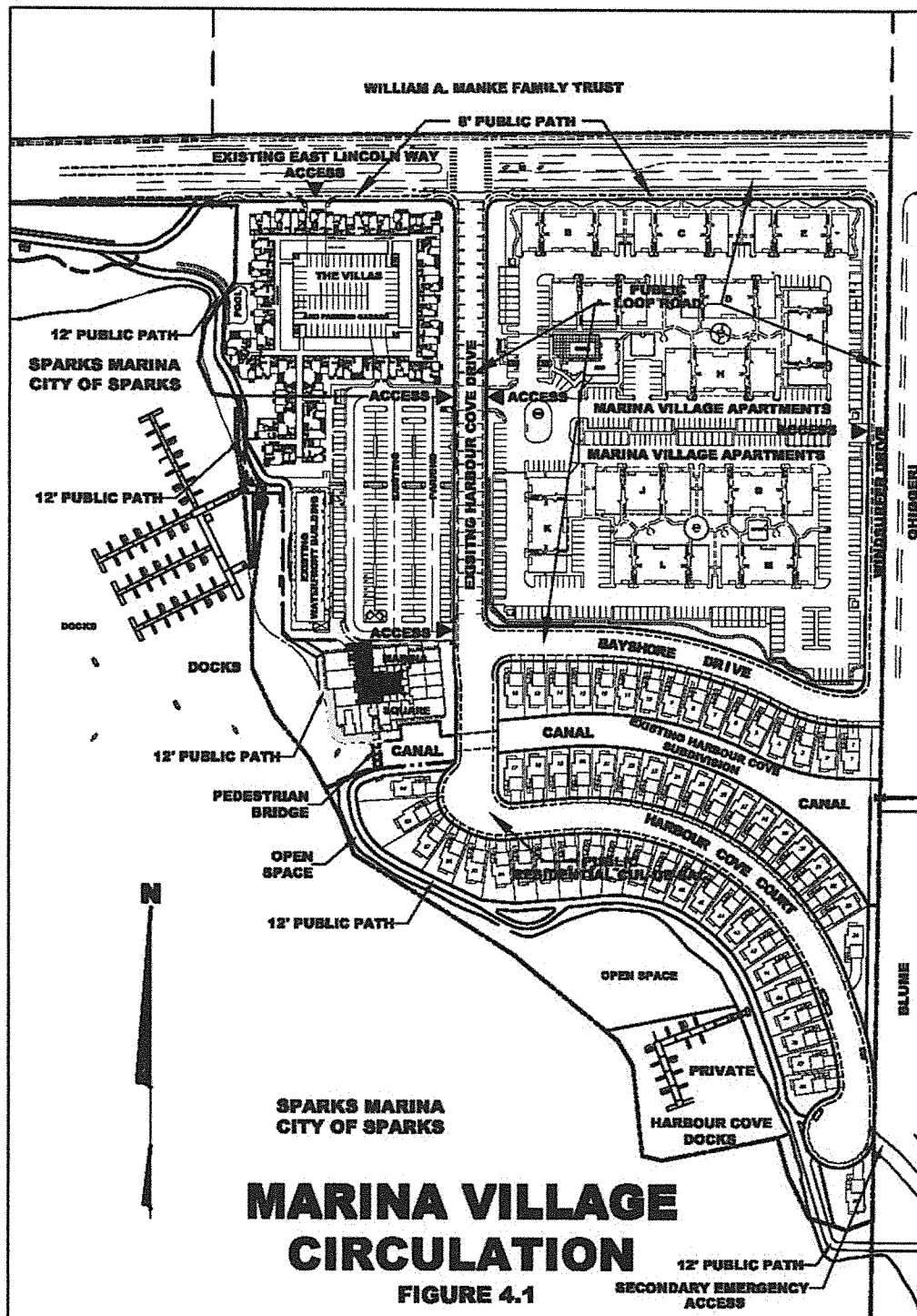
General

The following standards for the Marina Village include standards to foster and guide development of the project on such items as parking and access, architectural elements, landscaping, signage, and lighting, fencing improvements and open space. For convenience and referral, the design standards will be briefly introduced in this general section and subsequently separately into Single Family Residential, Multi-Family Apartment and Mixed Use Commercial.

a. Circulation and Access

Primary access through Marina Village will be from Lincoln Avenue. A public loop road will be created through the village allowing access to the commercial uses, as well as the single-family homes within Marina Village. See Figure 4.1

1. The parking and circulation plan of the project shall be designed so that loading activity does not interfere with other site circulation patterns. The parking and circulation plan shall reduce potential conflicts with vehicles accessing the site, and shall include limited loading activities from public view.
2. A pedestrian and biking trail shall be provided around the marina facility.



MARINA VILLAGE CIRCULATION

FIGURE 4.1

Circulation And Access
Figure 4.1

b. Architectural Standards

Marina Village is intended to be developed with a variety of architectural styles and types. The Marina Area Plan emphasizes the "marina or nautical theme" throughout the development. Architectural styles and quality will complement a distinct relationship between buildings and site design features.

1. The use of materials, colors and style shall be coordinated to achieve continuity and quality in design.

c. Landscaping

The landscaping throughout Marina Village shall integrate resource-efficient design measures and environmentally compatible plants to ensure drought-resistant and water-conserving vegetation as an integral part of the design. All landscaping within Marina Village shall be in accordance with the Sparks Landscaping Ordinance. A list of proposed trees, plants, and mulching materials shall be submitted for approval as part of the Site Plan Process. See Figure 4.2.

1. Plant species and sizes shall comply with Sparks Municipal Code standards based on location, purpose, and function. When used as screening devices, plants shall be chosen based on form and branch density.
2. Trees shall be strategically placed throughout the project to provide shade to bikeways and sidewalks. Deciduous trees and evergreen, conifer species for landscaping shall be used to add interest and diversity to the plant palette.
3. Trees shall be selected from the plant list in Figure 4.3, and in accordance with the Landscaping standards in the Sparks Municipal Code.
4. Shrubs shall be used as visual barriers to man-made elements including fences and walls. Shrubs shall be selected according to size, color, and texture and in accordance with Figure 4.3 and Sparks Municipal Code requirements.
5. Areas intended for active pedestrian use shall have lawn-type groundcover to the approval of the Parks and Recreation Director and Community Development Director. Areas surrounding park benches and trash receptacles shall utilize a groundcover of mulch, bark, or cobblestone.
6. Drip irrigation shall be used throughout the landscaped areas of Marina Village.
7. Any portion of the project site held in reserve for future development shall be seeded and maintained by the developer with a drought resistant groundcover and temporary irrigation to minimize weed growth and erosion to the approval of the Public Works Director and Community Development Director.
8. Soil testing shall be conducted to determine site-specific fertilizing recommendations.

9. Efficient irrigation will be utilized in conjunction with plantings grouped according to water use.
10. The use of berms as landscape features is encouraged where complete recontouring will occur. Architectural or structured berms (i.e. retaining walls, earth buildings, sculptural landforms, etc.) shall be designed as an integral part of the architectural and landscape theme of a project.
11. All projects shall be maintained in a neat and attractive condition. Minimum requirements include replacing dead or dying plant materials, watering, and general clean-up.
12. Landscaping located within street right-of-ways shall count towards the required landscape area.
13. Plant Material Standards
 - i. All landscaping shall be selected from the approved plant list for Marina Village (Figure 4.3). Plants not selected from the approved plant list may be used upon approval of the DRC.
 - ii. Minimum Plant Size (At time of planting):

Deciduous Trees	50% @ 2" Caliper
	50% @ 1" Caliper
Evergreen Trees	Minimum 6' Height
Shrubs	50% 5 Gallon
	50% 1 Gallon
 - iii. Density of planted areas shall be such that 90% coverage is achieved within (3) years.
 - iv. All other landscape requirements shall be in accordance with Title 20 of the Sparks Municipal Code.
 - v. The DRC and/or City and/or Redevelopment Agency may require landscaping exceeding these minimum standards.
14. Streetscaping standards establish continuity within landscaped areas and corridors for the entire project through the use of unified landscaping, signs, lighting, walls, and fencing. Streetscaping shall include buffers between roadway travel lanes, parking lots and interior parcel land uses. Streetscaping shall provide shade for pedestrians and seating areas along the promenade or boardwalk. Also, an identity and rhythm for major and minor project entries will be created.

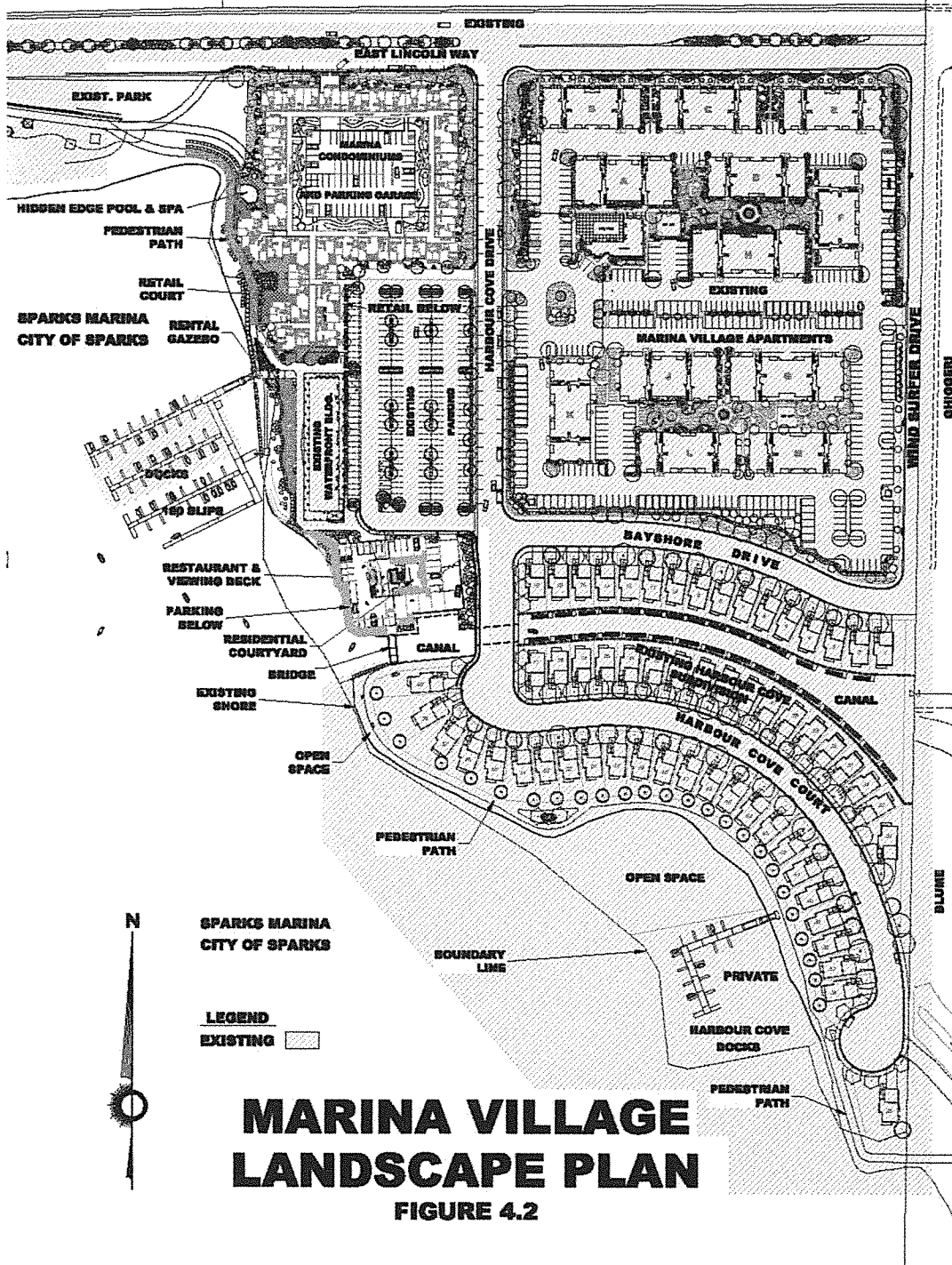
15. Parking Lot Landscaping

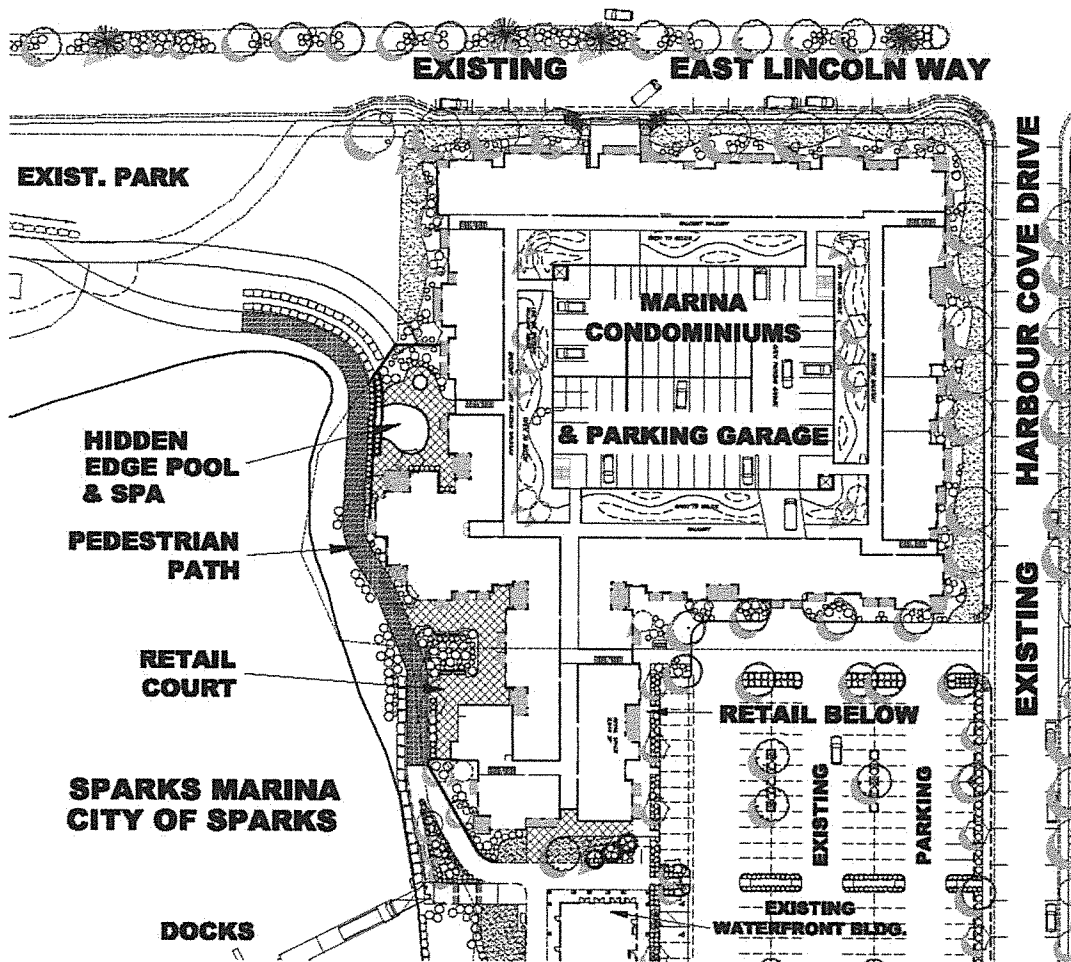
Minimum standards of Title 20 of the Sparks Municipal Code shall be met with the objective of providing a shade canopy for open parking areas. This objective will be met by, at a minimum, providing shade trees at the ratio identified in the City of Sparks standards for parking areas, i.e., one shade tree for each seven parking spaces for parking lots less than 100 spaces and one shade tree for each 10 spaces for any parking area over 100 spaces.

16. Maintenance






All landscaping within a parcel/development type boundary shall be maintained by the respective property owner(s). Landscaping within street right-of-ways shall be maintained by the adjacent property owner, notwithstanding the provisions of the landscaping and lighting districts.

WILLIAM A. WANKE FAMILY TRUST





LEGEND

-  **Deciduous Shade Tree***
50% @ 3" caliper, 50% @ 2" caliper
-  **Evergreen Tree***
6 ft. height
-  **Shrubs***
60% @ 5 gal. & 40% @ 1 gal.
-  **Lawn** - not to exceed 80% of required landscape
-  **Courtyard & patio paving**



* Plant selection per list of Suggested Plant Materials

**Marina Villas
Preliminary Landscape Plan**
Figure 4.2b

MARINA VILLAS CONCEPTUAL LANDSCAPE PLAN
Planting Detail
FIGURE 4.2(b)

Figure 4.3

MARINA VILLAGE	
<i>Suggested Plant Materials - Other species may be used upon approval by a Nevada Registered Landscape Architect with local experience and the City of Sparks.</i>	
<u>Deciduous Shade Trees</u>	
<i>Catalpa bignonioides "nana"</i>	Umbrella Catalpa
<i>Celtis reticulata</i>	Netleaf Hackberry
<i>Crataegus spp.</i>	Hawthorn
<i>Fraxinus oxycarpa "raywood"</i>	Raywood Ash
<i>Koeleruteria paniculata</i>	Goldenrain Tree
<i>Malus spp.</i>	Crabapple
<i>Prunus cerasifera "k.v. or "newport"</i>	Newport Flowering Plum
<i>Gleditsia triacanthos "iermis"</i>	Honeylocust
<i>Platanus acerifolia</i>	London Planetree
<i>Quercus rubra</i>	Red Oak
<i>Pyrus Spp.</i>	Flowering Pear
<u>Evergreen Trees</u>	
<i>Cedrus atlantica 'glauca'</i>	Blue Atlas Cedar
<i>Cypressus glabra</i>	Arizona Cypress
<i>Pinus jefferyi</i>	Jeffery Pine
<i>Pinus nigra</i>	Austrian Pine
<i>Pinus ponderosa</i>	Ponderosa Pine
<i>Pinus sylvestris</i>	Scotch Pine
<i>Picea sp.</i>	Spruce
<u>Shrubs</u>	
<i>Artemisia tridentata</i>	Big Sage
<i>Artemisia bigelori</i>	Bigelow Sage
<i>Artemisia frigida</i>	Fringed Sage
<i>Berberis thunbergii</i>	Japanese Barberry
<i>Berberis mentorensis</i>	Mentor Barberry
<i>Buddleia davidii</i>	Butterfly Bush, Orange-eye
<i>Chaenomeles speciosa</i>	Flowering Quince
<i>Cotoneaster spp.</i>	Cotoneaster
<i>Cotinus coggygria</i>	Smoke Tree
<i>Cornus stolonifera</i>	Red-twig Dogwood
<i>Crateagus monogyna</i>	Singleseed Hawthorn
<i>Cytisus spp.</i>	Broom
<i>Euonymus ulatus</i>	Burning Bush
<i>Forsythia ovata</i>	Korean Forsythia
<i>Genista lydia</i>	Dwarf Broom
<i>Hamamelis x intermedia</i>	Witch Hazel
<i>Hibiscus syriacus</i>	Rose of Sharon
<i>Juniperus spp.</i>	Juniper
<i>Lonicera japonica "halliana"</i>	Hall's Honeysuckle
<i>Mahonia aquifolium</i>	Oregon Grape
<i>Photinia serrulata</i>	Chinese Photinia
<i>Pinus mugo</i>	Mugo Pine
<i>Potentilla verna "nana"</i>	Dwarf Potentilla
<i>Prunus cistena</i>	Dwarf Red-leaf Plum
<i>Pyracantha coccinea</i>	Firethorn
<i>Rhus spp.</i>	Sumac
<i>Rosa spp.</i>	Rose

Landscaping Plant List
Figure 4.3

d. Signage

The signage and graphics within Marina Village shall be consistent with the theme of the project (See Figures 4.4a - 4.4b). A sign master plan shall require design concepts that provide identification for the residential villages and non-residential uses (See Figure 4.5). Directional signage shall also be provided for street identification, along public pathways, near canals and waterways, and for public information purposes near beach access locations. In all cases, any signs utilized throughout Marina Village will reflect a consistent design to reduce visual clutter.

Signage throughout Marina Village shall be consistent and compatible with the overall theme of the project and shall require DRC approval. Sizes, styles and configurations will vary depending on the specific purpose and building materials.

1. The Marina Village logo, consisting of two blue sails on a white background, shall be used as appropriate throughout the project. The logo shall be included as a part of entry signage. The wording on the logo, therefore, will change as needed to identify a particular area of the project. This logo is depicted on the bottom of the following page, in Figure 4.4a.
2. Signs shall be constructed of materials consistent with the Marina Village theme. Neighborhood and project entries shall be distinctive in their landscape design.
3. All signage shall be in accordance with the City of Sparks ordinances in effect at the time of use and subject to approval by the DRC and Community Development Director.
4. All signage shall be placed outside of sight visibility triangles where streets intersect with other streets and private driveways to the approval of the City Engineer.
5. Any signage shall be reviewed and approved through the City of Sparks sign permit process.
6. Individual, channelized letters, wood, tile, or metal signs with artistic components reflecting a nautical theme with indirect, open channel letter with exposed neon or halo lighting are allowed.
7. No "cabinet" signs with internal illumination, roof signs, or freestanding signs shall be allowed.
8. Directional signs shall not exceed 11 feet in height or 4 feet in width. One single face and one double face non-illuminated traffic directional sign shall be placed on Lincoln Drive (See Detail Figure 4.4a)
9. Five double-face, non-illuminated directional signs may be placed throughout the Marina Village project area. These signs shall not exceed 9' feet in height or 4' feet in width including the base and graphic on top of sign (See Detail Figure 4.4b).

1. Directional signs shall be constructed of square tube bases, arms, and supports painted grey or an appropriate color approved by the DRC. A lighthouse figure on top of the sign and the sign sleeve shall be cut out sheet metal painted grey. The directional sign shall be a 1" square tube frame with sheet metal faces painted a shade of blue with white reflective vinyl surface lettering.

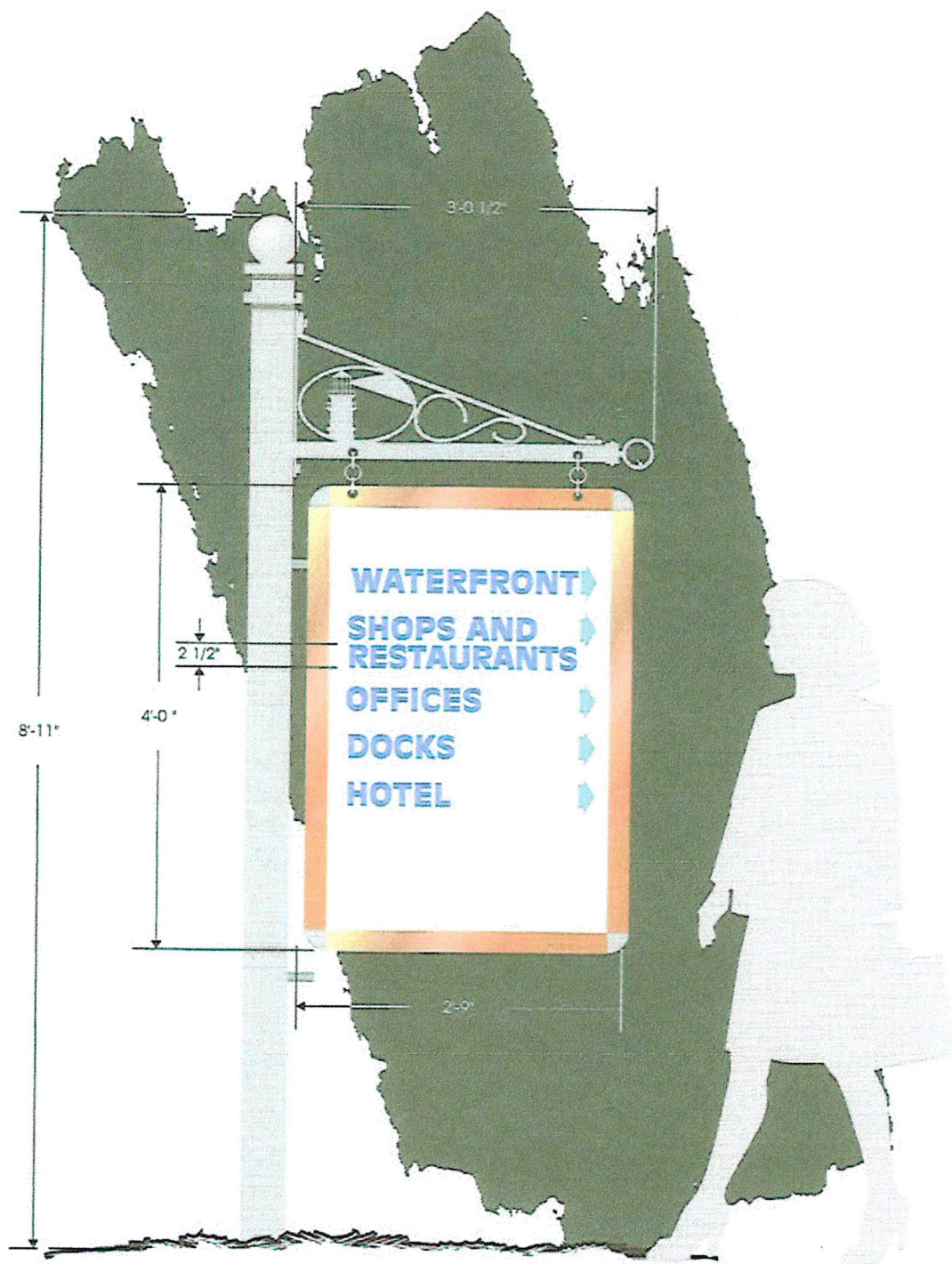


Figure 4.4a

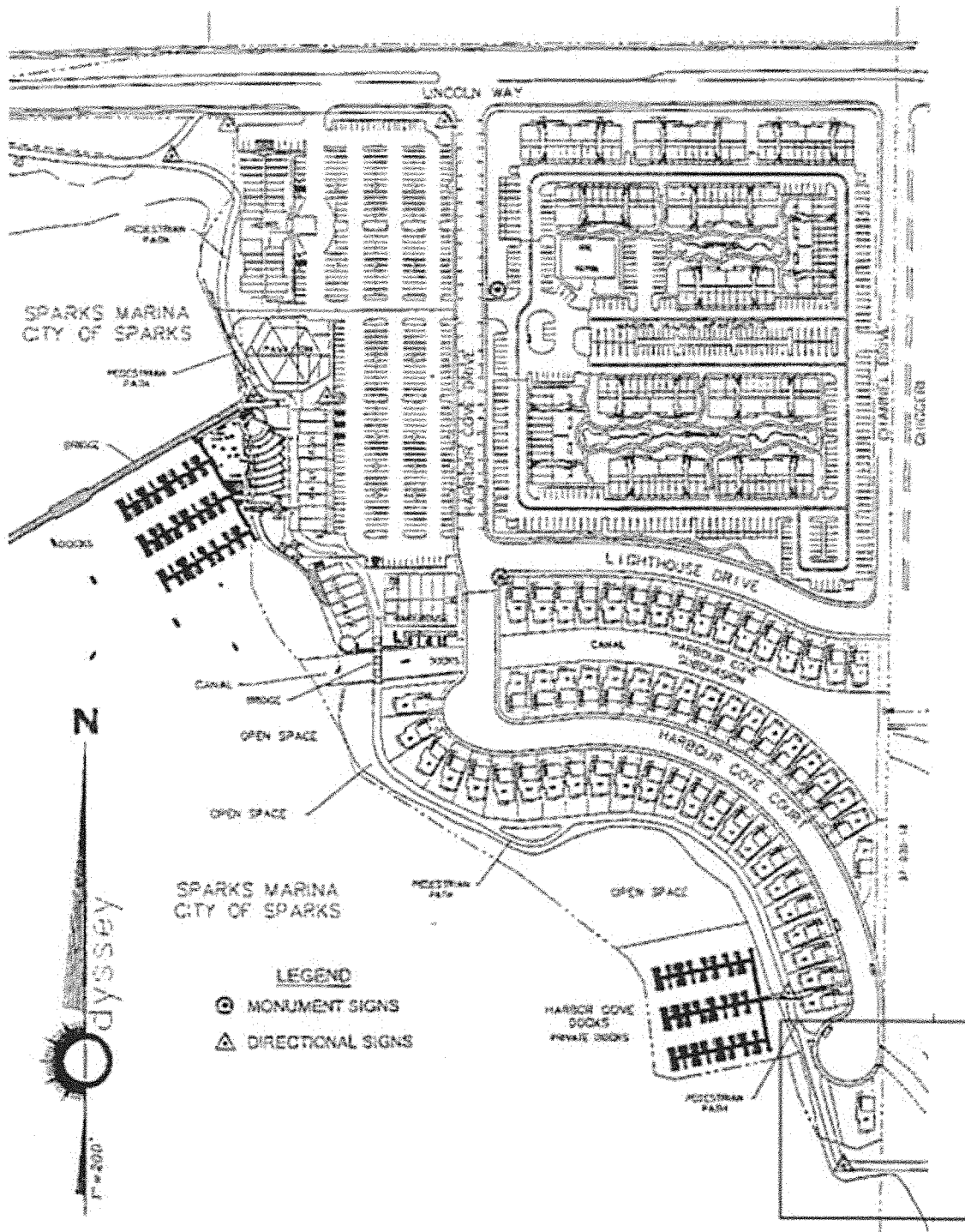
Marina Village Logo



***Directional Signs
Figure 4.4b***



Directional Signs
Figure 4.4c



Signage Plan
Figure 4.5

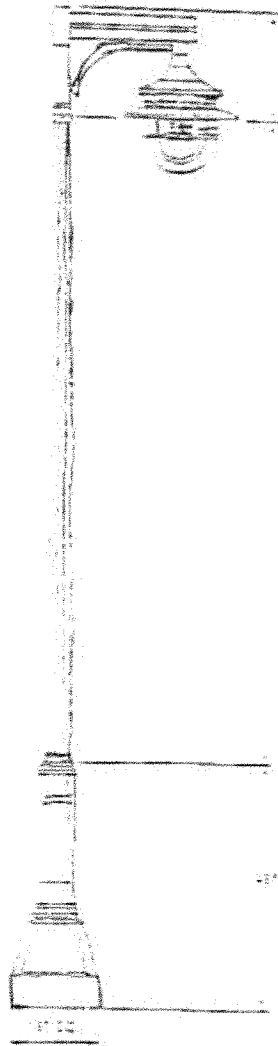
e. Lighting

Lighting shall be functional and efficient, while keeping with the design theme of Marina Village (See Figure 4.6). Lighting shall vary from larger scale illumination on major roadways to lower level lighting treatments of public walkways, building entries or residential streets. An assessment district shall be created if the City chooses to require one for this area. All lighting shall be in accordance with the City of Sparks Municipal Code and upon approval by the DRC.

1. Light fixtures shall be of a scale consistent with the use.
2. Light fixture style, type and color shall be consistent and compatible throughout the project. The style of light standards along public streets shall be consistent with the nautical theme of the Marina district and the City of Sparks standards used for lighting along the public areas.
3. Streetlights shall be strategically placed along roadways, interior walkways, and parking areas to avoid directly shining onto residential uses.
4. Light posts and signage shall be coordinated to minimize the number of poles within the development.
5. Color and illumination levels shall vary to emphasize entrances and special features. Light fixtures will be placed in residential areas and shall be of a decorative style consistent with the marina theme.
6. Low-level lighting shall be utilized along the promenade and for intimate lighting along narrow walkways, or in seating, eating or planting areas.
7. Landscape lighting or building architectural lighting shall subtly highlight unique architectural features, trees and focal landscape areas.
8. Lighting shall not directly shine off-site.
9. Lighting Details: Lamp 150W Sodium Vapor 16,000 Lumens
Luminaire Decorative Style with Arm 150W HPS 120V Cast Aluminum
Base Tapered Aluminum Shaft
10. Alternative Lighting may be used with the approval of the Community Development Director.

STABLE POLE

Cast Aluminum Base with 16 Flute Extruded
Tapered Aluminum Shaft - 16" SC Base



TYPICAL NAUTICAL LIGHTING

Typical Lighting Detail
Figure 4.6

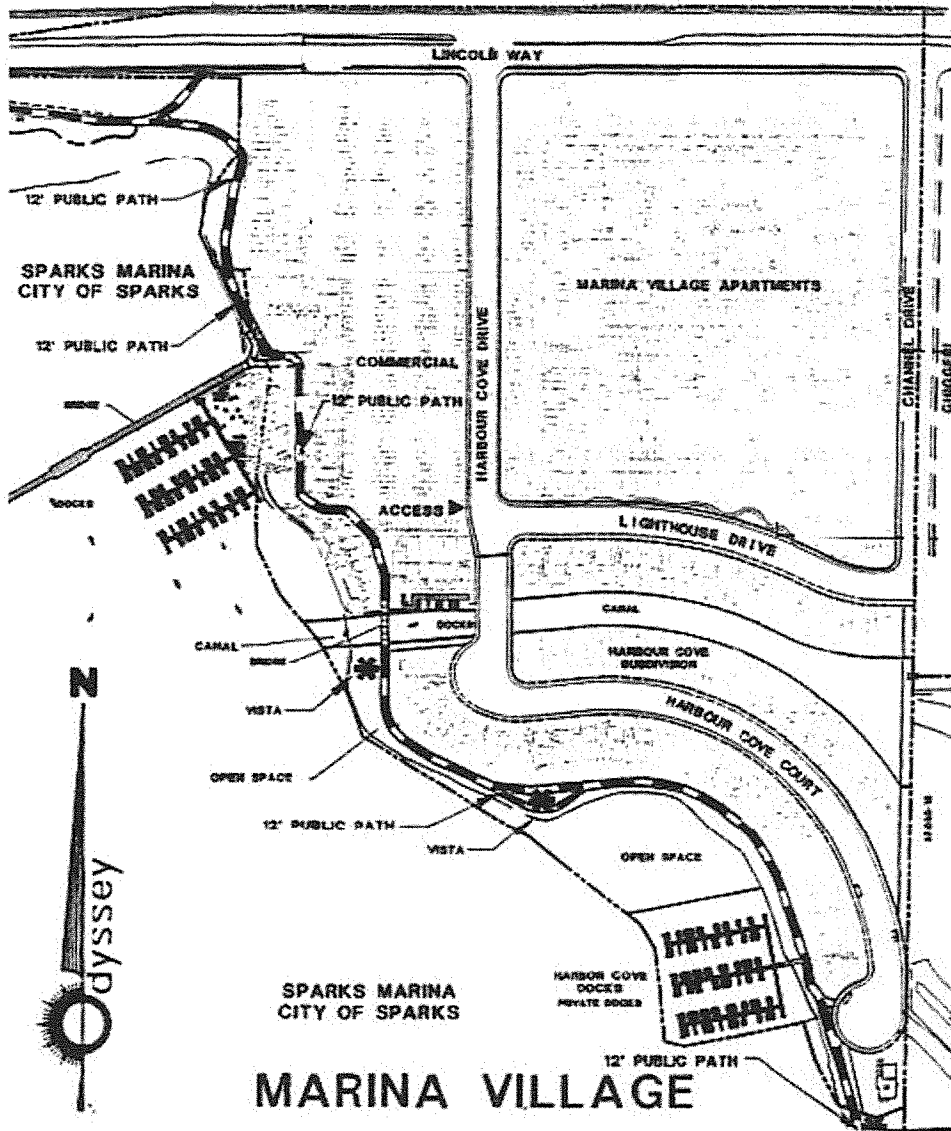
f. Fencing

Fencing within Marina Village shall substantially screen facilities and provide sound barriers, privacy, and security. Fencing shall be utilized to buffer land-use boundaries and environmentally sensitive areas. In general, the fencing throughout Marina Village shall be kept to a minimum to avoid blocking views, interrupting the open nature of development or fragmenting the land uses intended. All fences shall be approved by the DRC and Community Development Director.

g. Lake Front Improvements

The Sparks Marina Park lake is the primary focus of the development. Development in this area , including landscaping, signage, roads, fences and screening. shall blend with the lake improvements and marina

1. Public walkways incorporated into the Marina Village design shall follow the contour of the lakeshore. These paths shall be a minimum of 12 feet wide to accommodate pedestrians and bicyclists comfortably. Reductions in width (to a path not less than 10 feet wide) may be allowed with the approval of the Parks and Recreation Director. (See Figure 4.7).
2. Bicycle, skateboard, rollerblade and other recreational transportation activities shall be subject to restrictions as determined by Sparks City Ordinance.
3. Public access to the lake shall be maintained throughout the project except on private, single family residential property adjacent to the canal (see Figure 4.7).
4. The Public Path may be located within easements beneath or above private improvements. If located beneath structures, height clearances of at least 9 feet shall be maintained.



Public Path and Bike Trail
Figure 4.7

h. Street Furniture

Street furniture, such as trash receptacles, seating, bollards, bike racks, shade devices and information kiosks enhance the life of the walkway. They are especially important in tourist-oriented areas, in order to make visitors feel welcome and comfortable in an unfamiliar place.

1. Street furniture shall be provided throughout the lake area to the approval of the Public Works Director, the Parks and Recreation Director, and the Community Development Director. Furniture shall be consistent with the theme of the area and include trash receptacles, benches, and bike racks.
2. Street furniture shall include artwork that is visible to the public and is consistent with the theme of the area. Artwork shall be durable against vandalism and weather.
3. Seating within Marina Village shall be selected for either long term or short-term use. Long-term seating shall have greater comfort requirements, such as a molded back and arm rests. Short-term seating shall be integrated with planters or walls or shade structures.
4. Decorative short-term bicycle parking racks shall be provided near the front entry of buildings without distracting pedestrian access. Street corners or parking lots shall include decorative short-term bicycle parking without distracting pedestrian access and sight distance visibility triangles at intersections of roads, accesses, and driveways.

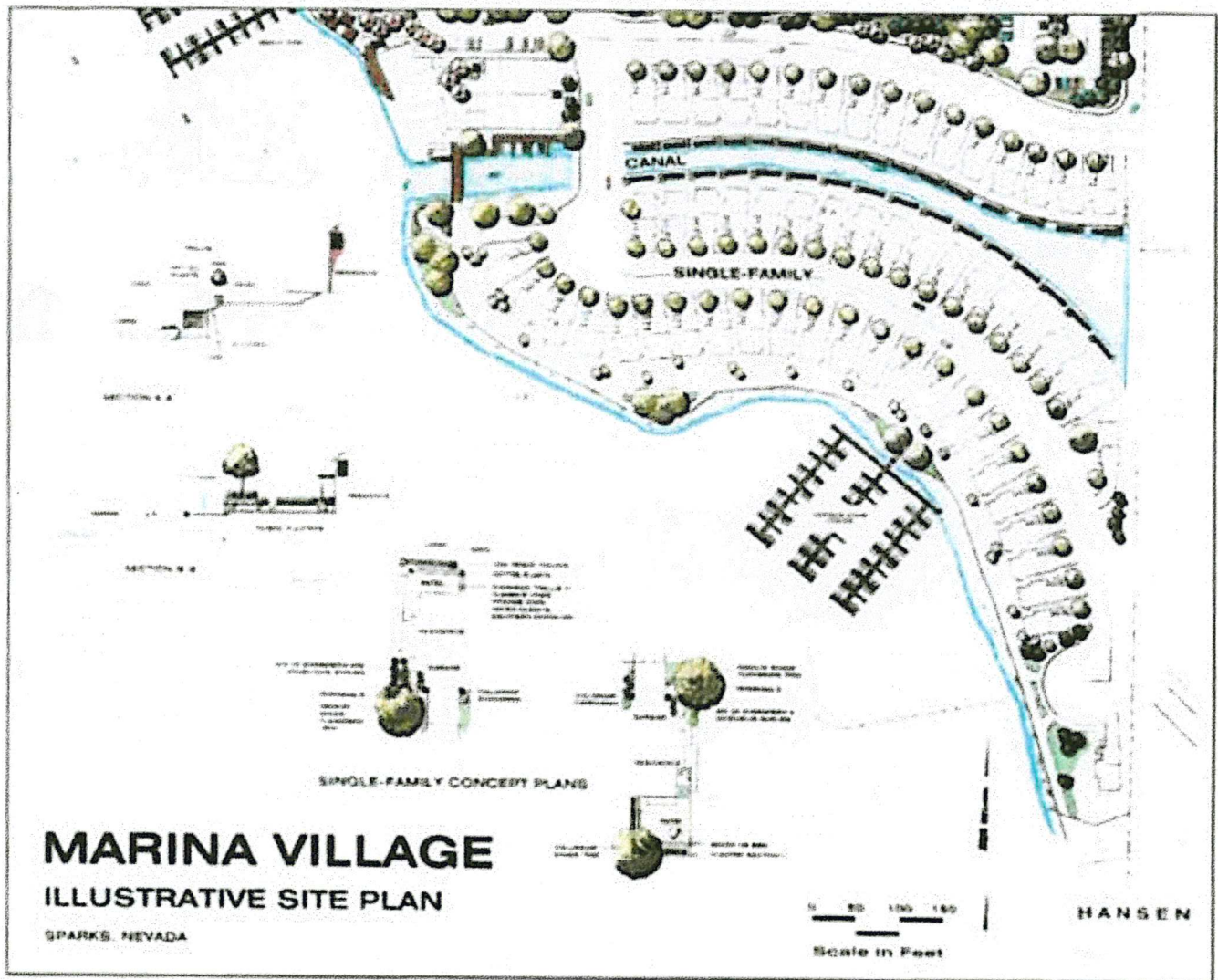
i. Open Space

Open space within Marina Village will provide scenic views and interaction with the natural environment such as the lake while providing the setting for a pedestrian and bikeway system. Access pathways shall be designed to meander around the lake facility to provide convenient access to pedestrians.

- a. Special lot patterns shall be designed that effectively provides a safe corridor for public access while providing for individual lot configurations that back onto the open space of the lake or canal.

j. Access to the Lake

Any use or facility of a commercial nature or under the control of a property owner(s) or homeowners association involving lake use or access shall be permitted only by license from the City of Sparks.



Single Family
Illustrative Site Plan
Figure 5.1

Single Family Standards

The following standards for the Marina Village include directions to foster and guide development of the project on such items as parking and access, architectural elements, landscaping, signage, and lighting, fencing improvements and open space. For convenience and referral, the design standards in this section focus on the Single Family Residential development.

Permitted Uses

1. Single family residences
2. Public facilities
3. Private boat docks
3. Accessory structures consistent with development standards

a. Circulation and Access

Primary access through Marina Village is from Lincoln Avenue. A loop road shall be created through the village allowing access to the single family homes within Marina Village.

1. Streets shall be developed wide enough to provide on-street parking and adequate emergency access within the residential neighborhoods of Marina Village.

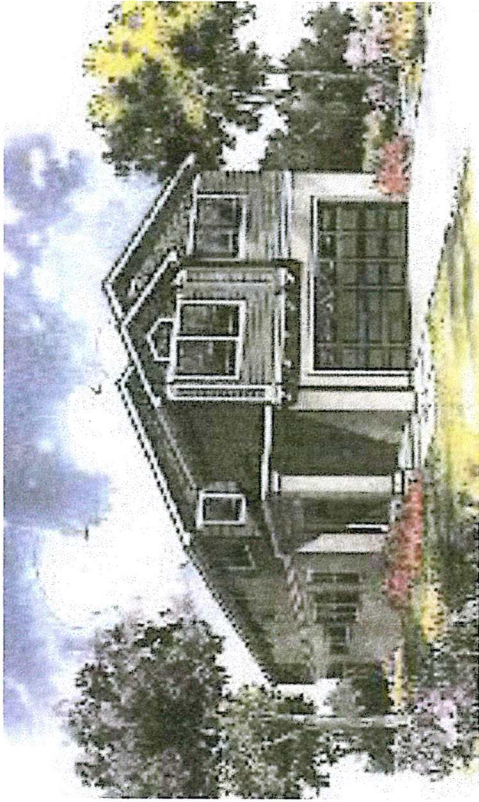
b. Architectural Standards

Marina Village is intended to be developed with a variety of architectural styles and types. The Marina Area Plan emphasizes the "marina theme". Architectural styles and quality will compliment a distinct relationship between buildings and site design features. Nautical architectural style homes and buildings shall be emphasized throughout the development (See Figures 5.3-5.13)

The Marina Area Plan suggests that development in the marina district create traditional neighborhoods with smaller homes and smaller streets. The following standards shall create a cohesive development that is unique and individual while creating a project that is consistent with the goals of the Marina Area Plan.

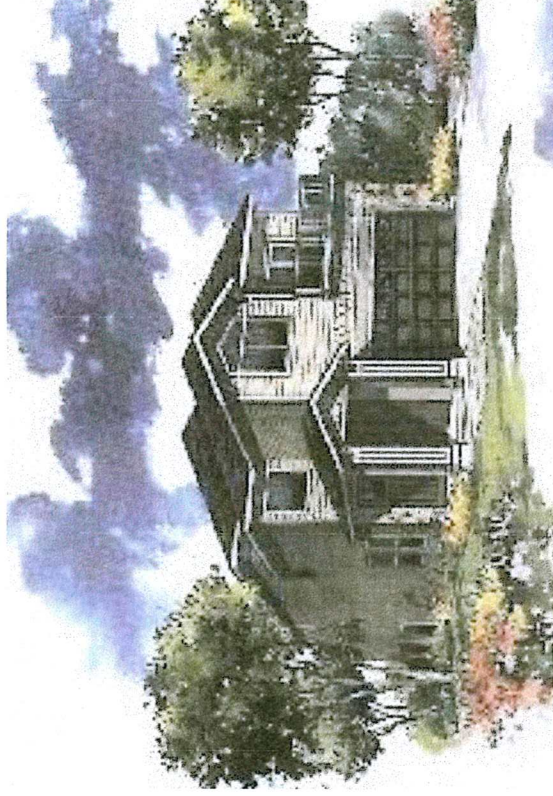
1. House scale, building heights, lot sizes, and setbacks shall relate to the site. Custom homes shall use design techniques such as post and beam construction to minimize rear yard exposure.
2. A variety of two and three story dwelling units are allowed along the canals and beachfront. Single family detached homes shall have different elevations between individual homes.
3. All garages shall be placed on the street side of the home.
4. Roof pitch variation is required. Tile, concrete tile, architectural grade composition shingles (30 year minimum), or other high quality materials allowed by this handbook.

5. Passive solar designs may be utilized on south-facing building elevations.
6. The use of materials, colors and style shall be coordinated to achieve a sense of continuity and quality in design consistent with the styles and quality of the examples photographed in this handbook.
7. The use of wood, stone and/or brick on exteriors shall be used for all single-family residential homes. Material changes and variations of wall and window surface planes may be used only with the approval of the DRC and Community Development Director.
8. Staggered setbacks and relief will allow for windows to be placed in a manner to protect the privacy of adjacent residences. Window placement on buildings adjacent to single family residences shall be restricted in the CC&R's. Small, glass block or celestial windows at least 6 feet from the floor may be used for additional lighting upon approval of the DRC and the Community Development Director and Building Official.
9. Natural light and external night lighting shall be used to enhance and articulate the buildings without glare directed off-site.
10. An automatic fire sprinkler system, type NFPA 13D, shall be installed throughout every single-family dwelling to the satisfaction of the Fire Marshal. All fire sprinkler systems shall be locally monitored by an approved agency and serviced on an annual basis.
11. Height Limitation: Maximum Thirty-one (31) feet not to exceed three (3) stories in height.
12. Yards:
 - a) Front: Eighteen (18) feet for garages and fifteen (15) feet for residences.
 - b) Side: Three (3) feet on both sides
 - c) Rear: Ten (10) feet. A minimum usable rear yard area of 500 square feet in size shall be provided for each dwelling unit. Single story rear decks adjacent to public open space may encroach 7 feet into the rear setback.
 - d) Covered patios and decks with appropriate column supports, i.e., decks meeting the City structural code requirements, up to two stories, may encroach 7 feet into the rear yard setbacks adjacent to dedicated public paths and the canal.
13. The single family residential lots (pads) may be raised up to eight (8) feet above the public path (Figure 5.17) subject to grading and drainage requirements of the City Engineer.



Newport Elevation B

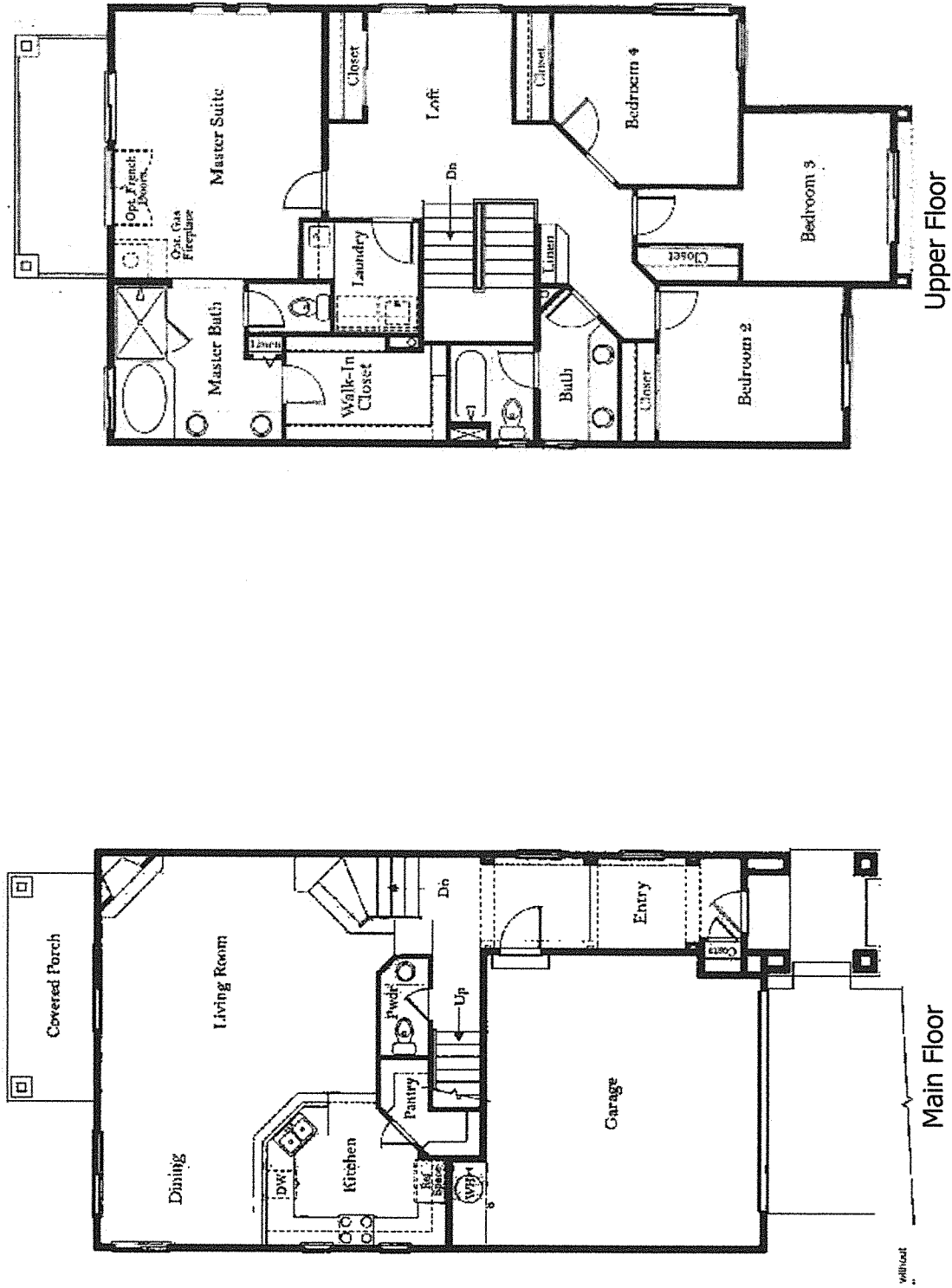
Malibu Elevation C



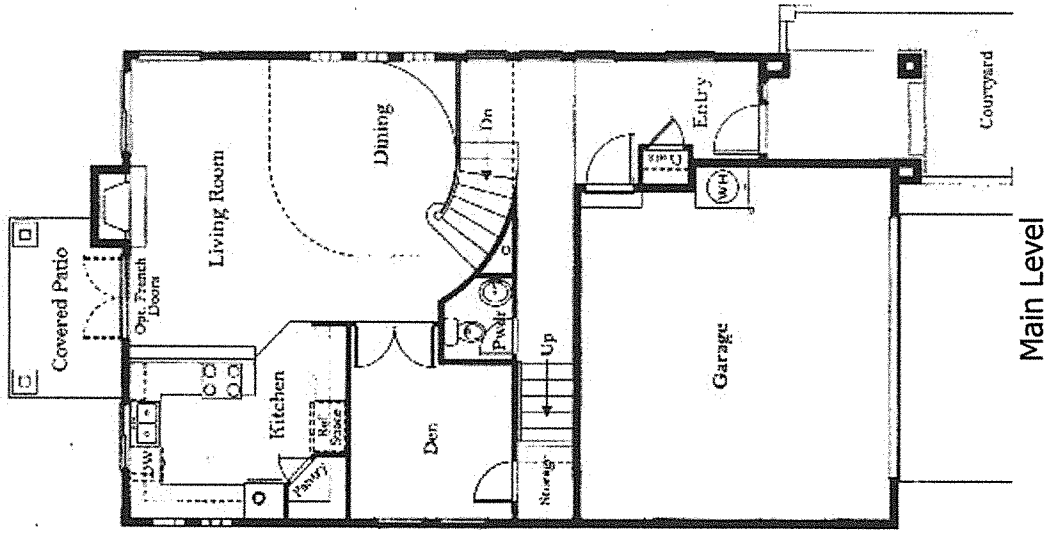
**Balboa Elevation A
Figure**

**Conceptual
Elevations
Figure 5.2**

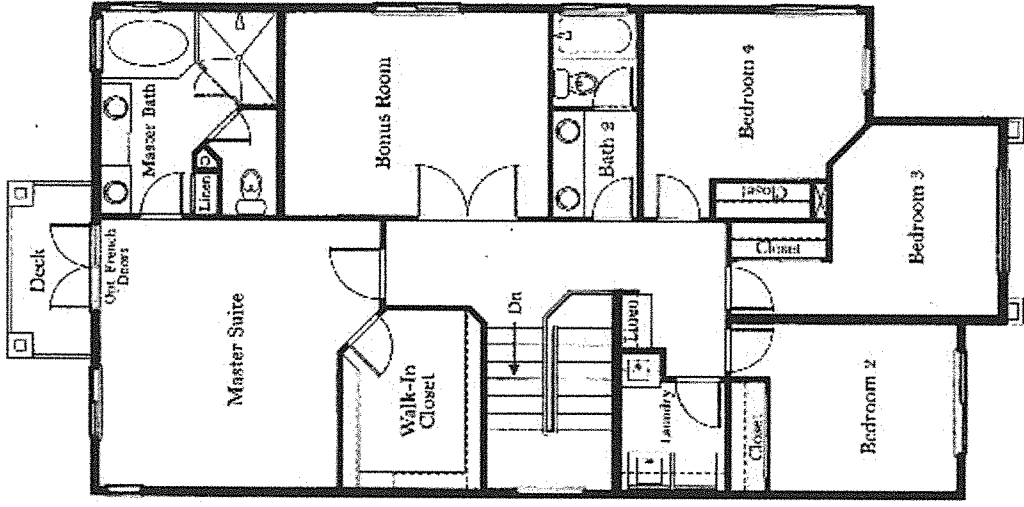




Newport Floor Plans
Figure 5.3

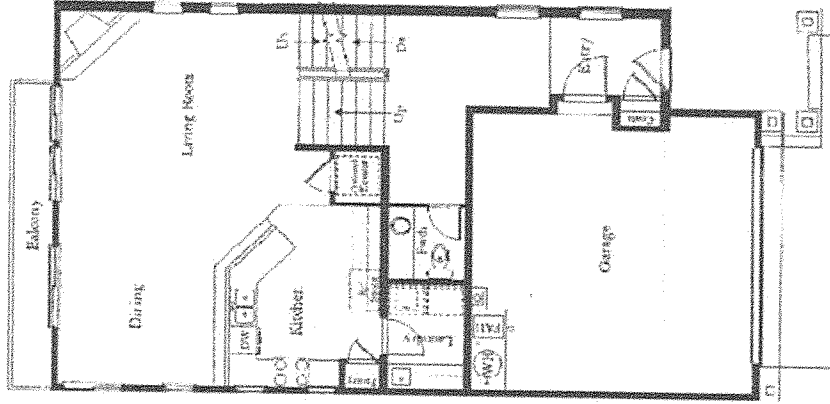


Main Level

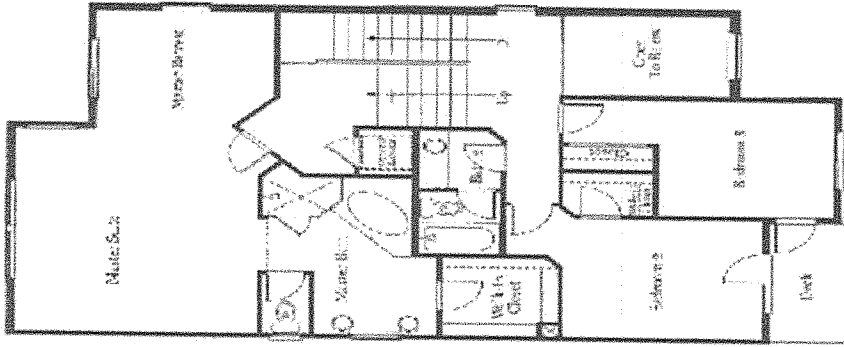


Upper Level

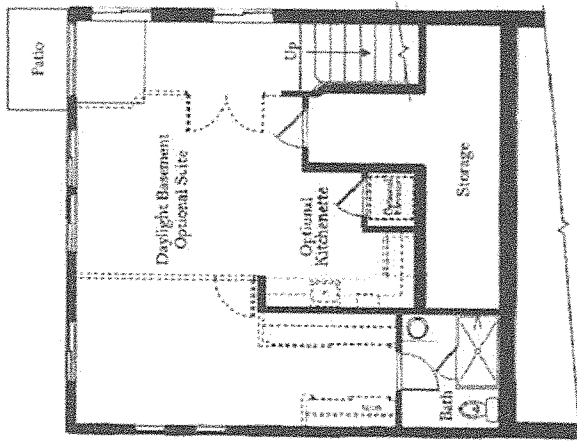
Malibu Floor Plans
Figure 5.4



Balboa Upper Level



Balboa Main Level



Balboa Lower Level

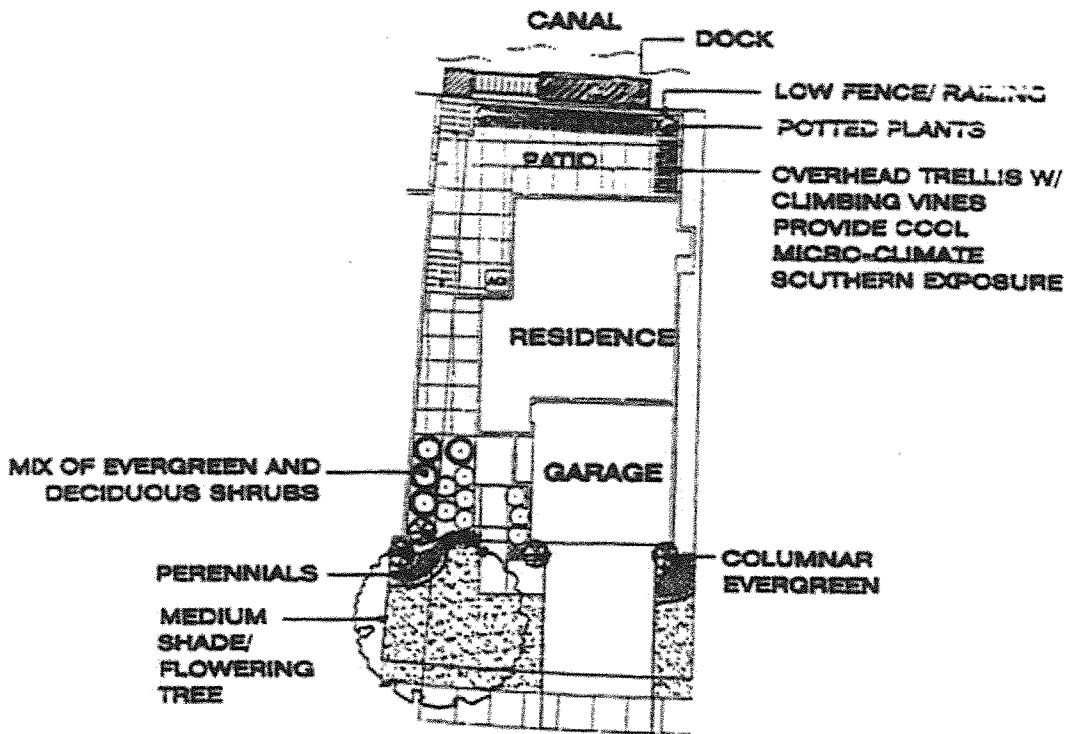
Balboa Floor Plans
Figure 5.5

c. Landscaping

Landscape architecture encompasses most areas of the plan except the private yards of individual residences, and includes the streets and pathways, and open space and common areas in the community. Landscape design shall include the formal plantings along streets and around individual buildings, the informal planting in open space areas, as well as street furniture and public art.

Although the existing landscaping plan for the single family homes does not correspond with the revised site plan for the single family homes, the landscaping plan included in this section is reflective of the expected landscaping for the revised site plan.

1. Plant materials shall be consistent throughout the common space and public areas. Diversity in plant types shall be used in residential areas to ensure uniqueness of the area.
2. Landscaping within the residential areas tied with the common areas shall be designed to create unity and variety at the same time. Landscaping palettes shall require the use of native or drought resistant materials.
3. The use of berms as landscape features is encouraged where complete recontouring will occur. Architectural or structured berms (i.e. retaining walls, earth buildings, sculptural landforms, etc.) shall be designed as an integral part of the architectural and landscape theme of a project.
4. All lots shall include landscape material and no front yards shall be more than 60% paved or covered with hardscape.



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landscape architects

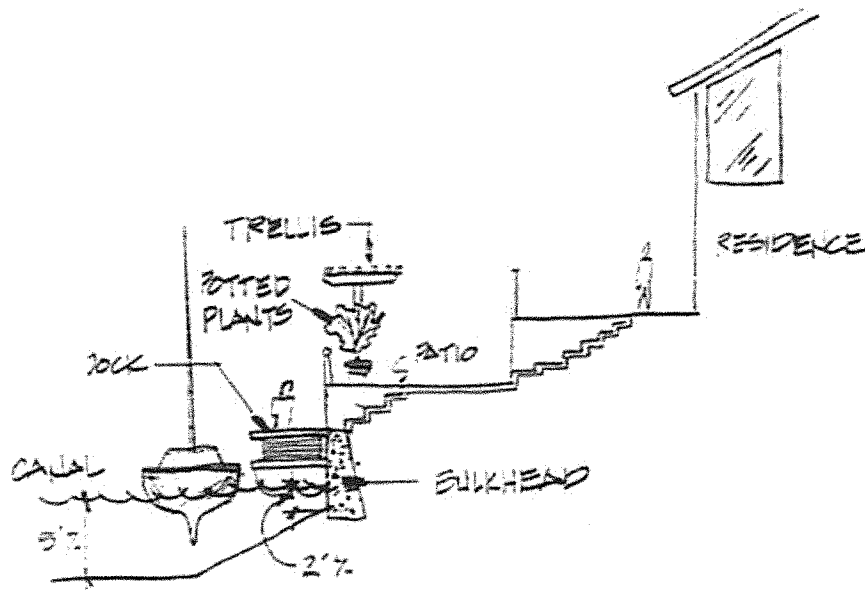
SINGLE-FAMILY CONCEPT A
MARINA VILLAGE

Not to Scale

MARINA
VILLAGE
ASSOCIATES

April 1999

Single Family Concept A
Landscaping
Figure 5.6

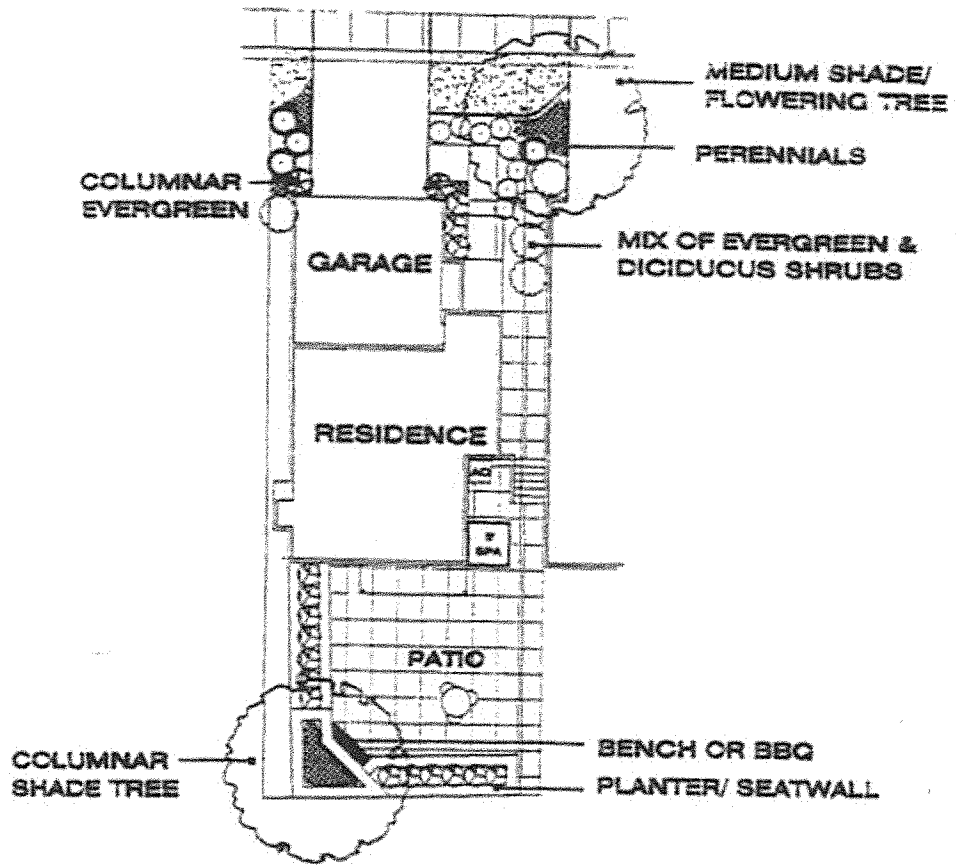


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**Single Family
Concept A Landscaping
Cross Section
Figure 5.7**

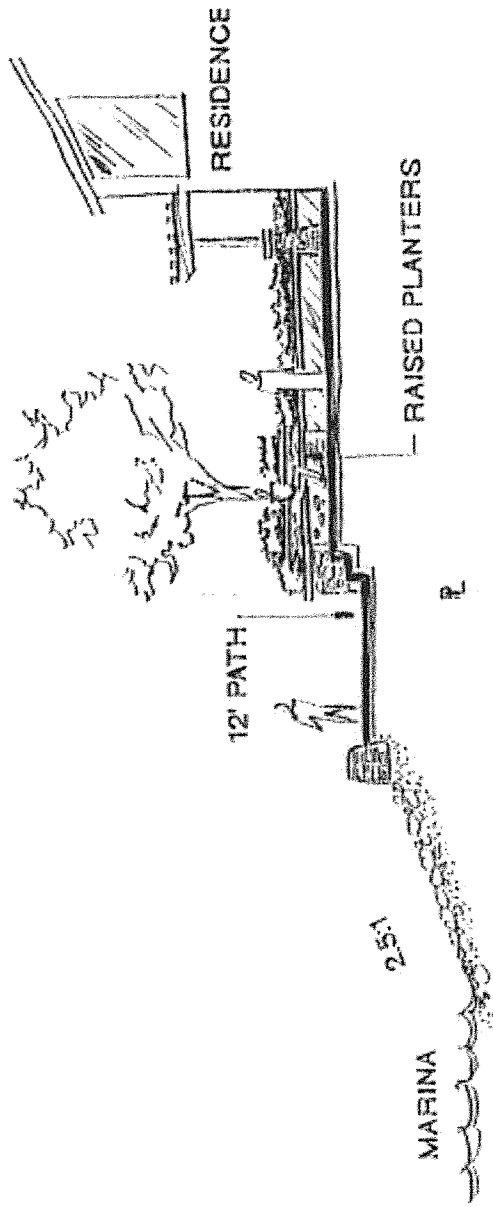


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Single Family Concept B
Landscaping
Figure 5.8



**Single Family Concept B
Landscaping
Cross Section
Figure 5.9**

d. Signage

The signage and graphics within Harbour Cove shall be consistent with the theme of the project. A monument sign shall be created to provide identification for the residential village of Harbour Cove. Directional signage shall also be provided along Harbour Cove Drive and Harbour Cove Court for street identification, along public pathways, near canals and waterways, and for public information purposes near beach access locations. In all cases, any signs utilized throughout the Marina Village project shall reflect a consistent design to reduce visual clutter.

Signage throughout Marina Village shall be consistent and compatible with the Marina Area Plan and overall theme of the project. Sizes, styles and configurations will vary depending on the specific purpose and building materials.

1. The monument sign for Harbour Cove shall be approximately 3' 6" feet in height from the base to the top of the rock wall and approximately 8 feet wide. It will be constructed of basaltite river rock veneer and a fabricated metal wheel painted to match the polished brass artwork. The sign will have floodlights mounted at the base surrounded by low lying landscaping.
2. Street identification signage for residential neighborhoods shall be regulated by the City of Sparks Municipal Code Chapter 20.55 On-Premises Signs and shall be installed by the developer. Light sources for street signs shall be indirect and screened from traffic and homes. All public signs shall be approved by the City Engineer prior to installation.
3. All house numbers shall be visible from the street.

e. Lighting

Lighting shall be functional and efficient, while keeping with the design themes set forth throughout the Marina Village project. Lighting throughout Harbour Cove shall consist of lower level lighting treatments of public walkways and residential streets. All lighting shall be in accordance with the Marina Area Plan, Sierra Pacific Power Company, City of Sparks Municipal Code and upon approval by the DRC.

1. Decorative lighting features shall be placed on street corners in residential neighborhoods to supply residents with a feeling of security. Streetlights shall comply with City of Sparks standards, Sierra Pacific Power Company standards, and lighting details set forth in the previous sections of this plan.
2. Fixtures shall be equipped with shields to direct the light to ensure compatibility with the residential nature of the overall development. Fixtures placed in the residential village of Harbour Cove will radiate approximately 10,000 - 16,000 lumens.

f. Fencing

Fencing within Marina Village shall substantially screen facilities and provide sound barriers, privacy, and security. Fencing shall be utilized to buffer land use boundaries and environmentally sensitive areas. In general, the fencing throughout Marina Village shall be kept to a minimum to avoid blocking views, interrupting the open nature of development or fragmenting the land uses intended. All fences shall be approved by the DRC and Community Development Director.

- A consistent perimeter fencing theme shall be required throughout each residential development along Marina Drive per the Marina Area Plan.
- If fencing is desired in yards adjacent to the public open space or waterways shall be open fencing such as picket, wrought iron, or glass approved by the DRC not to exceed 42 inches in height to preserve an open space feeling. Additional landscaping, planter boxes, or berming not to exceed 2 feet may replace fencing, and in the case of owners with dogs, invisible fencing may be approved by the DRC. Pet enclosures shall not be used as a property fence.
- Fencing in the front yard shall be limited to low, transparent fences, not to exceed 3.5 feet in height. Within the front yard, walls or hedges shall not exceed 42 inches in height.

g. Lake Front Improvements

The Sparks Marina Park Lake is the primary focus of the development. Development in this area shall blend with the lake improvements and marina, including landscaping, signage, roads, fences and screening.

1. Inner lots that back waterways shall have gang planks approved by the DRC that allow pedestrian access to boat docks. All gang planks and docks are now constructed and in place, which were approved by the DRC. Two types of docks are present in the development. The first type of dock is the one in the water. These docks have aluminum frame, poly dock floats and hard wood planking or its equivalent. The second type of dock is the canal dock. These docks are comprised of a plastic deck with aluminum guardrail. Building permit plans were submitted to the City of Sparks and approved prior to construction.
2. Boats or watercraft moored at docks on the lake are required to have a City permit to ensure lake worthiness and to help fund lake maintenance.



**Apartment Illustrative
Site Plan
*Figure 6.1***

Marina Village Apartment Conceptual Site Plan

The Marina Village Apartments is a 240-unit apartment project to be built on the new Sparks Marina Lake of Sparks Nevada. The Apartments will be luxury units with water features, streams, and ponds, which are not possible at other apartments in this high desert environment.

Project amenities include:

- spa,
- swimming pool,
- volleyball court,
- barbecue areas
- club house
- Exercise facility.

Unit amenities will include: fully equipped kitchens, washers and dryers in some units (hook ups in the remaining units), outdoor patios or terraces on the upper floors. Construction type will be wood frame with wood and Hardi-Plank fire resistant siding, or comparable material. Accent treatments include metal rails on balconies, and wrought iron accents.

Multi Family Standards

The following standards for the Marina Village include recommendations to foster and guide development of the project on such items as parking and access, architectural elements, landscaping, signage, and lighting, fencing improvements and open space. For convenience and referral, these design standards will specifically discuss the Multi-Family Apartment.

Permitted Uses

1. Multi family residential up to one dwelling unit per 1680 square feet
2. Accessory structures consistent with development standards.

a. Circulation and Access

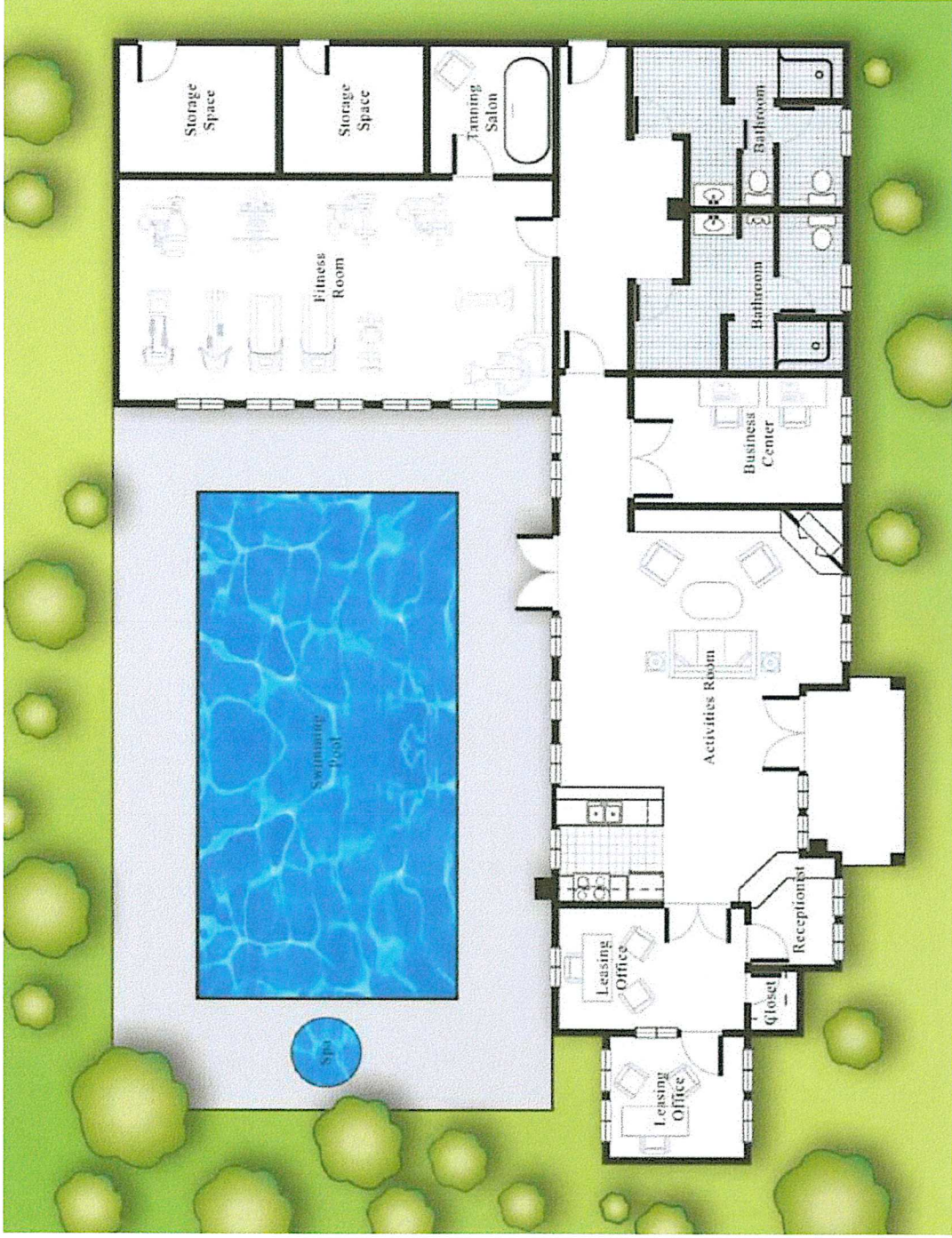
Primary access through Marina Village Apartments shall be available off of Lighthouse Drive. A loop road through the apartment complex shall be created allowing access to the apartment buildings, while providing access for emergency vehicles. Secondary emergency access will be available off of Channel Drive. Figure 6.1

- Streets shall be developed wide enough to provide on-street parking within the residential neighborhoods of Marina Village.

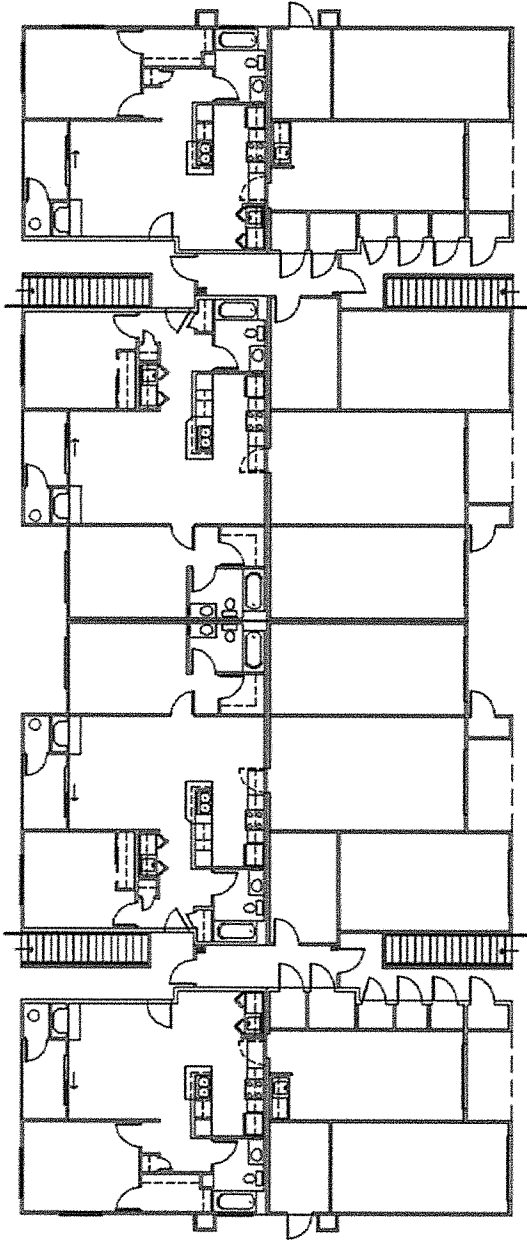
b. Architectural Standards

The Marina Area Plan suggests that development in the marina district create traditional neighborhoods with smaller streets (see Figures 6.3 - 6.10). The following standards shall create a cohesive development that is unique and individual while creating a project that is consistent with the goals of the Marina Area Plan.

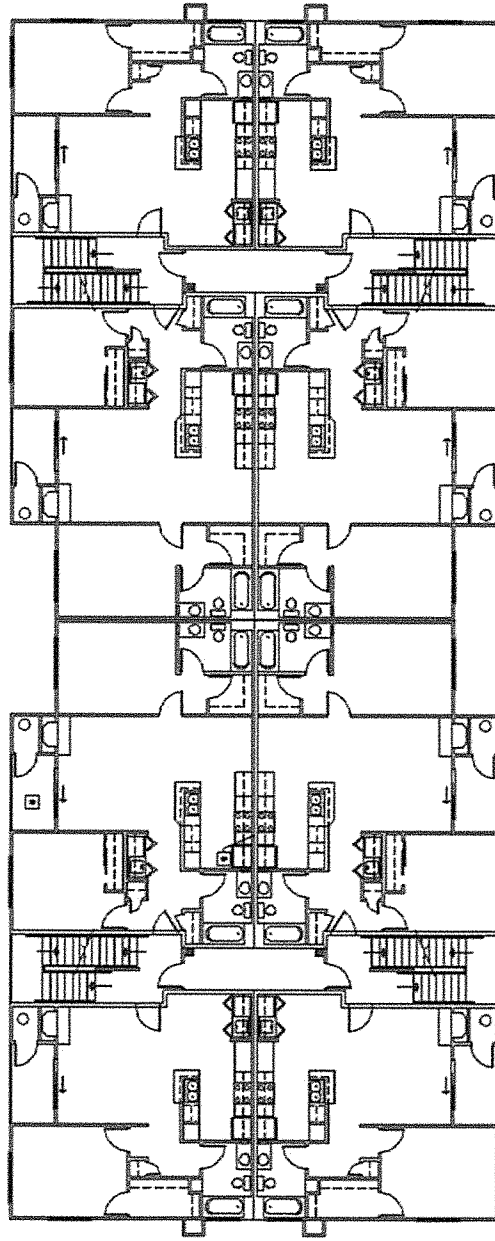
1. The use of materials, colors and style shall be coordinated to achieve a sense of continuity and quality in design.
2. Windows shall be placed to protect the privacy of adjacent residences.
3. Natural light and external night lighting shall be used to enhance and articulate the buildings without glare directed off-site.
4. Height Limitations: Maximum Forty-five (45) feet, not to exceed three stories in height.
5. Yards:
 - a) Front: Twenty (20) feet
 - b) Side Yards: Ten (10) feet between each building
 - c) Rear: Twenty (20) feet



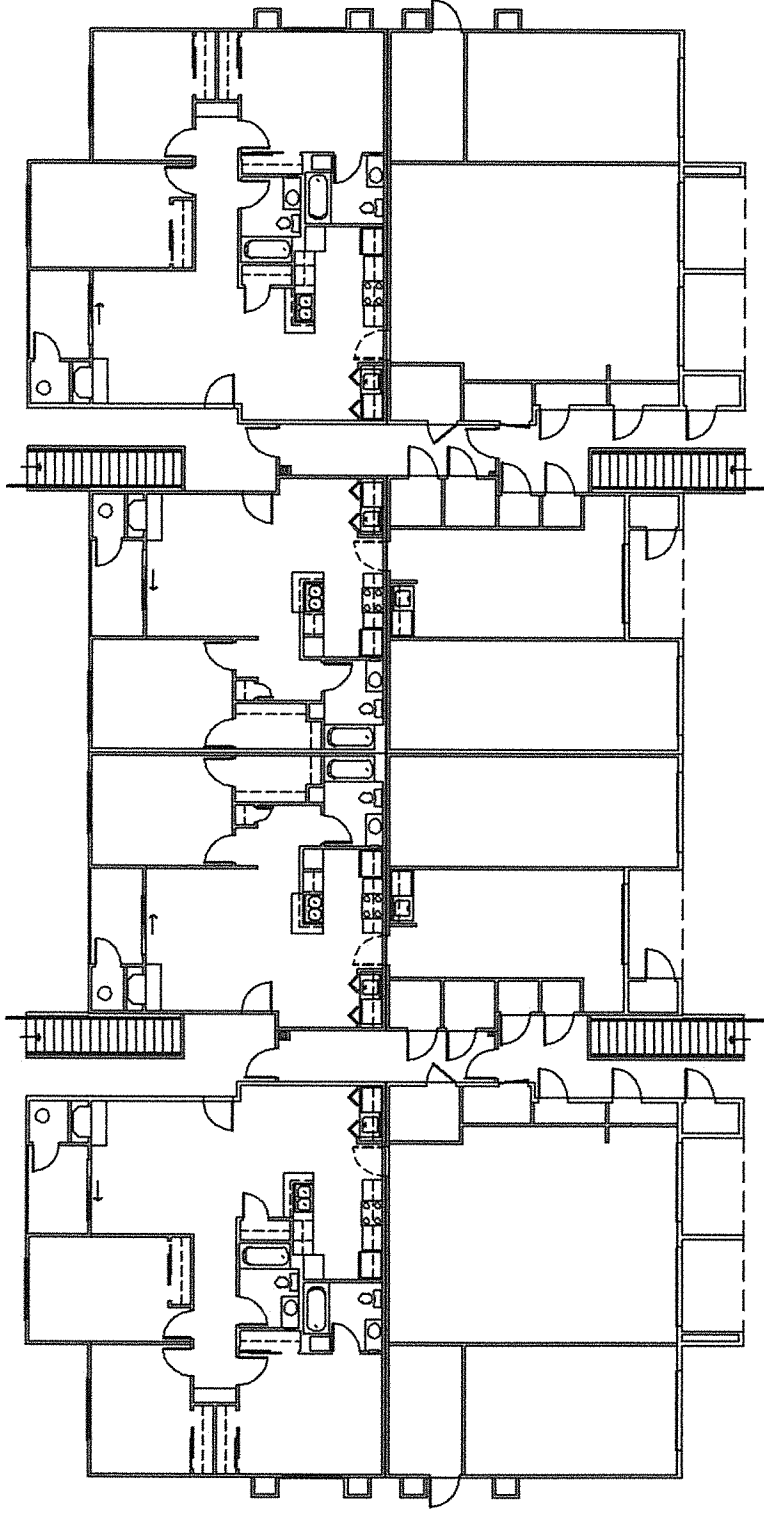
Apartment Clubhouse Plan
Figure 6.2



Building AB Floor Plan 1st Floor

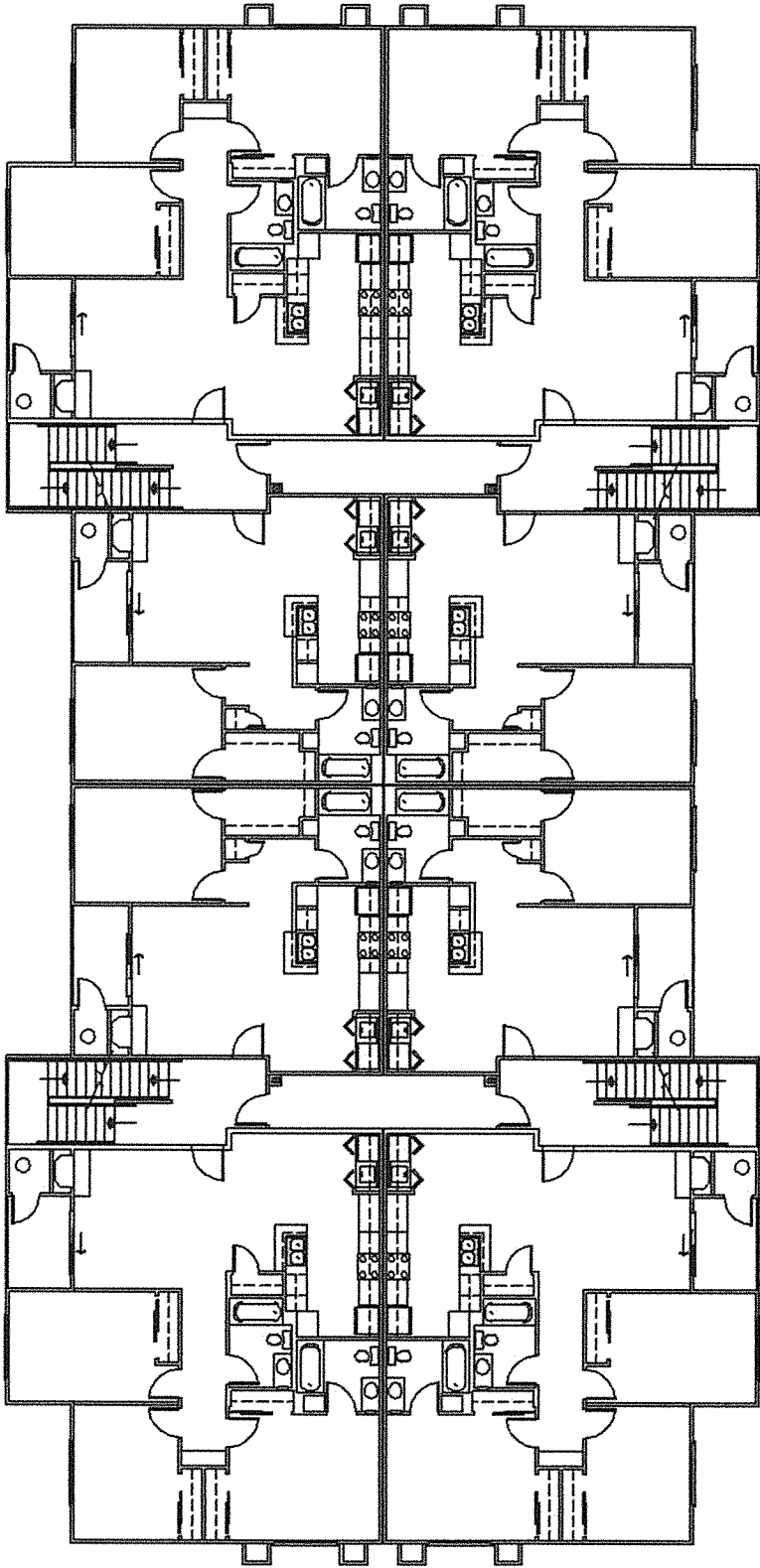


Building AB Second-Third Floor Plan
 Apartment Building
 AB Floor Plan
Figure 6.3



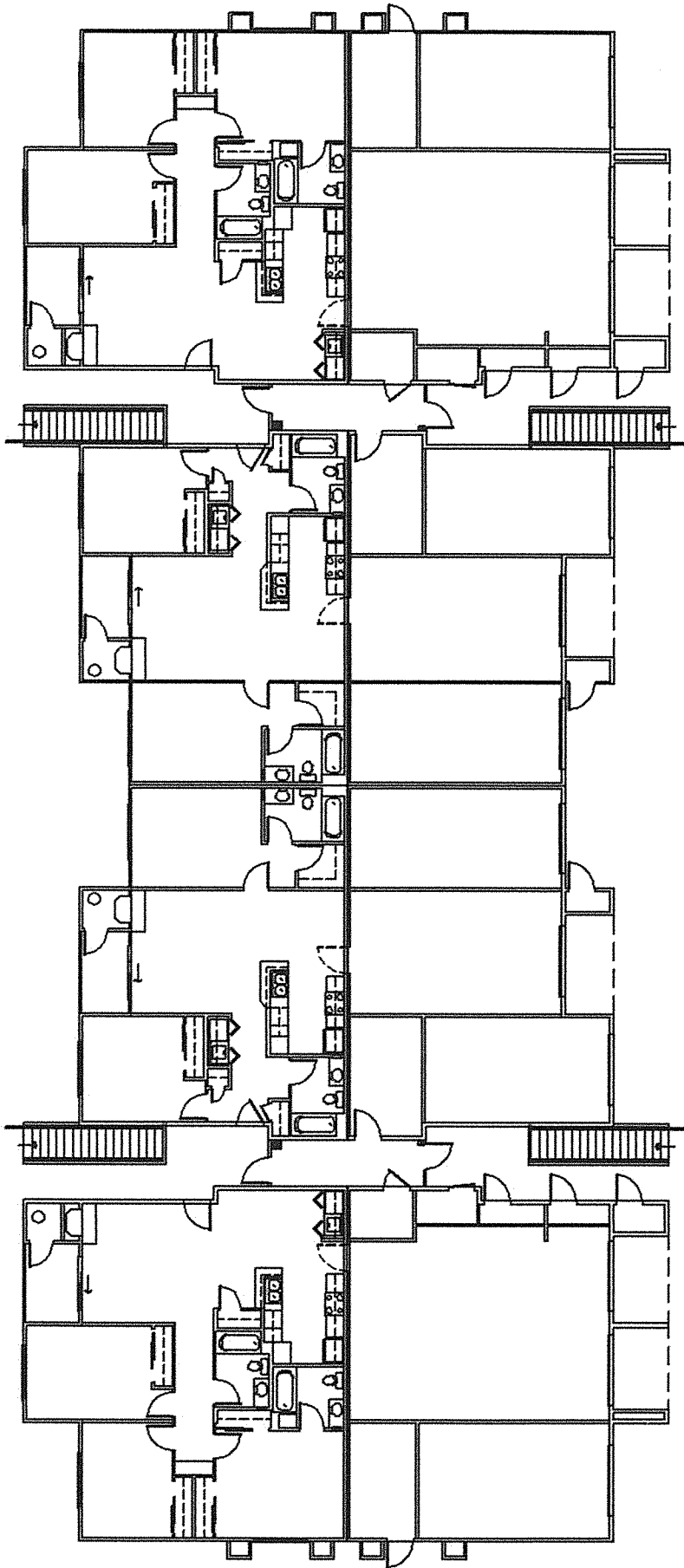
Building AC First Floor Plan

**Apartment Building
AC 1st Floor Plan**
Figure 6.4



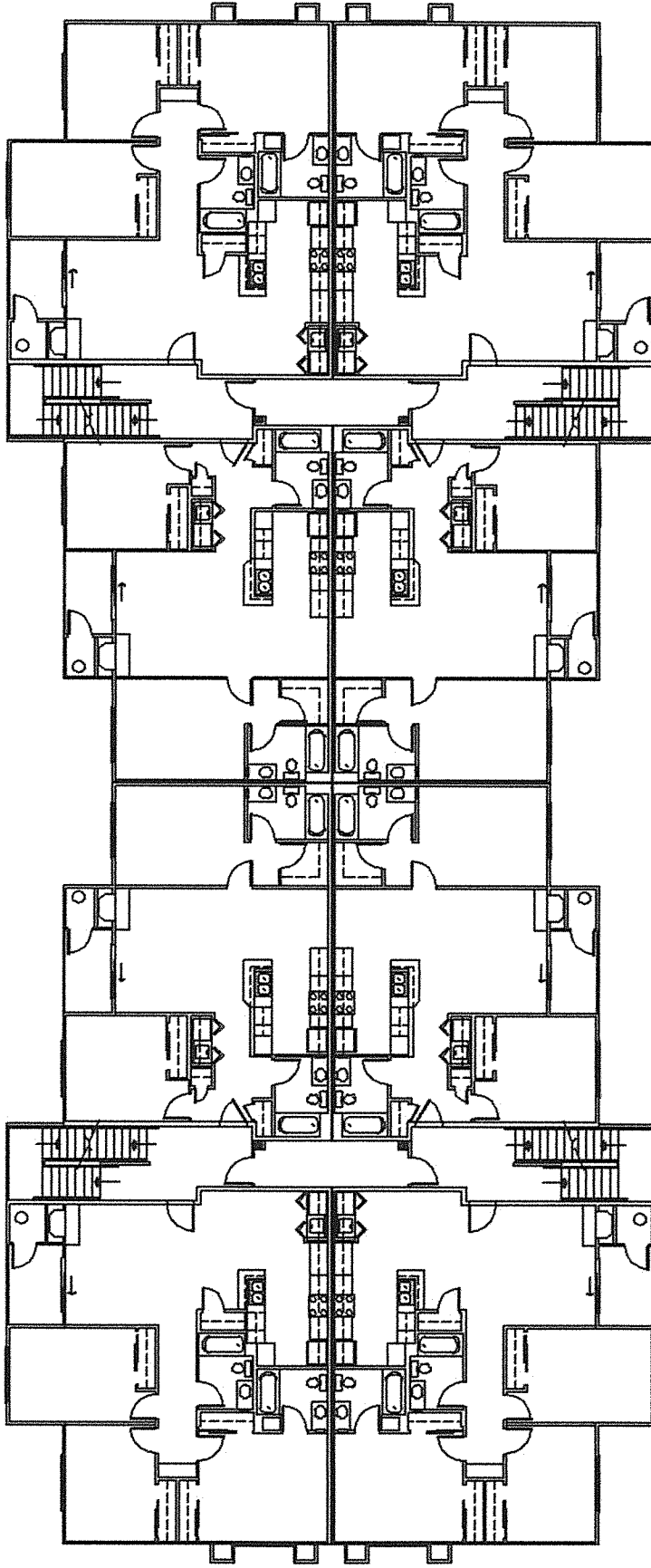
Building AC -2nd-3rd Floor Plan

**Apartment Building
AC 3rd and 4th Floor
Plan**
Figure 6.5



Building BC 1st Floor Plan

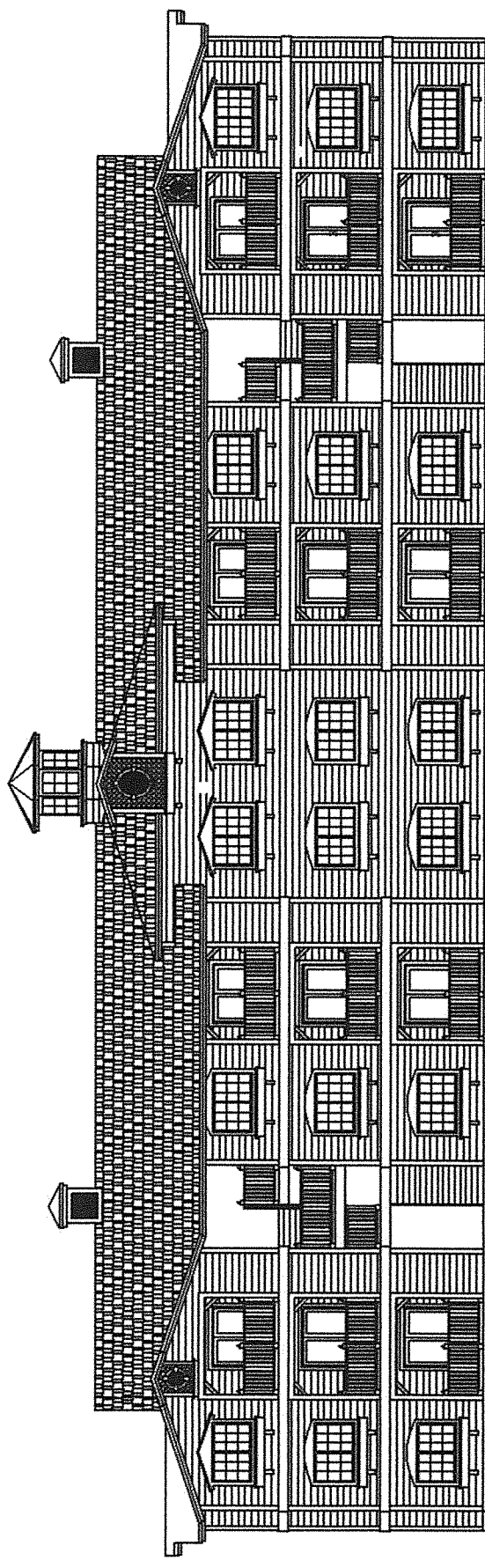
**Apartment Building
BC 1st Floor Plan**
Figure 6.6



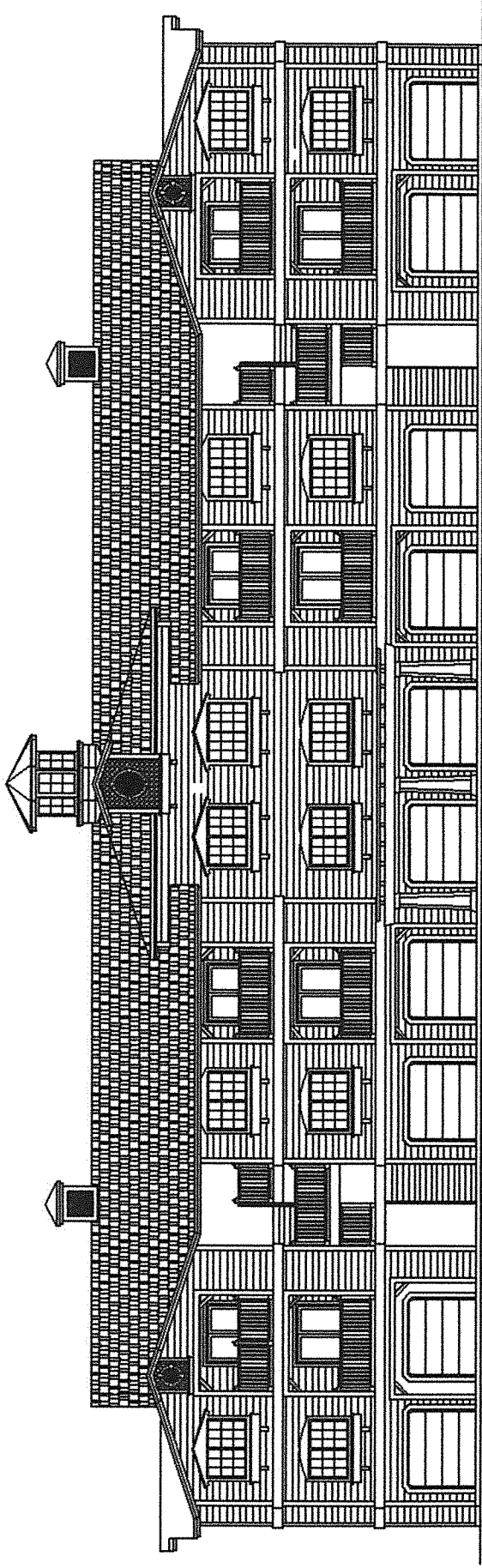
Building BC – 2nd-3rd Floor Plan

Apartment Building BC
2nd and 3rd Floor Plan

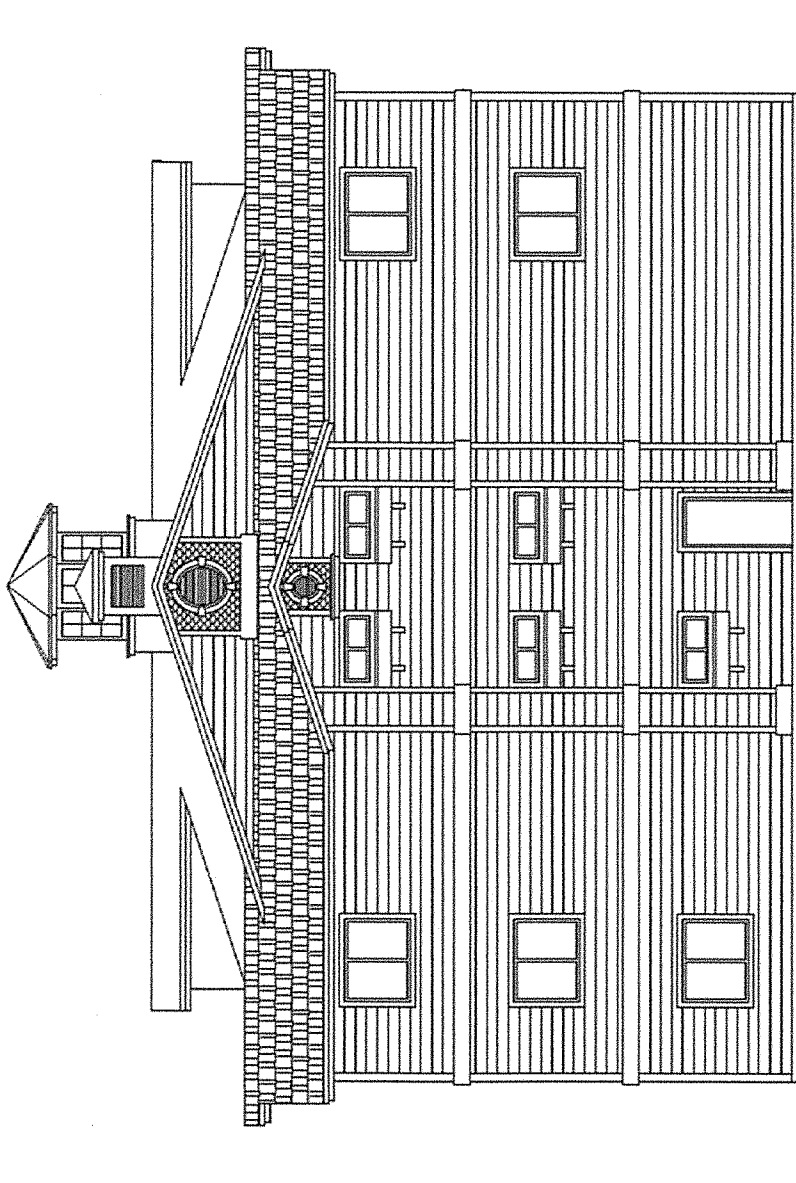
Figure 6.7



Typical Front Apartment Elevation
Figure 6.8



Apartment Elevation Garage Access
Figure 6.9

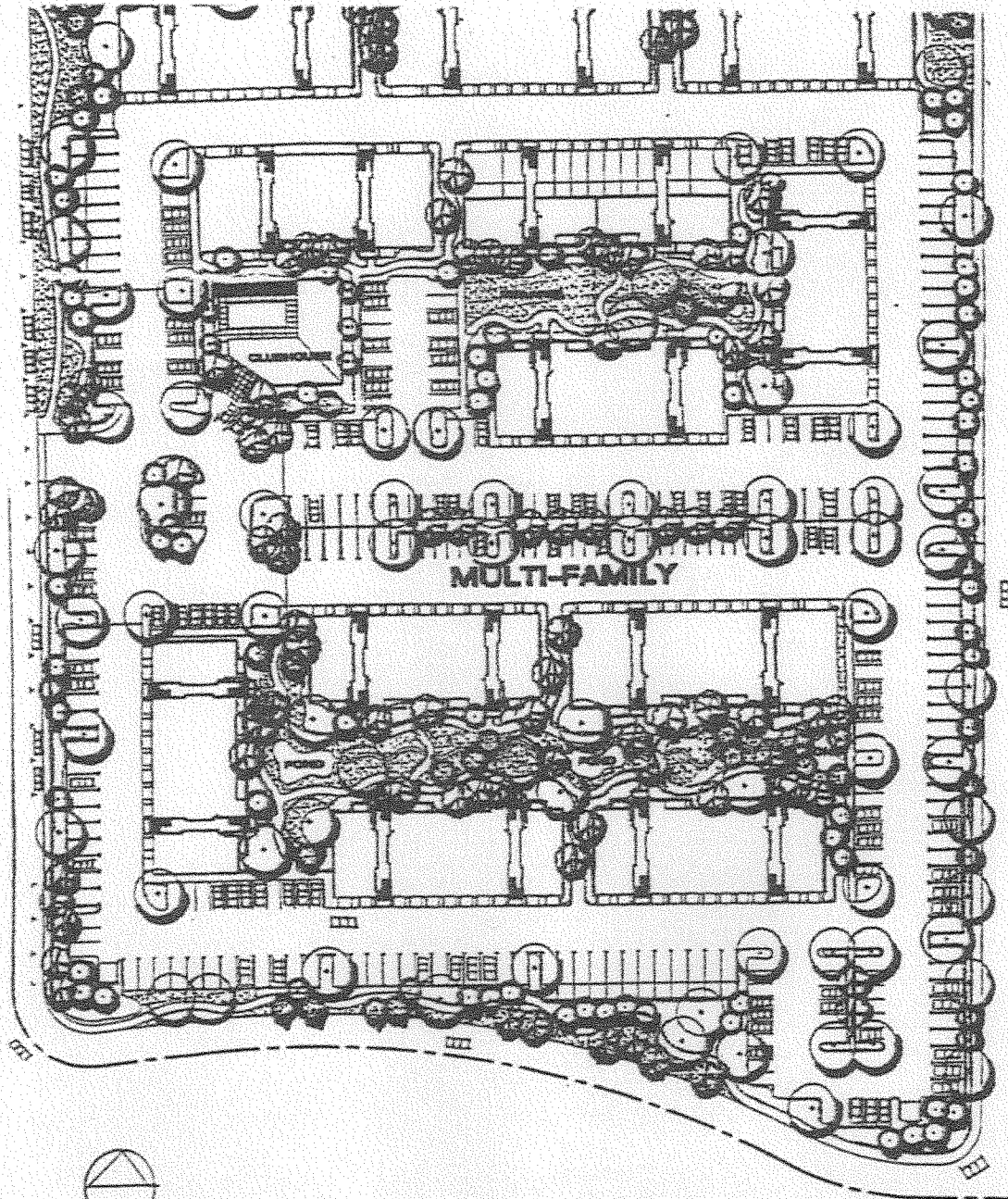


Apartment Side Elevation
Figure 6.10

c. Landscaping

Landscape architecture encompasses the open areas of the apartment complex and includes the streets and pathways, open space and common areas in the community (see Figures 6.11 - 6.12). Landscape design shall include the formal plantings along streets and around individual buildings, the informal planting in open space areas, as well as street furniture and public art.

1. The use of berms as landscape features is encouraged where complete recontouring will occur. Architectural or structured berms (i.e. retaining walls, earth buildings, sculptural landforms, etc.) shall be designed as an integral part of the architectural and landscape theme of a project.
2. Landscape and irrigation plans shall be submitted to City staff for review and approval prior to issuance of a building permit for individual parcels/development types (i.e., mixed-use commercial, multi-family, etc.), excluding single family parcels.
3. Minimum landscape areas to be provided for multi family development are as follows:
 - a. Multi-Family (Apartment Area): 20%
4. Parking Lot Landscaping
 - a. Minimum standards of Title 20 of the Sparks Municipal Code.



MULTI-FAMILY



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landscape architects

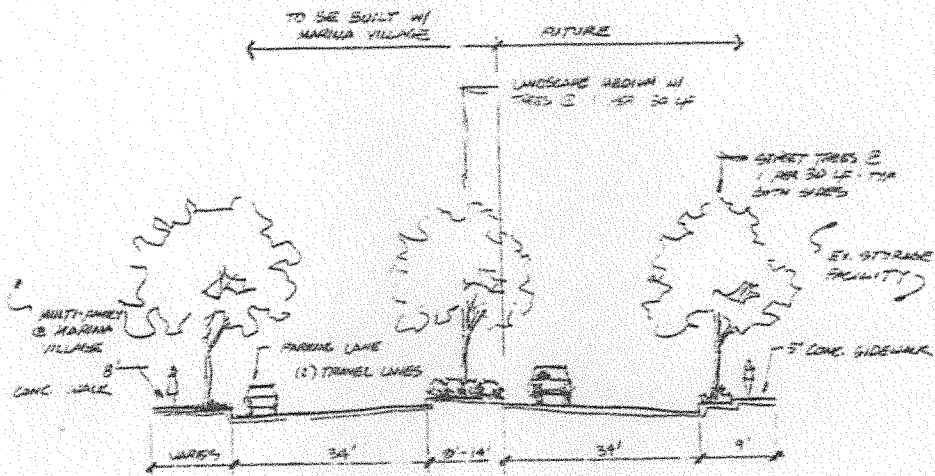
MULTI-FAMILY PRELIMINARY LANDSCAPE PLAN
MARINA VILLAGE

Not to Scale

MARINA
VILLAGE
ASSOCIATES

April 1999

Apartment Landscape Plan
Figure 6.11



TYPICAL CROSS SECTION
NOT TO SCALE

Lincoln Avenue Typical Cross Section
Figure 6.12

d. Signage

The signage within the Marina Village Apartments shall be consistent with the theme of the overall project. A monument sign will be included as part of this development. Any additional signage throughout the complex will provide identification for the various amenities and for emergency purposes. In all cases, any signs utilized throughout the Marina Village Apartments will reflect a consistent design to reduce visual clutter.

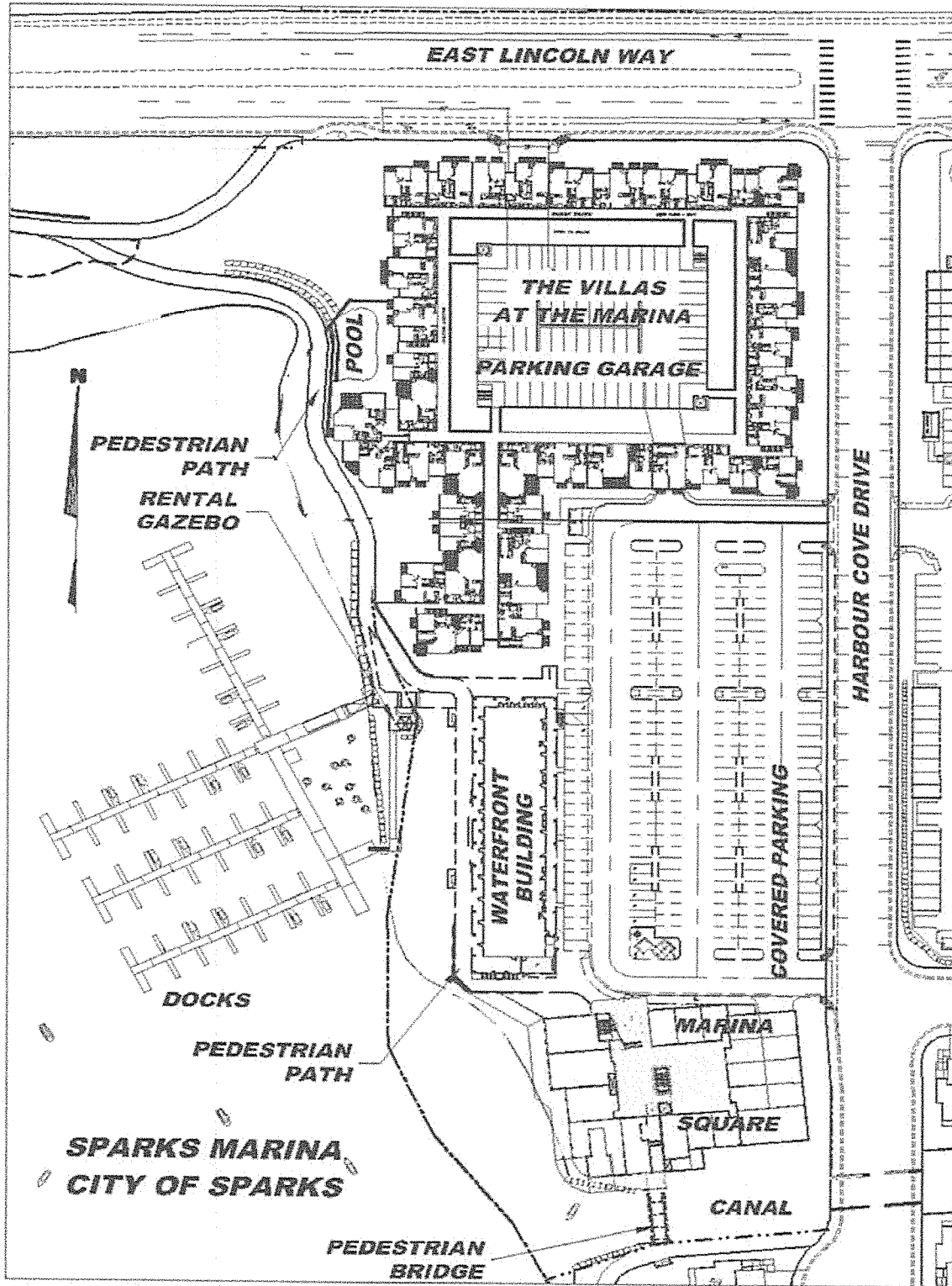
Signage throughout Marina Village shall be consistent and compatible with the Marina Area Plan and overall theme of the project. Sizes, styles and configurations will vary depending on the specific purpose and building materials.

1. The main entrance into Marina Village shall have a building location map as approved by the Sparks Fire Department.
2. A monument sign shall be included as part of this project. The sign shall be approximately 3' 6" feet in height from the base to the top of the rock wall and approximately 8 feet wide. It will be constructed of basaltite river rock veneer with a fabricated metal wheel pointed to match the polished brass artwork. The sign will have floodlights mounted at the base surrounded by low lying landscaping.

e. Lighting

Lighting shall be functional and efficient, while keeping with the design themes of the overall Marina Village project. Lighting in the apartment complex shall be a lower level lighting treatment of the public walkways, building entries and recreational amenities. All lighting shall be in accordance with the Marina Area Plan, Sierra Pacific Power Company, City of Sparks Municipal Code and upon approval by the DRC.

1. Fixtures placed in the visitors parking area shall be equipped with shields to direct the light to ensure compatibility with the residential nature of the overall development.
2. Low level lighting shall be used along the pathways to allow for safety to pedestrians



Marina Waterfront Conceptual Commercial Site Plan
Figure 7.1

Residential / Commercial Mixed Use Standards

The residential/commercial mixed use area of Marina Village consists of three sub-areas: Marina Villas, Marina Square, and the Waterfront Building. The Marina Village Mixed-Use district will blend residential and commercial uses. The Marina Villas buildings will be a maximum of five stories. The first floor may be a mix of residential and commercial uses, and the second, through fifth floors will be all residential units. The Marina Square building will have a maximum of five floors and will be comprised of all residential units. The Waterfront Building is already developed with commercial space on the ground floor. This building will have residential space – some live/work – above the ground floor commercial space and will have changes made to the exterior colors and some materials to match the Marina Villas. The Marina Village Planned Development will be developed with a variety of "marina themed" architectural styles and types. Architectural styles and quality will complement a distinct relationship between buildings and site design features. Nautical architectural style buildings shall be emphasized throughout Marina Village while remaining generally consistent with the theme of the adjacent neighborhoods. These architectural styles will pay homage to different port cities around the world. Colors of the buildings will be hues of the following: white, grey, orange, yellow, blue, red, green and beige. The building material will be wood frame or concrete panels with stucco, simulated wood siding with accents of corrugated metal. The existing Waterfront Building may have some exterior alterations and new paint colors to make it more compatible to the new Marina Villas building. Construction and development of the balance of the planned development shall be reviewed through the City of Sparks Site Plan Review Process.

The following commercial standards shall create a cohesive development that is unique and individual while creating a project that is consistent with the goals of the Sparks Master Plan.

Permitted Uses

First Floor of Marina Villas and Waterfront Buildings

1. Retail and Personal service shops (beauty salons, travel agencies, dry cleaners, shoe repair, etc.) establishments.
2. Professional Offices Fitness center, leasing office, community room.
3. Restaurants and Bars
4. Residential Units

First Floor Marina Square building

1. Residential Units

Second Floor Waterfront Buildings

1. Residential Units, Restaurants, Professional offices, Fitness Center and Community Rooms.

Third through Fifth Floor Waterfront Building

1. Residential Units, common area amenities, rooftop decks.

Second, through Fifth Floors of Marina Villas, Marina Square

1. Residential Units, common area amenities, rooftop decks.

Within all other areas of Marina Square, Marina Villas and Waterfront Building

1. Public and private recreational facilities
2. Public Facilities
3. Vendors in public areas shall comply with the City of Sparks Municipal Code. A vendor is any individual selling food, beverages, good and services or merchandise from a stand, motor vehicle or his or her person. Vendors operating in private areas shall comply with the City of Sparks Municipal Code and be approved by the Administrator. Any vendor selling food or beverages must be an accessory use to a business with

a commercial kitchen located in and licensed by the City of Sparks. Temporary structures must comply with Building Codes and are used only for seasonal operation. Additionally, before a vendor begins operation, he/she must be approved by the City of Sparks through the issuance of a temporary use permit.

The maximum new net square footage for the mixed-use development shall not exceed 416,000 square feet. The actual square footage or unit count will be determined at the time of Site Plan Review based on factors such as available parking. For residential development, the Planned Development minimum density is 24 units per acre and a minimum Floor to Area ratio of 0.75. For purposes of this paragraph, the net square footage is the finished interior square feet of all the buildings; and the "Area" is the land area of the parcel being developed, less any land area within the Sparks Marina Lake, stabilizing rip rap improvements, or the adjacent public path. For purposes of this paragraph, the "Area" is the land area of the parcel being developed, less any land area within the Sparks Marina Lake, stabilizing rip rap improvements, or the adjacent public path.

a. Circulation and Access

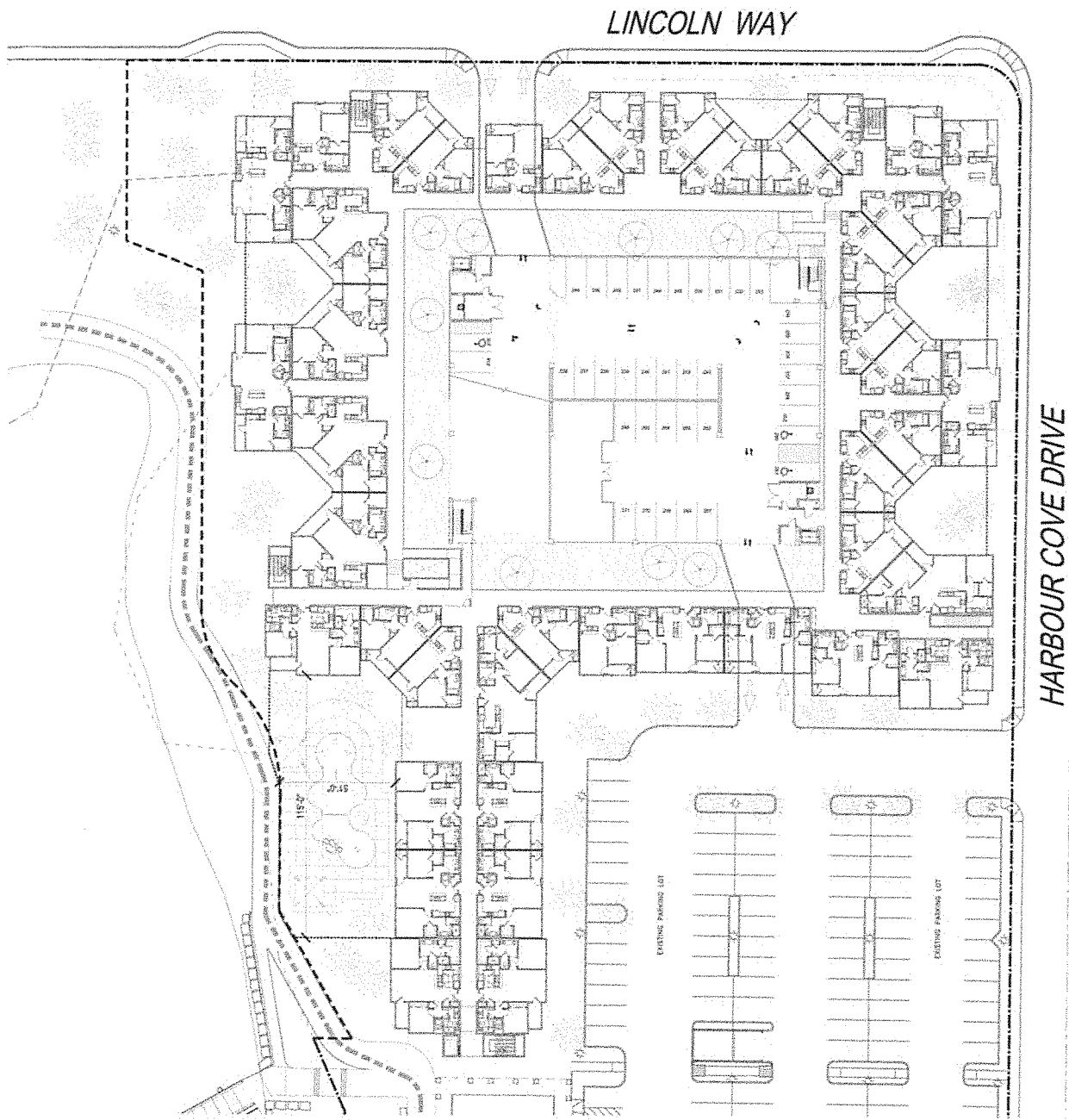
Primary access into Marina Village Planned Development is from Lincoln Avenue. A loop road, Harbour Cove Drive, shall be created through the village allowing access to the Mixed-use Commercial uses.

1. Placement of loading areas shall be sensitive to and non-disruptive of adjoining uses. Because of the water orientation, loading areas shall be placed on the street side of buildings.
2. Parking for commercial uses shall be provided throughout the Planned Development including street parking.
3. The number of Parking spaces provided shall meet or exceed the minimum requirements of the Sparks Municipal Code, , along with the available parking credits for parking geometrics contained within the Sparks Municipal Code.
4. Parking for residents will be located in surface parking lots or within parking structures. Marina Square may have an underground garage Garage spaces in Marina Square will be designated for the residents of the units. The Marina Square surface parking spaces lots will not be reserved, but mutual easements will be executed for the right to use these spaces. Marina Villa may have a 4.5 story parking structure, which is screened from public view by the building located in front of the parking structure. The parking structure will not be covered. Multi story parking structures will have emergency vehicle clearances of 8'- 9".
5. Parking shall be shared between the office/retail buildings and the guests of tenants of residential units.
6. As the project builds out, a cumulative parking analysis shall be provided for the review and approval by the Administrator.

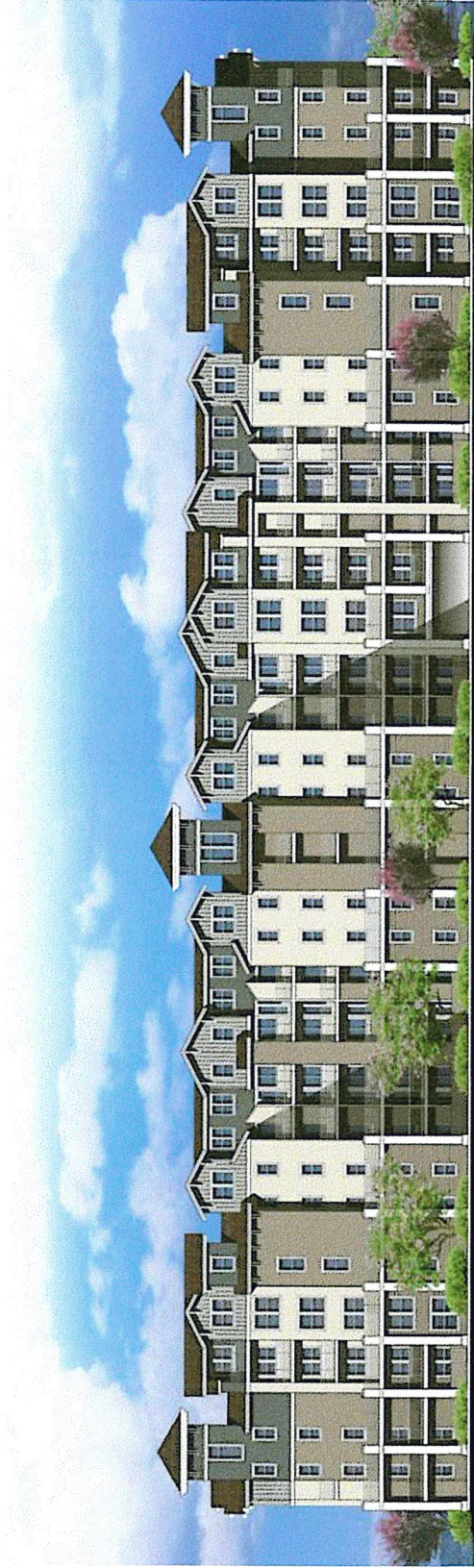
b. Architectural Standards

Marina Village is intended to be developed with a variety of architectural styles and types. The Marina Area Plan emphasizes the "marina theme". Architectural styles and quality will compliment a distinct relationship between buildings and site design features. Nautical architectural style homes and buildings shall be emphasized throughout the development. Residential and commercial uses have the same architectural standards in order to promote flexibility of use. **Marina Villas** and the **Waterfront Building** allow for commercial and residential uses on the first floor. Refer to Figures 7.4 and 7.5 for the conceptual architecture of the **Marina Villas** showing conceptual design of all sides of the building.

1. Buildings shall have doors and pedestrian level windows at approximately 20-foot intervals facing the promenade.
2. Main entry doors shall be recessed or covered with a canopy or awning.
3. Uses with loading and storage areas shall be screened to the extent practical from the view of streets, pathways, public areas and adjacent uses to the approval of the DRC and Administrator. Trash enclosures and maintenance structures shall be designed to be consistent in theme with the main building. Trash enclosures will follow the City of Sparks Design Standards Manual. The finish of the surrounding walls will be similar to the closest building.
4. Commercial uses shall be developed with entryways directly adjacent to the promenade, in order to present a unified appearance to the elevation, while allowing pedestrian access to each use.
5. The maximum building height shall be 70 feet (five stories), but architectural elements such as chimneys, cupolas, spires, roof top decks, etc., may exceed this height upon approval of the Administrator.
6. Minimum residential unit size is 650 sq. ft.
7. Yards: Minimum building setbacks shall be:
 - a) Front: The front yard shall have a minimum setback of 10 feet.
 - b) Side: The side yard setback shall be as follows:
 1. zero if to adjacent to public space including public paths.
 2. zero if not adjacent to public space or residential property provided the minimum separation between buildings is twenty feet.
 3. ten feet if adjacent to a residentially zoned property
 - c) Rear: The rear yard setback shall be as follows:
 1. zero if adjacent to public space including public paths.
 2. zero if not adjacent to public space or residential property, provided the minimum building separation is twenty feet.
 3. ten feet if adjacent to residential property.



**The Villas at Sparks Marina
Conceptual Site Plan**
Figure 7.3



North (Lincoln) Elevation



West (Lakeside) Elevation

Villas at Sparks Marina Conceptual Elevations
Figure 7.4

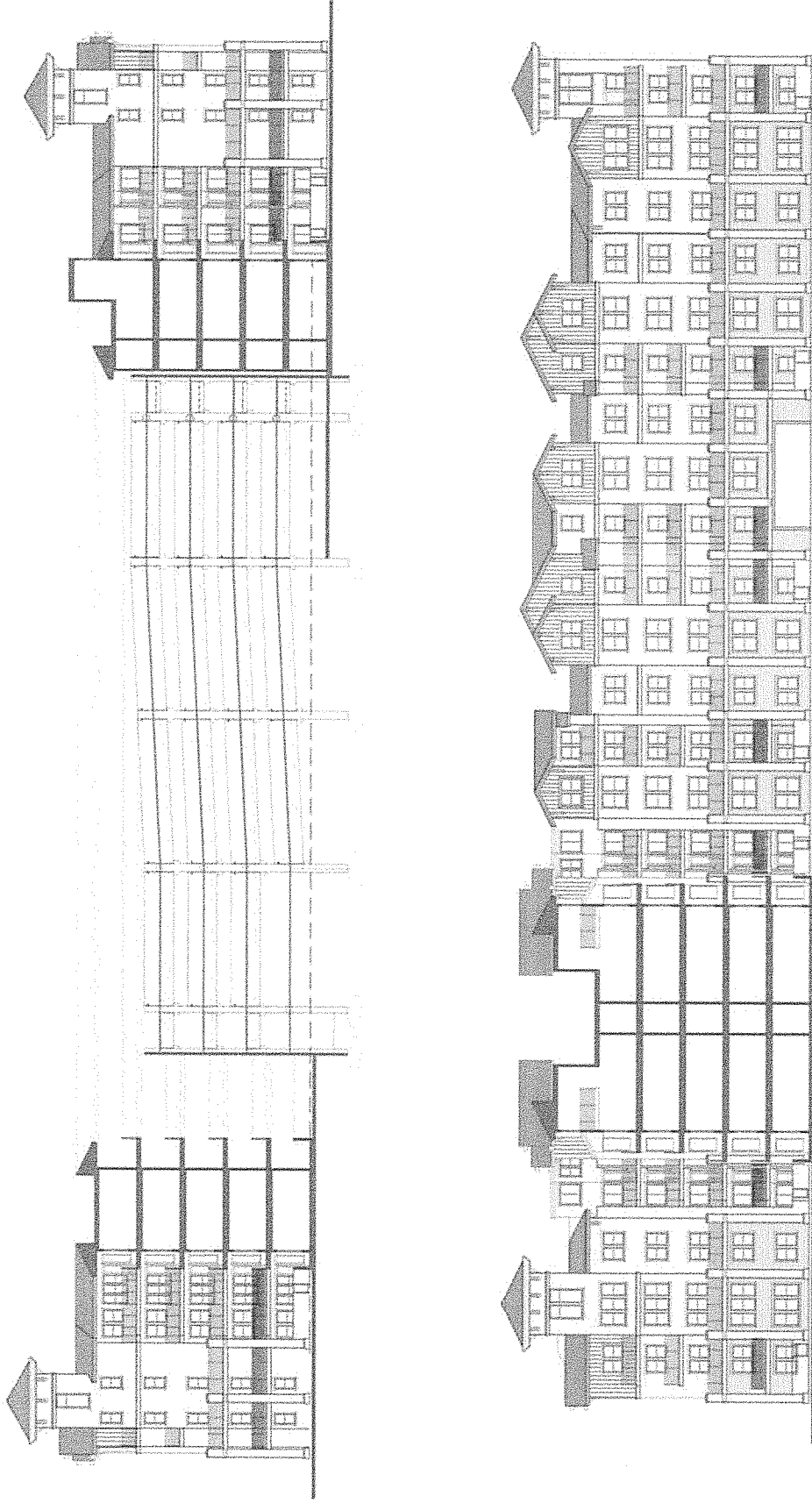


East (Harbour Cove) Elevation



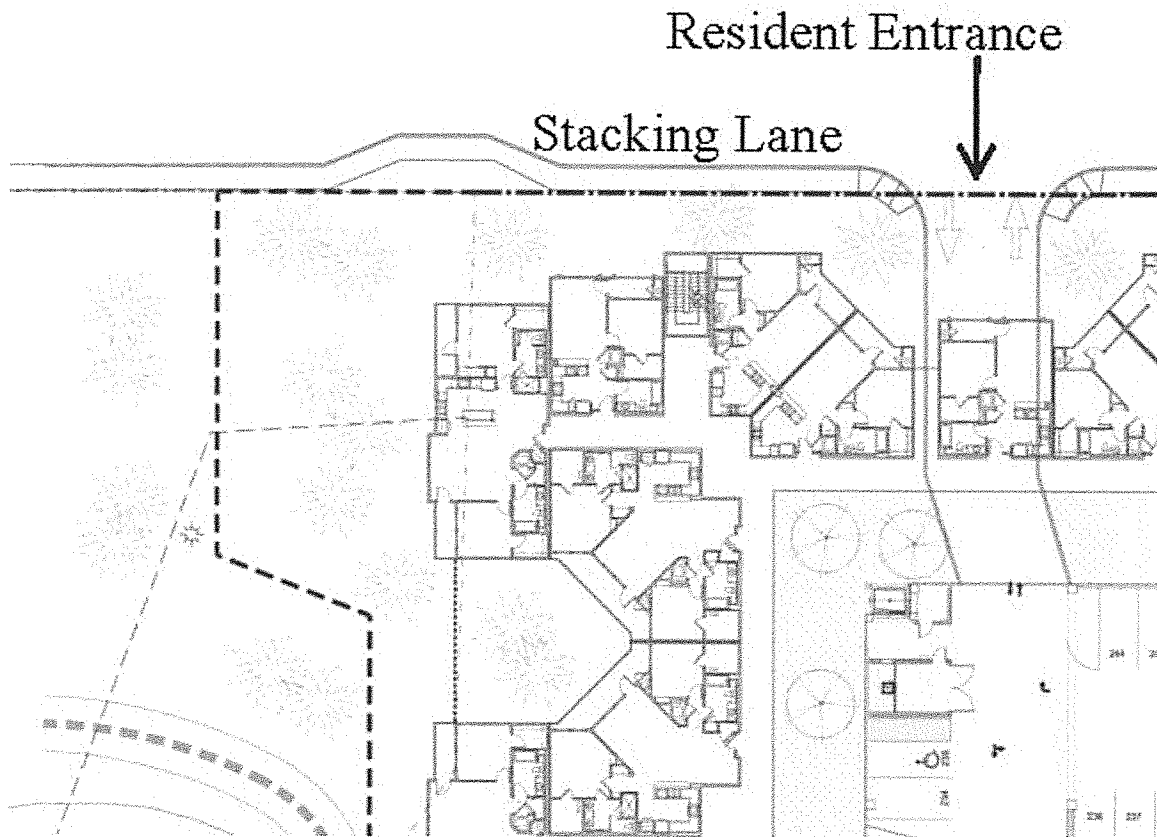
South (Parking Lot) Elevation

Villas at Sparks Marina Conceptual Elevations
Figure 7.5



**Villas at Sparks Marina
Conceptual Parking Garage Cross Section**
Figure 7.6

EAST LINCOLN WAY

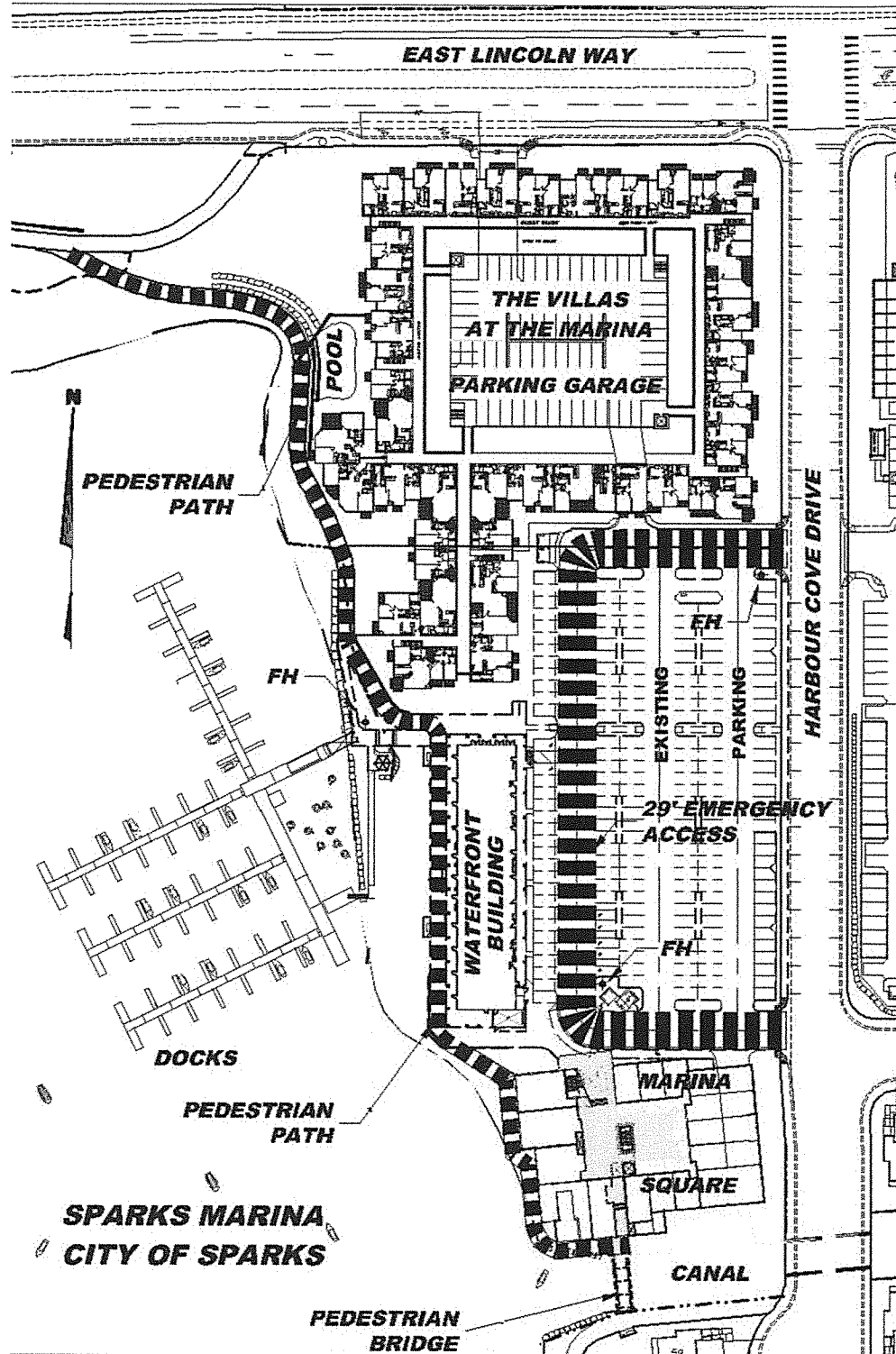


**Villas at Sparks Marina
Conceptual Residents Entrance**

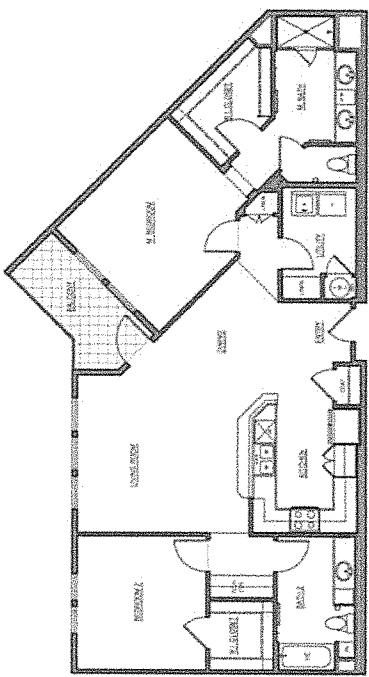
Figure 7.7



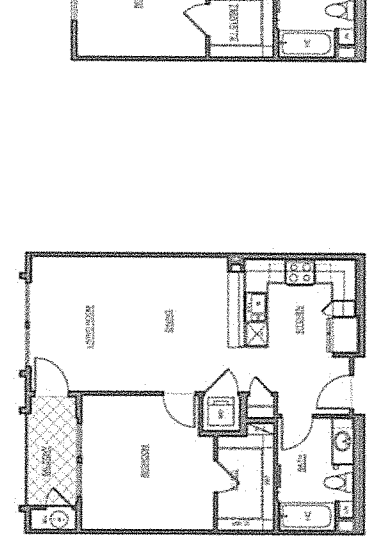
Villas at Sparks Marina
Conceptual Garage Entrance 8' 9" Clearance
Figure 7.8



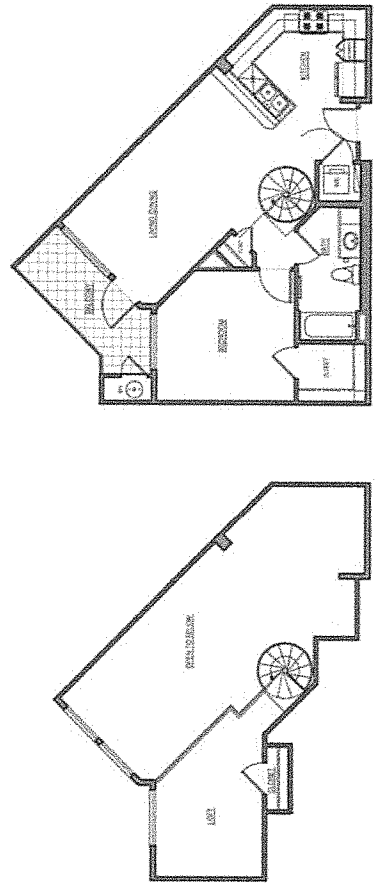
**Villas at Sparks Marina
Conceptual Emergency Access Routes**
Figure 7.9



FLOOR PLAN "A1" (696 S.F.)



FLOOR PLAN "B5" (1,362 S.F.)



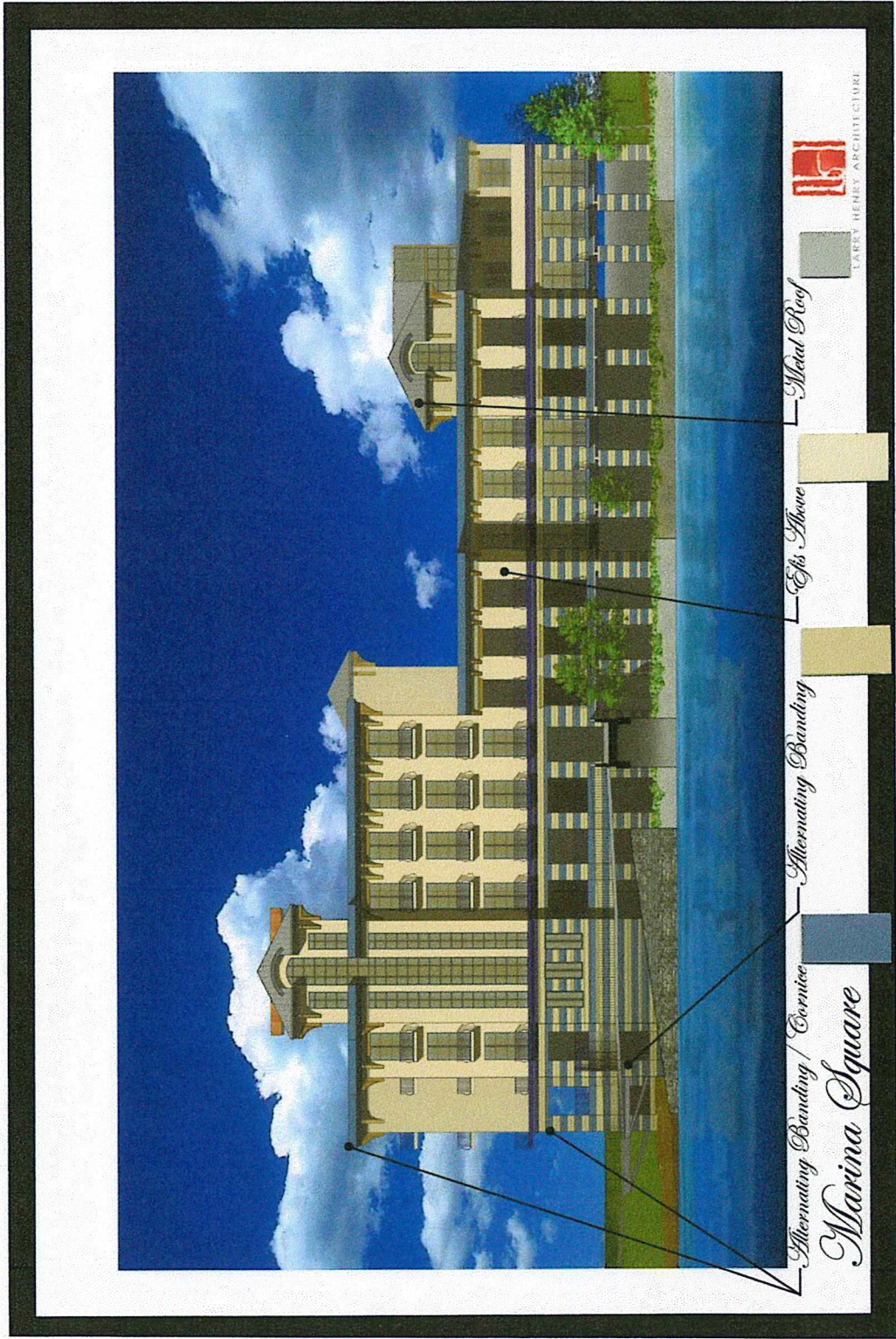
FLOOR PLAN "A2L (LOFT)" (845 S.F.)

**Villas at Sparks Marina
Conceptual Floor Plans**

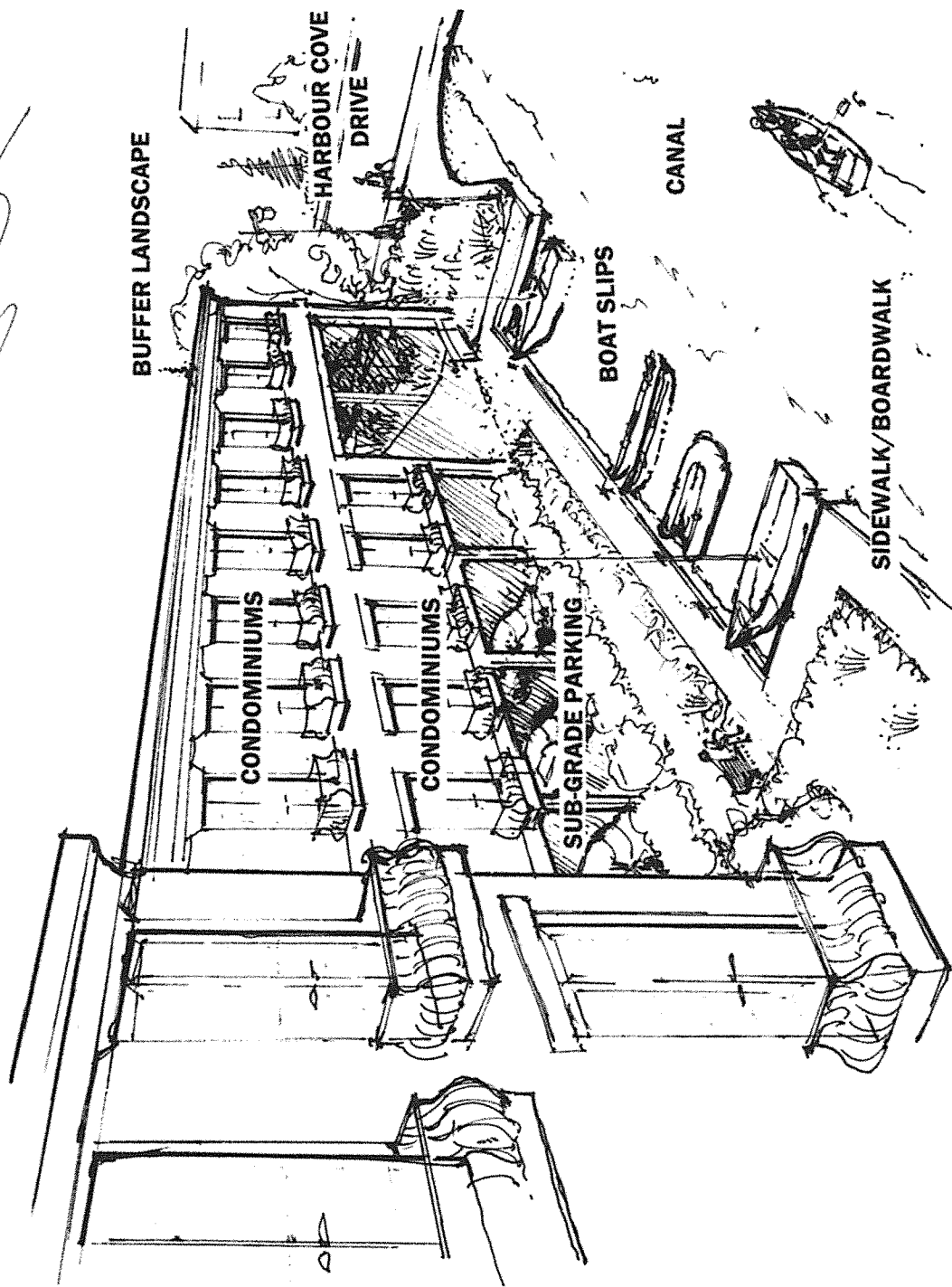
Figure 7.10

Handbook Amendment dated _____

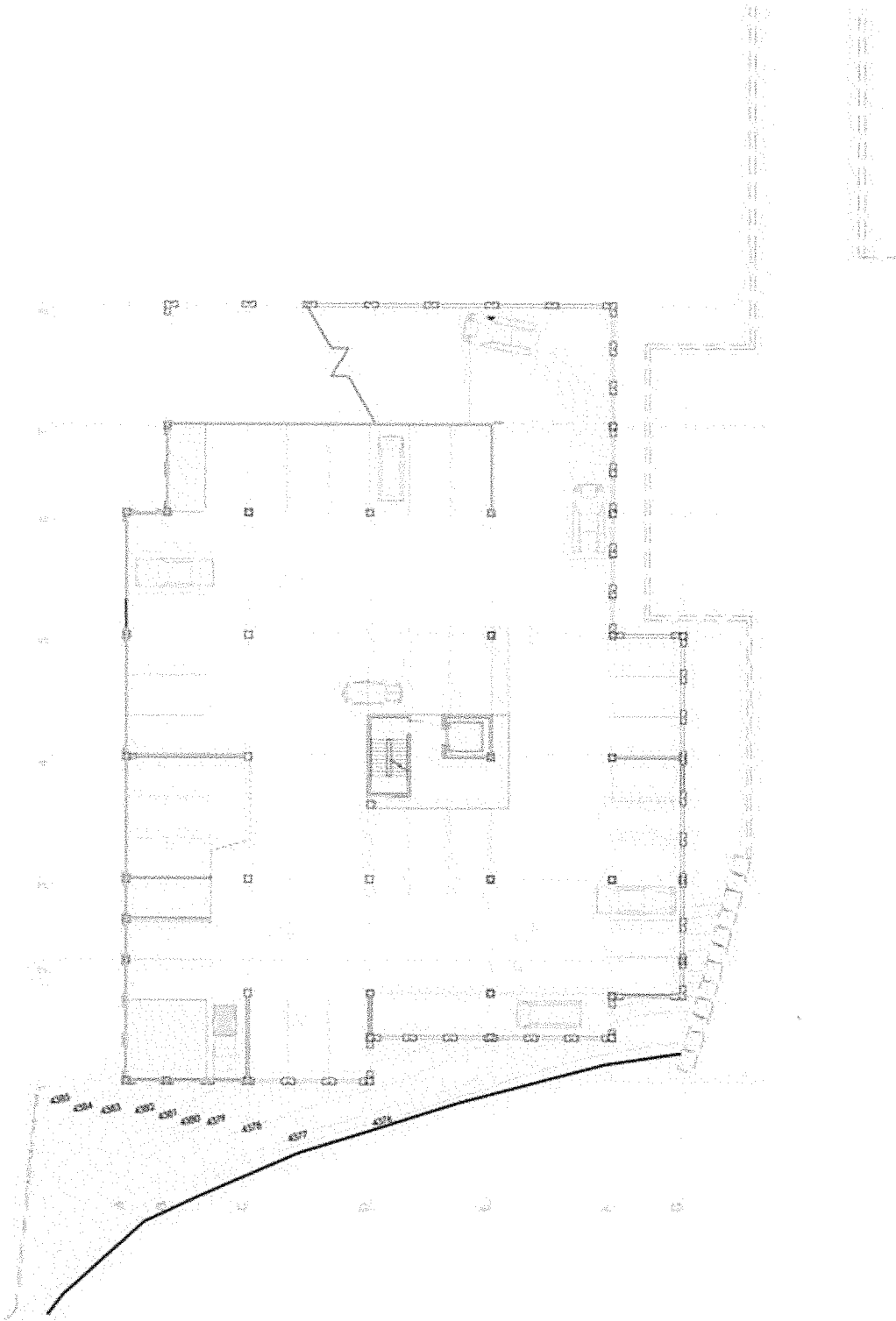
Pages 73 through 82, and Figures 7.11 through 7.17 of the Revised Planned Development Handbook dated June 10, 2013, are deleted. Pages 83 through 109 remain the same.



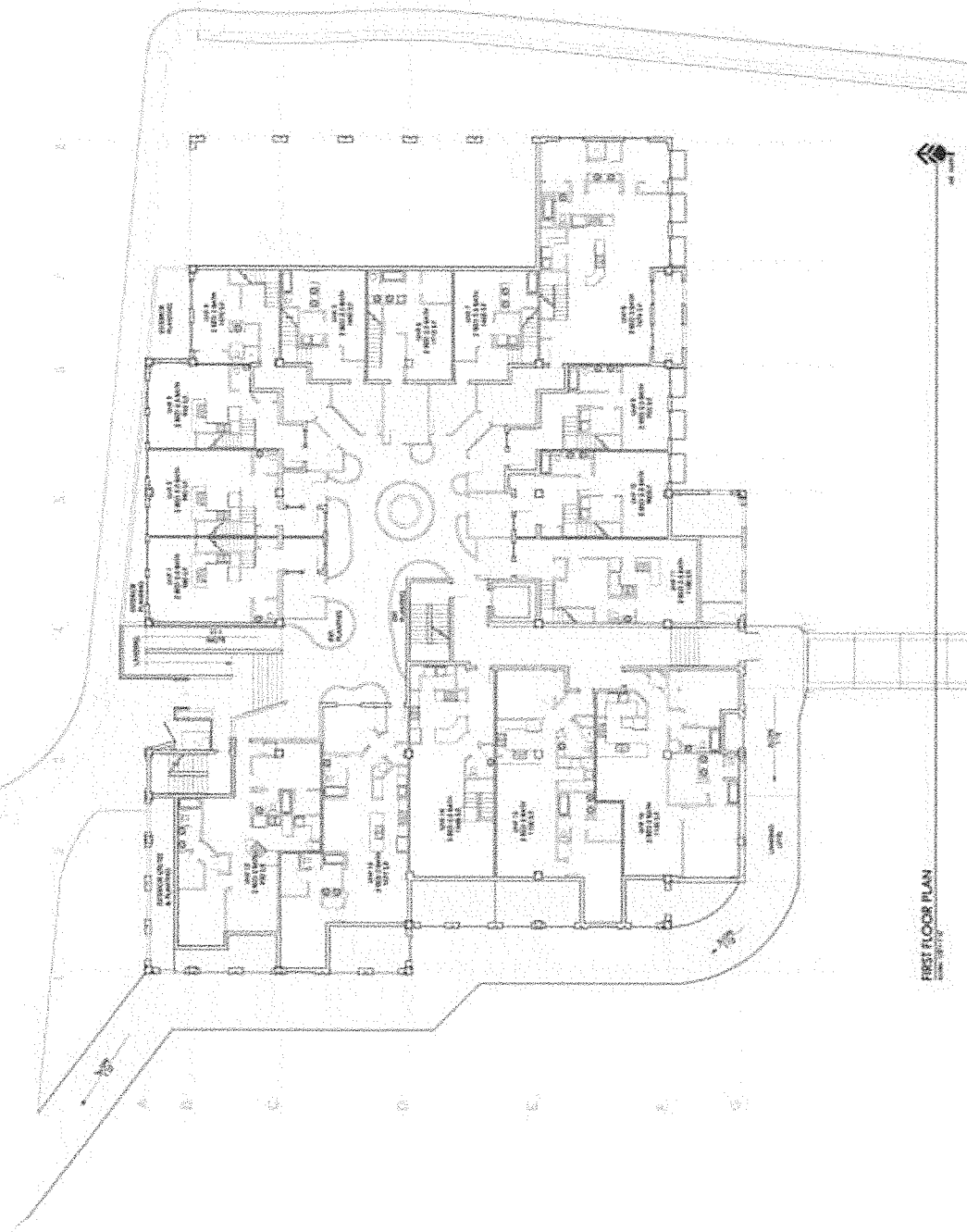
Marina Square Conceptual Rendering
Figure 7.18



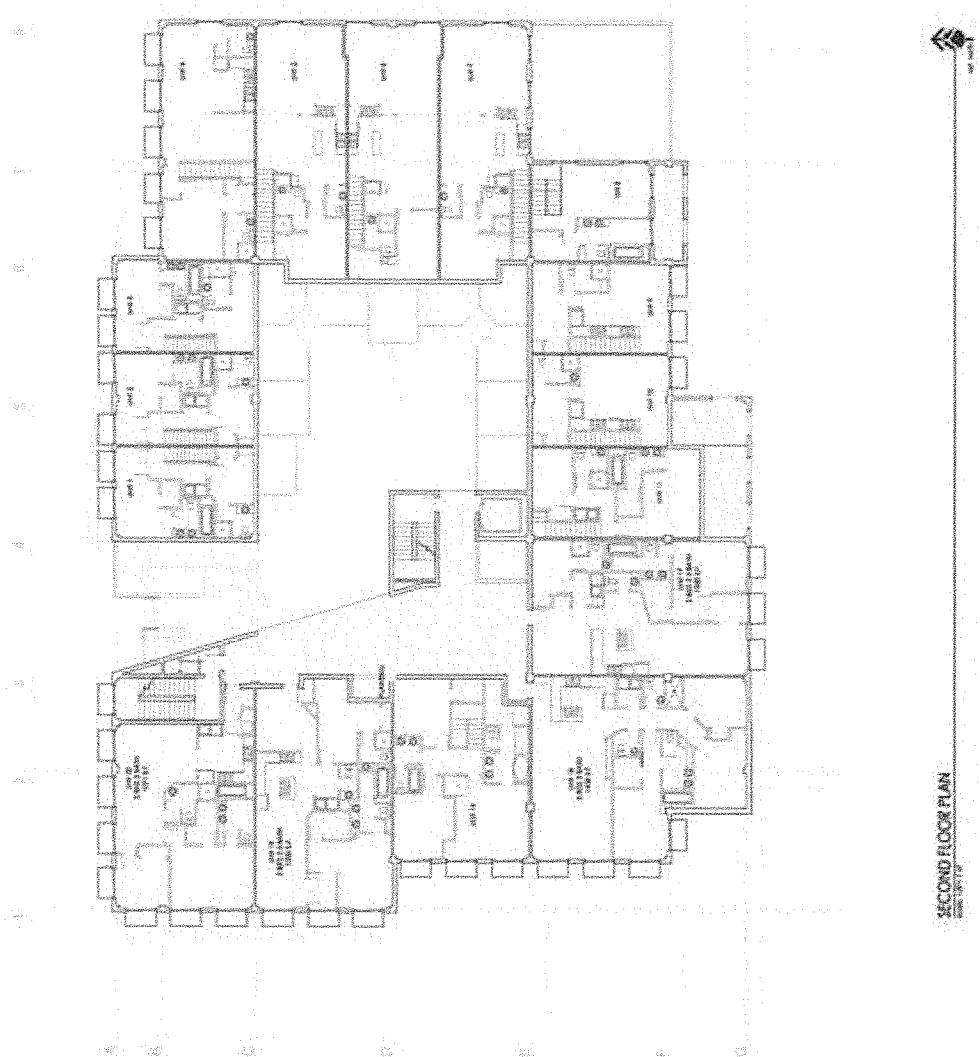
Marina Square Conceptual Canal Landscaping
Figure 7.19



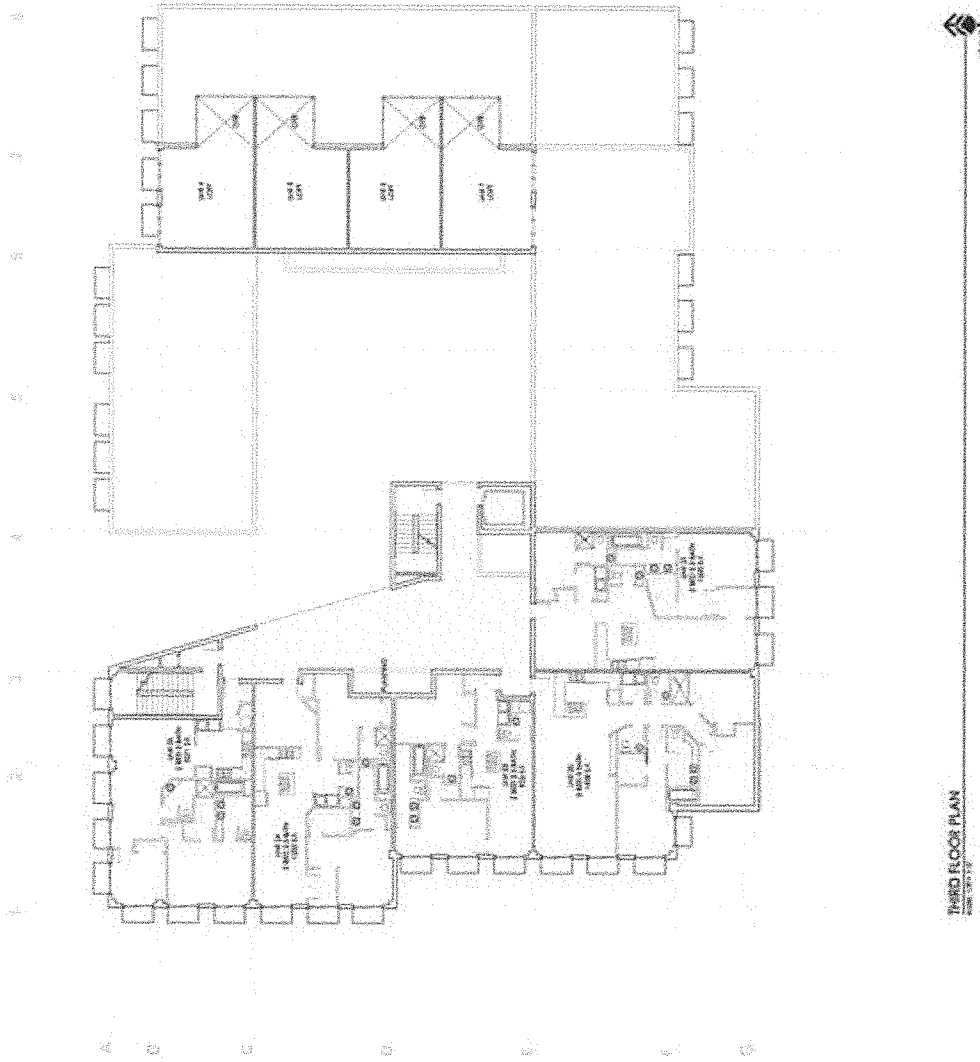
Marina Square
Conceptual Subterranean Parking
Figure 7.20



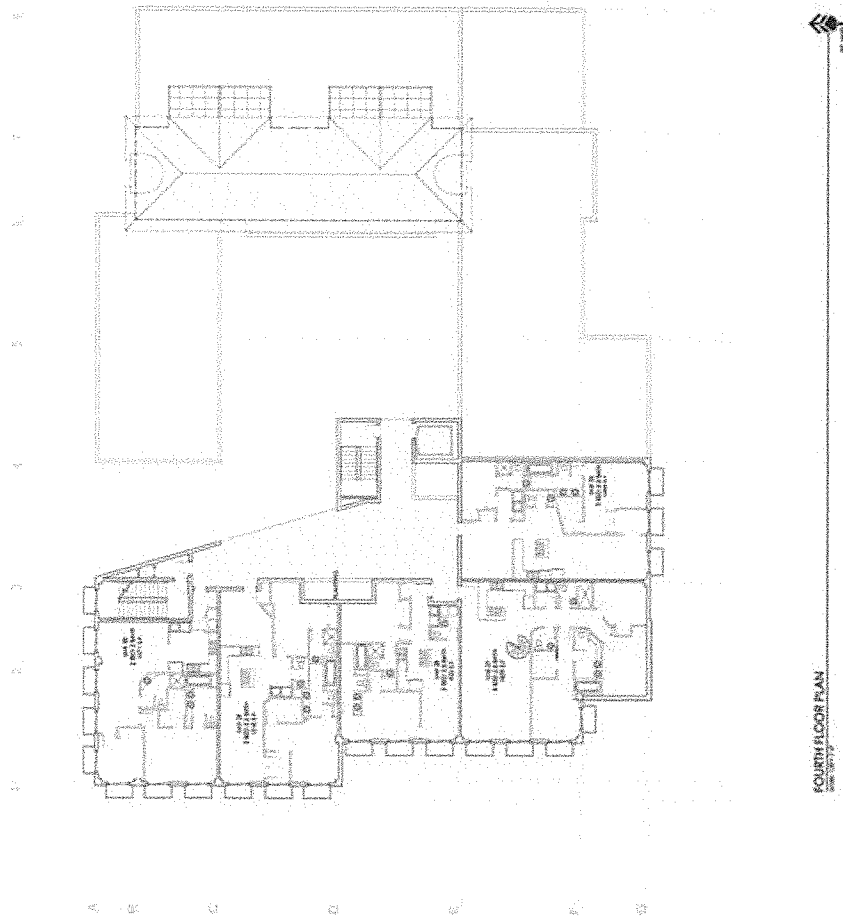
Marina Square
Conceptual 1st Floor Plan with Public Path
Figure 7.21



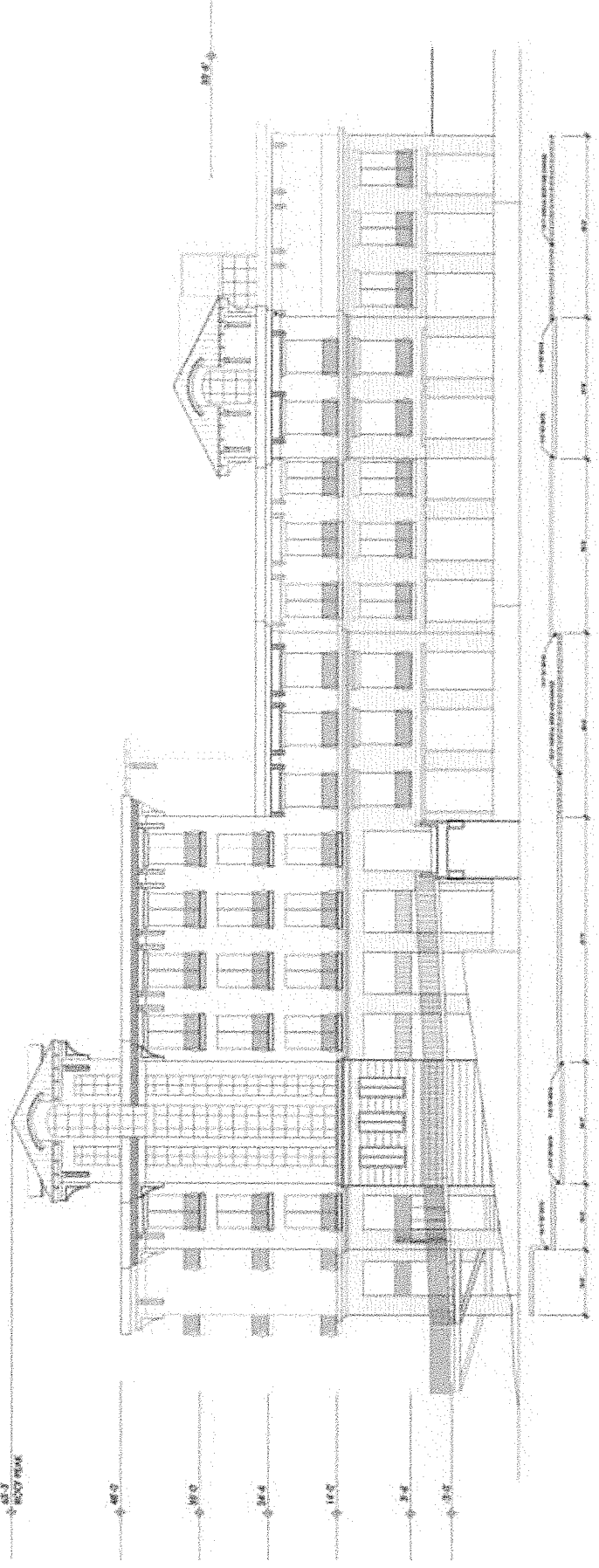
Marina Square
Conceptual 2nd Floor Plan
Figure 7.22



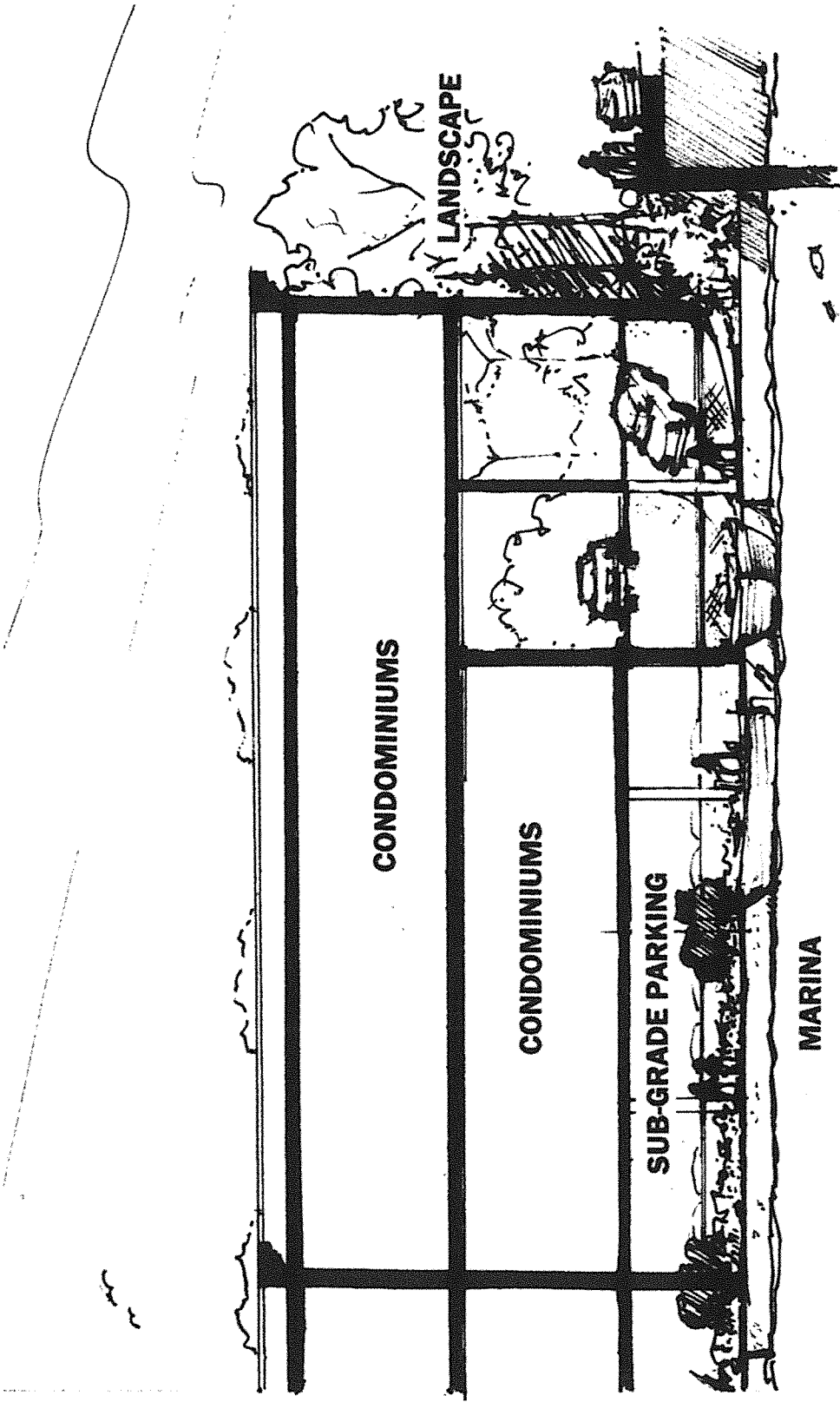
Marina Square
Conceptual 3rd Floor Plan
Figure 7.23



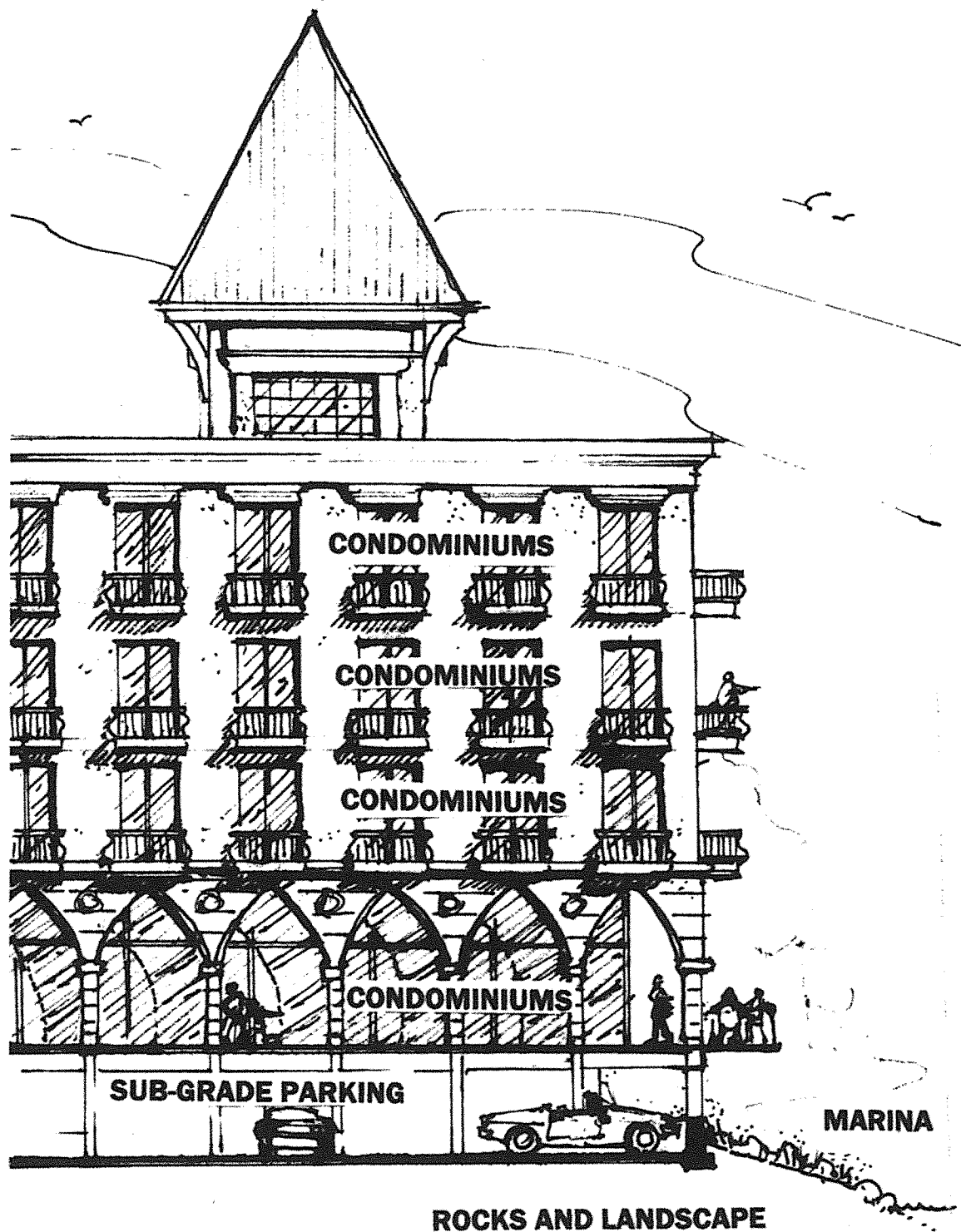
Marina Square Conceptual 4th Floor and Mezzanine
Figure 7.24



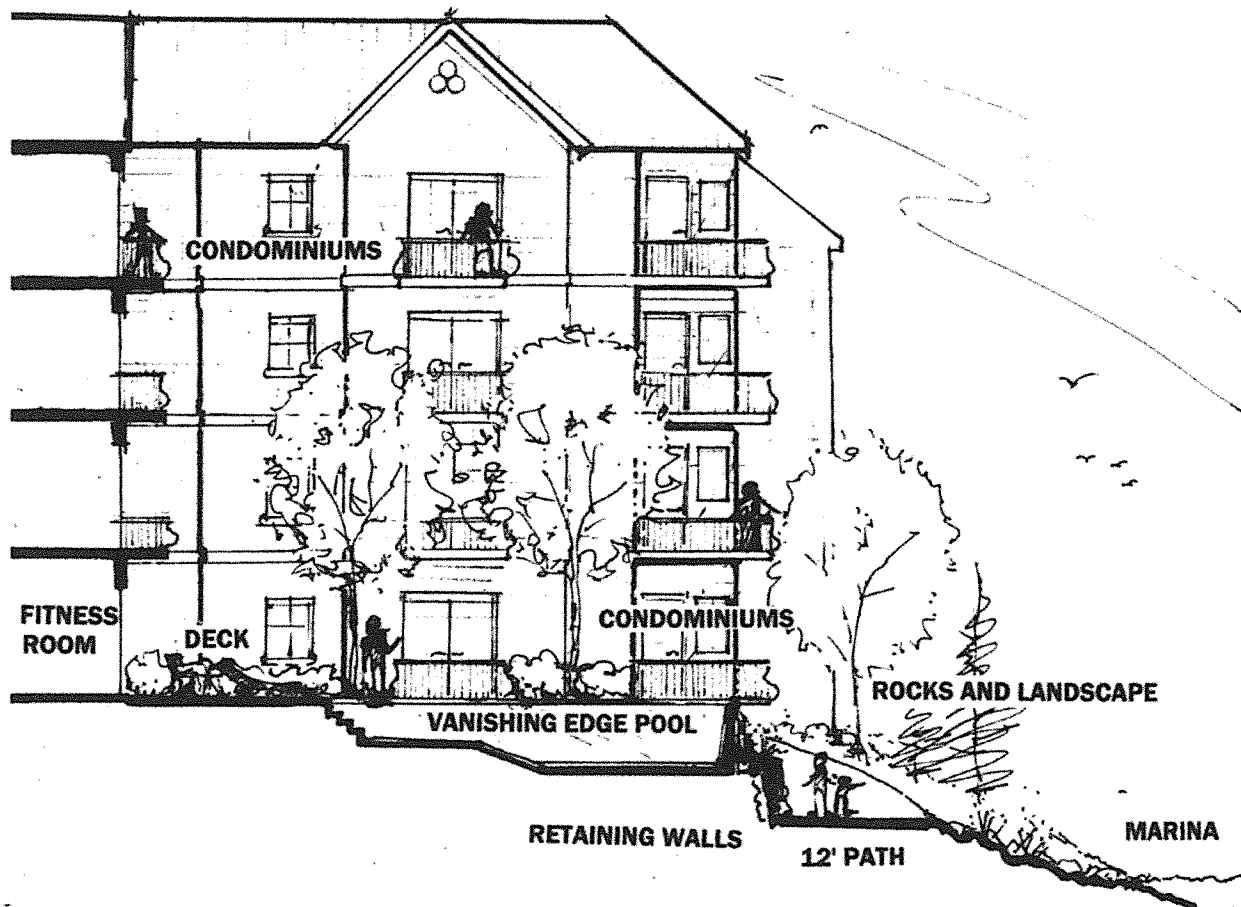
Marina Square
Conceptual Elevations
Figure 7.25



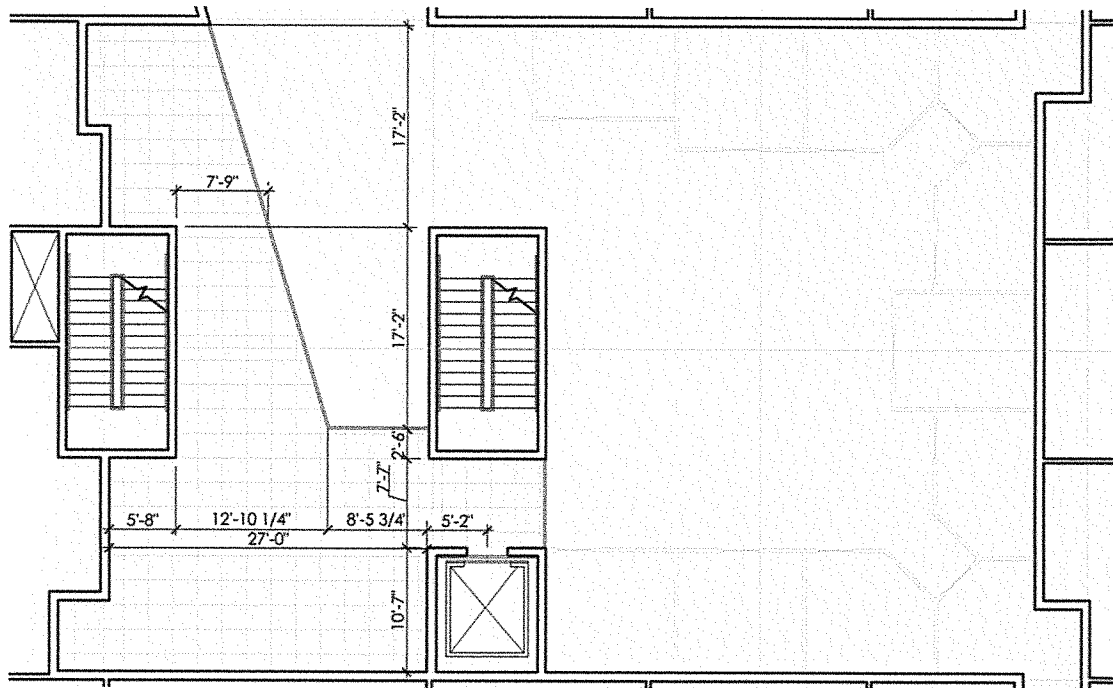
**Marina Square
Harbour Cove Drive Conceptual Landscaping**
Figure 7.26



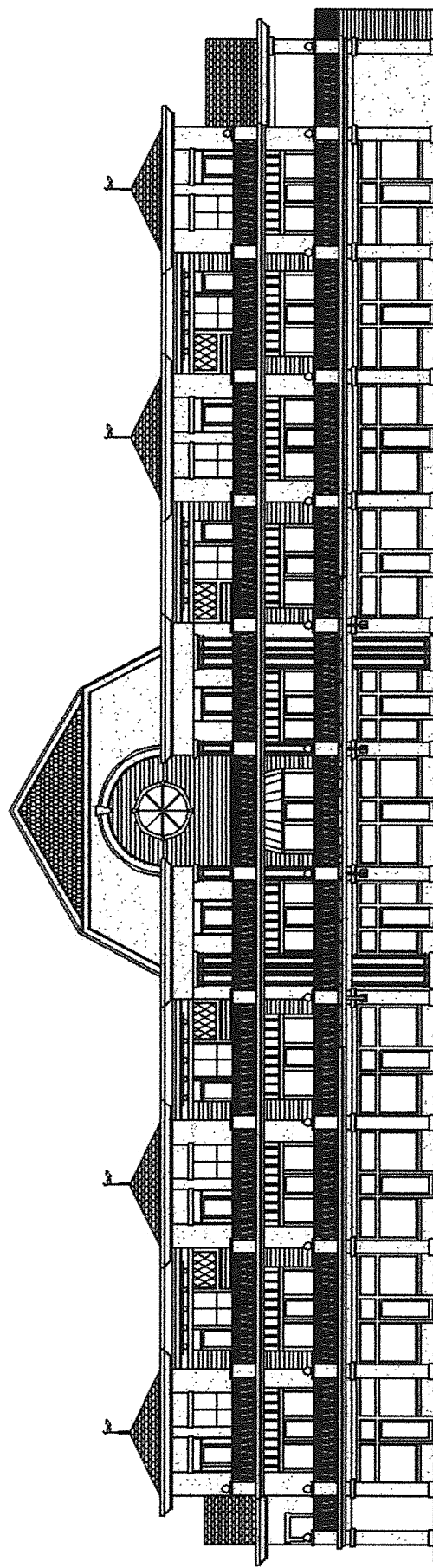
ROCKS AND LANDSCAPE
Marina Square
Conceptual Rocks and Landscaping
Figure 7.27



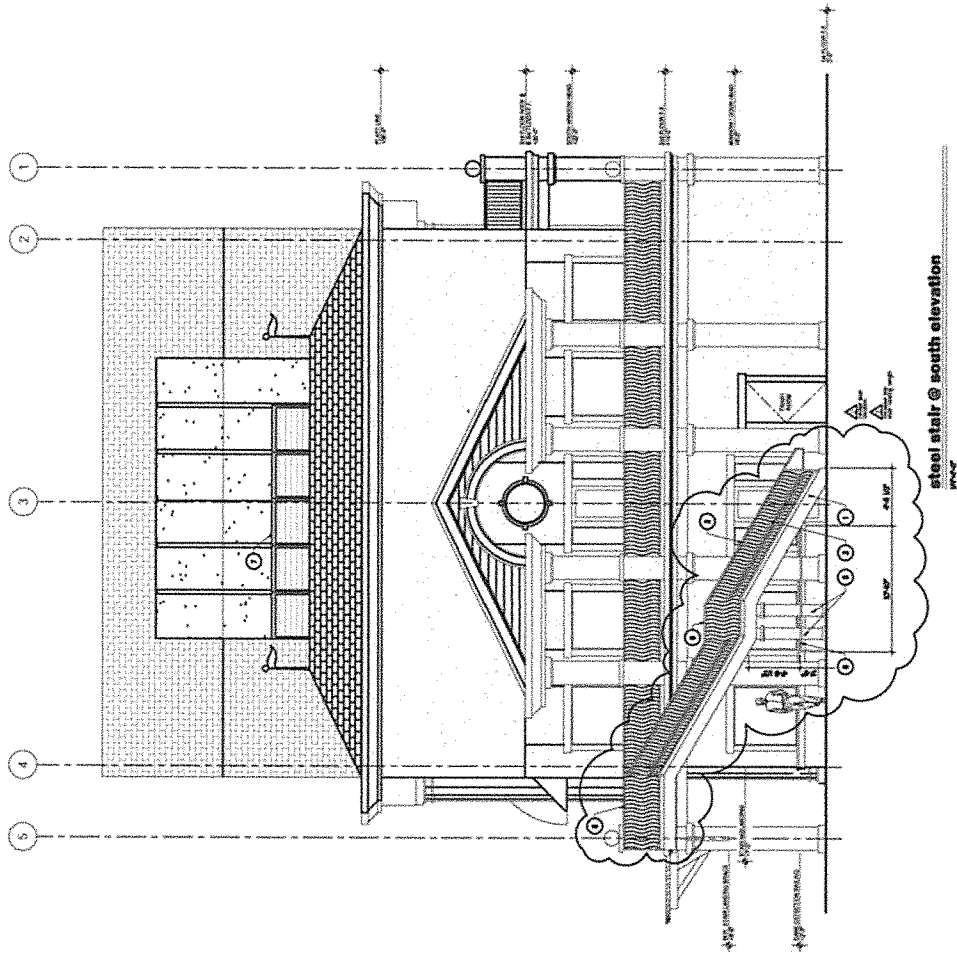
Marina Villas
Conceptual Landscaping
Figure 7.28



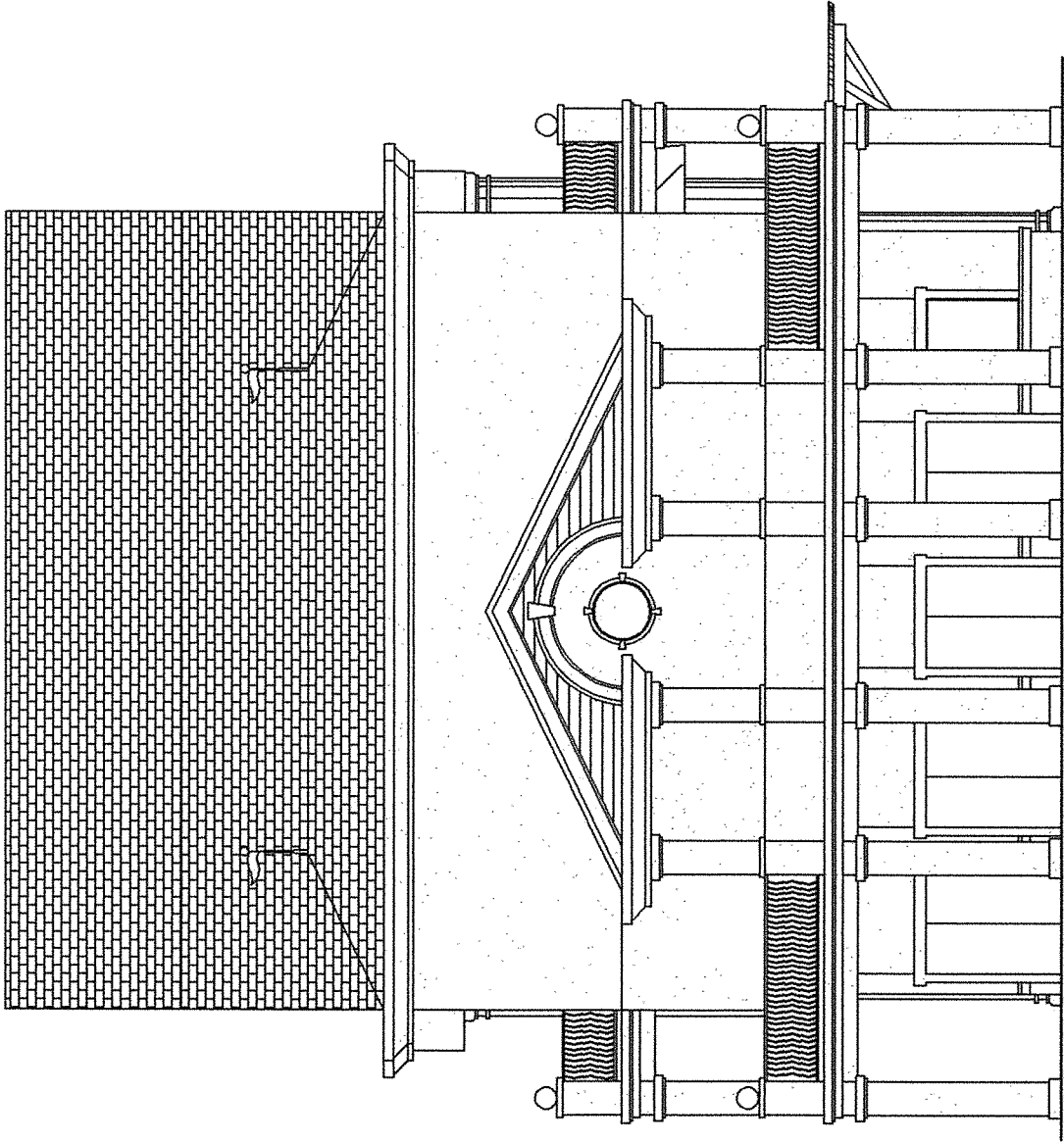
Marina Square
Conceptual Emergency Access Routes
Figure 7.29



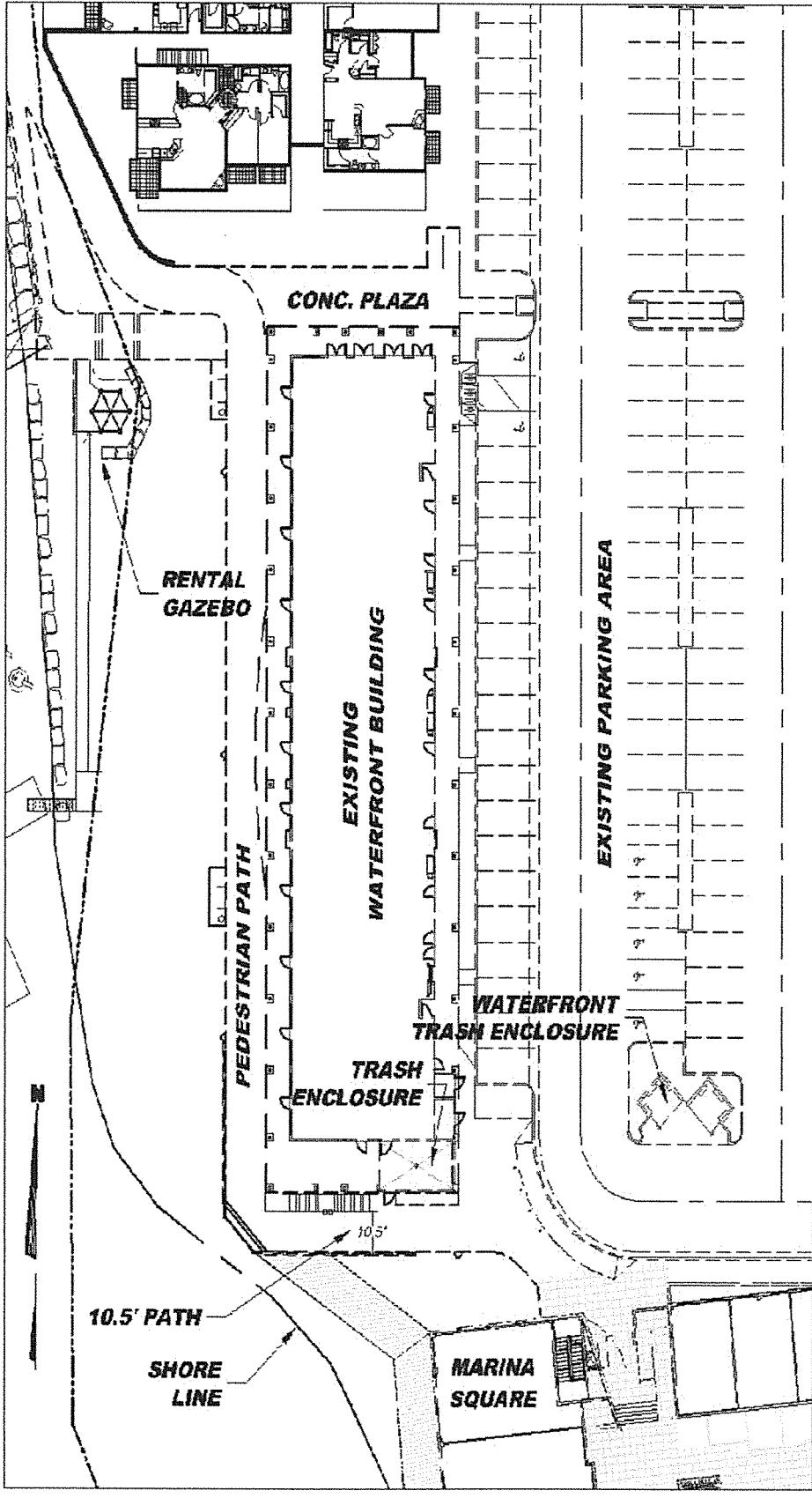
**Waterfront Building
Lakeside Elevation
*Figure 7.30***



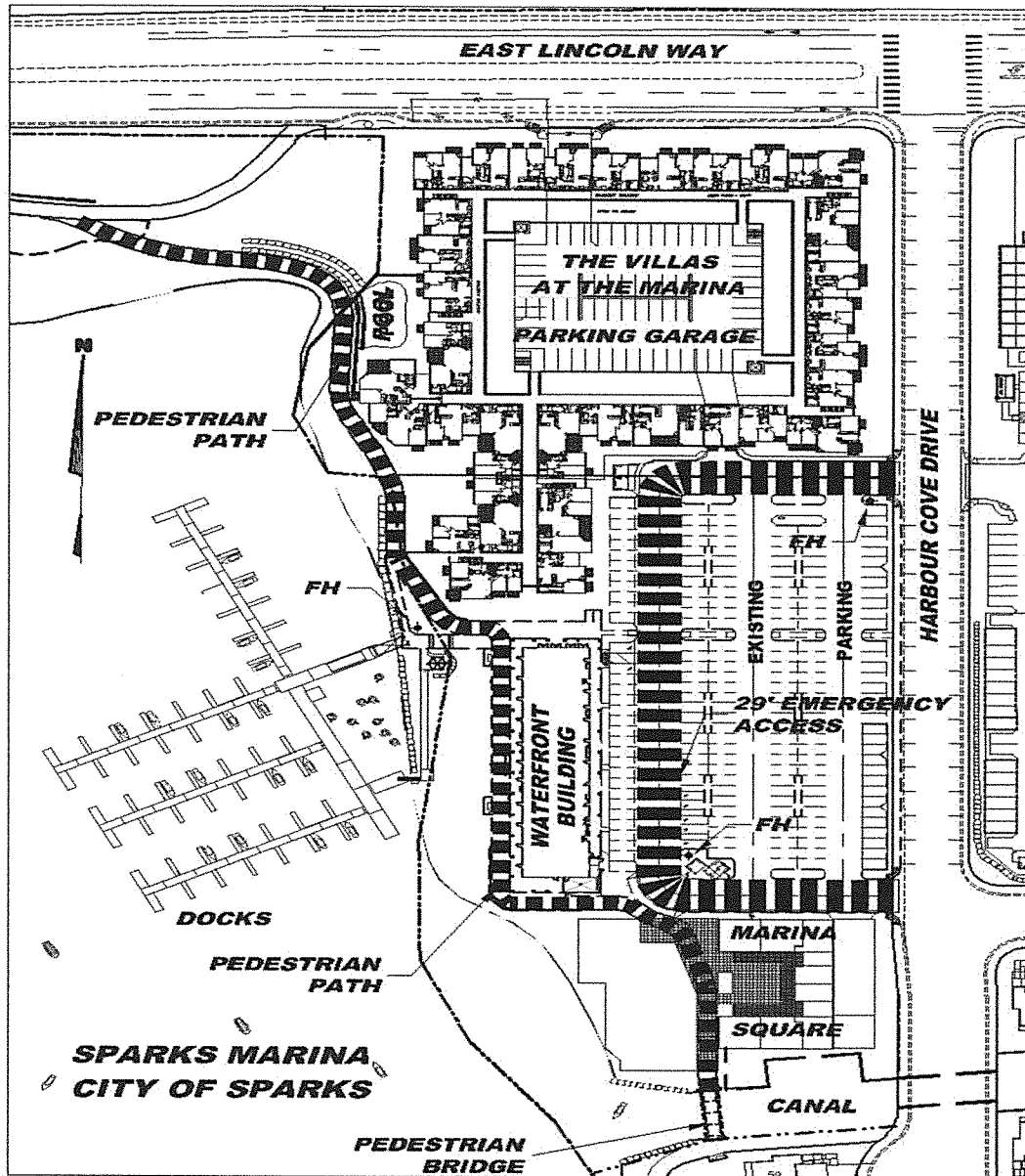
**Waterfront Building
South Elevation with Added Staircase Figure 7.31**



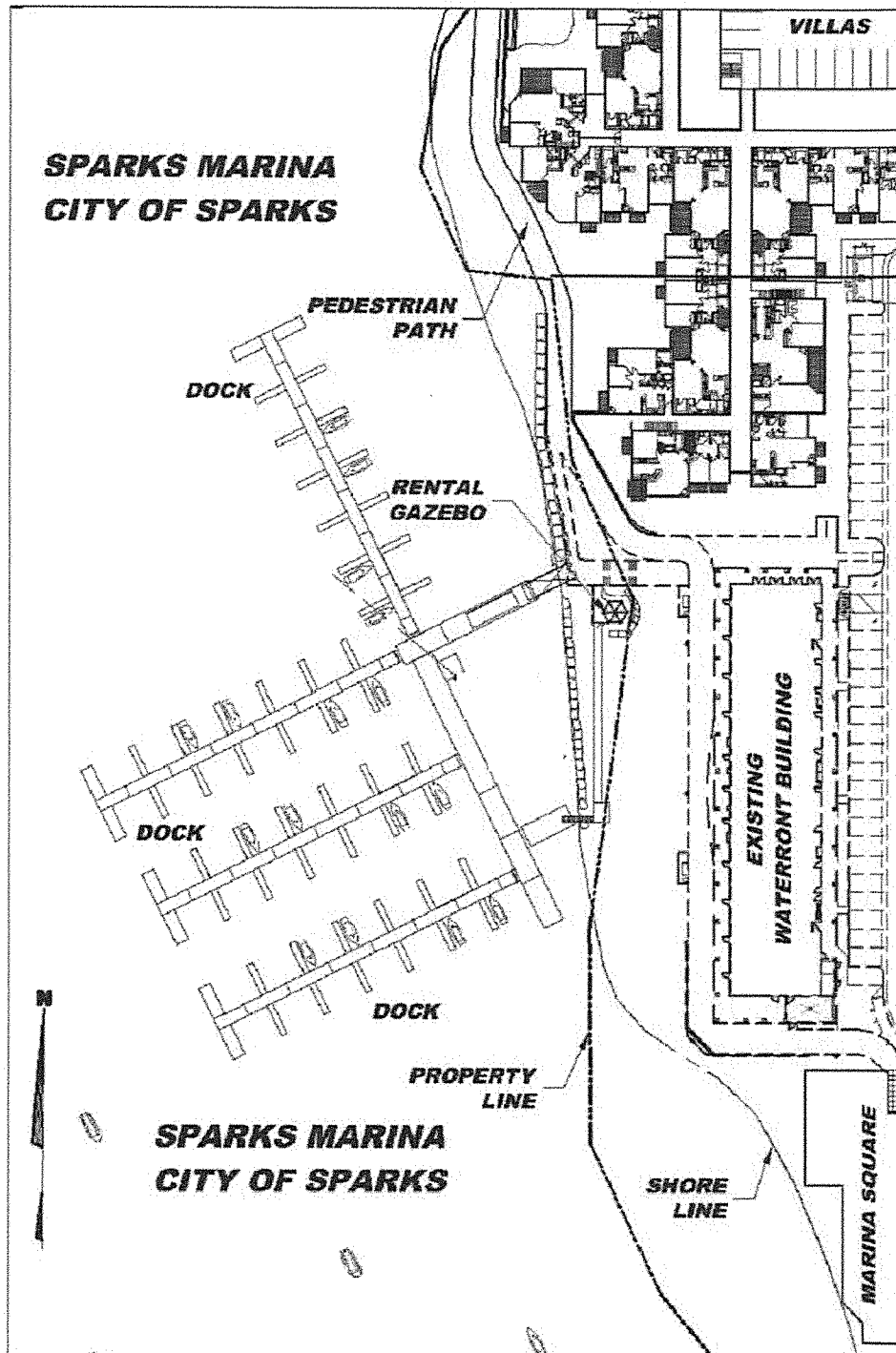
**Waterfront Building
North Elevation *Figure 7.32***



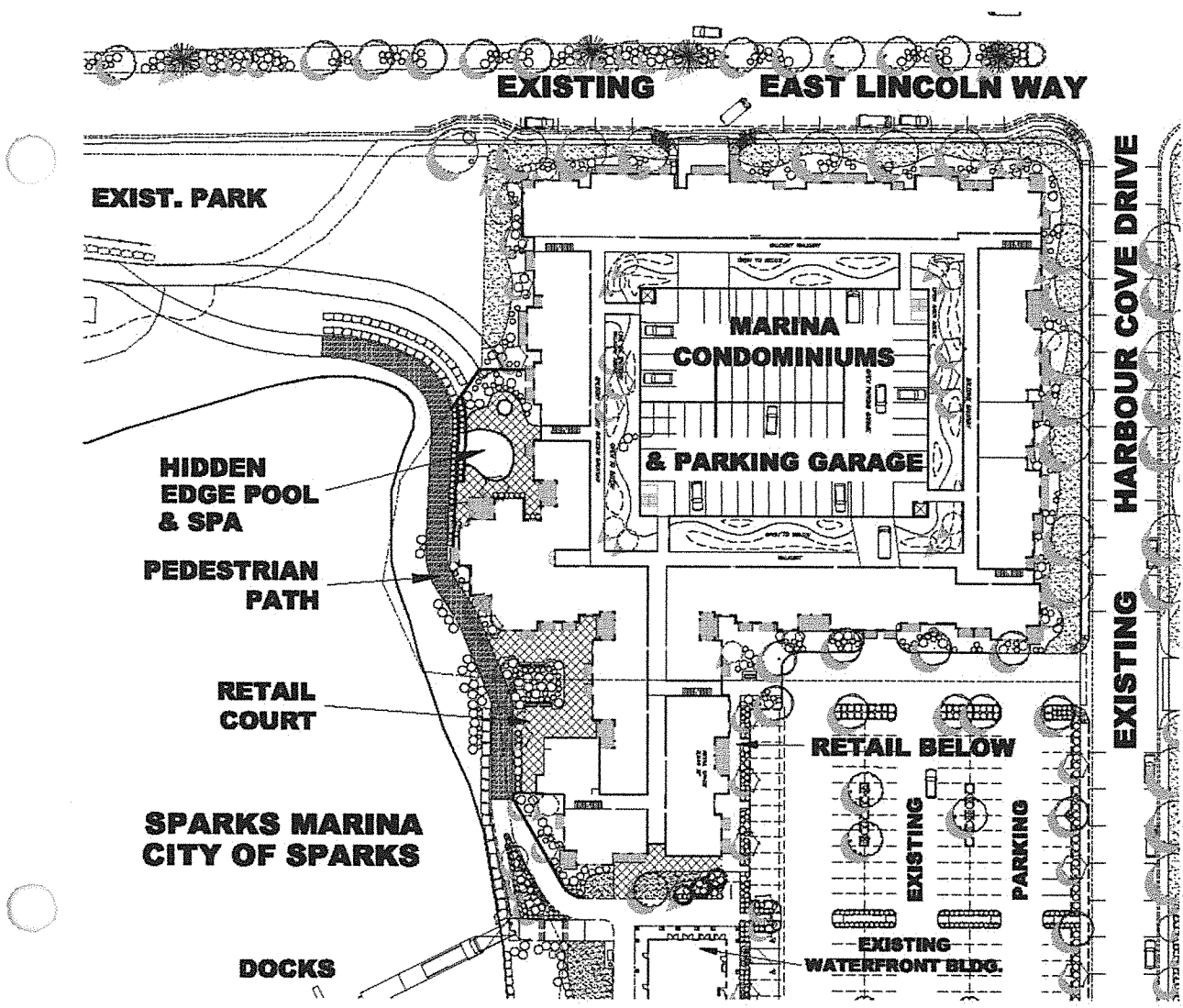
Waterfront Building Site Plan Figure 7.33








Marina Village
Public Path and Emergency
Egress
Figure 7.34



**Marina Village
Public Path and Boat Docks
Figure 7.35**



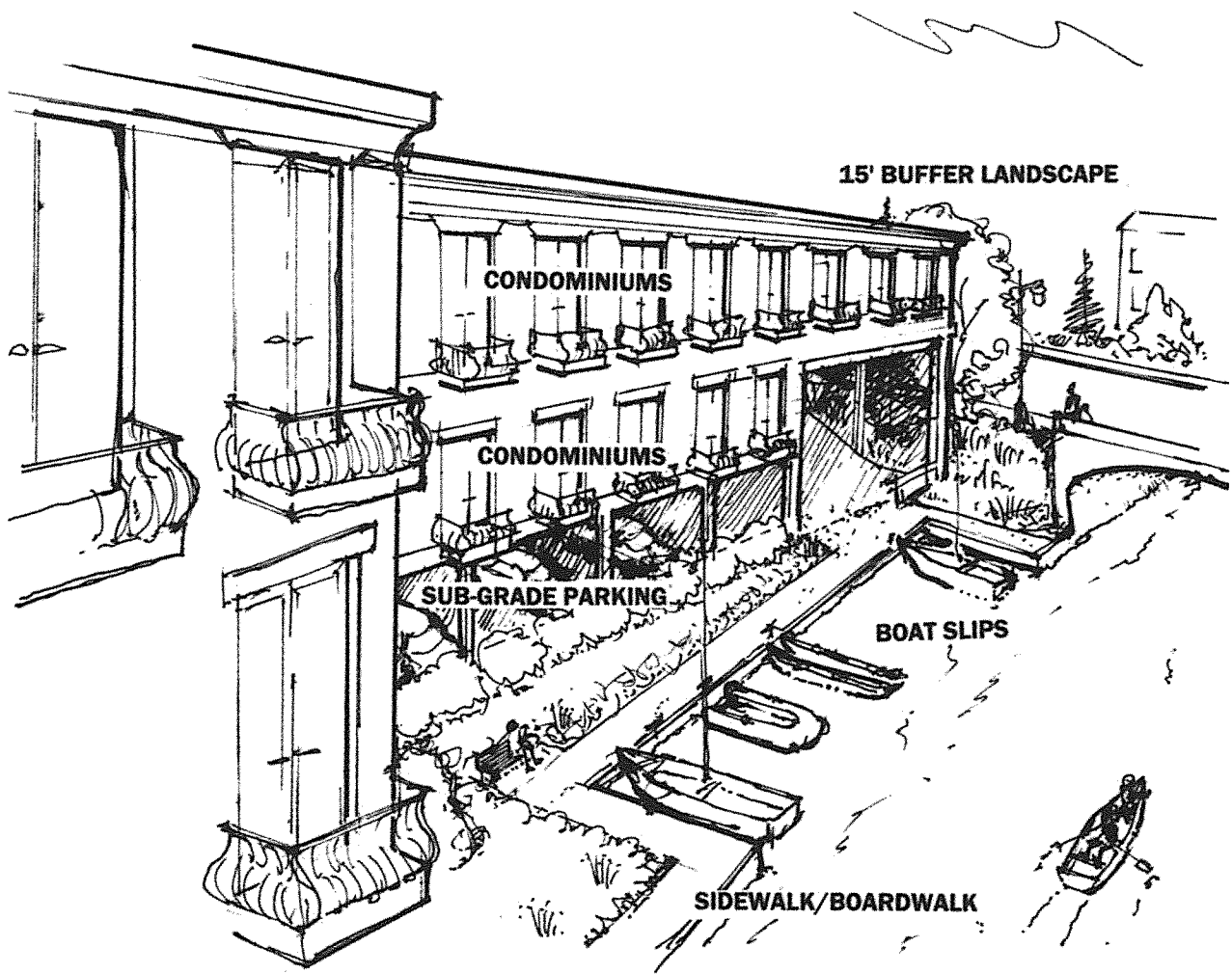
LEGEND

-  **Deciduous Shade Tree***
50% @ 3" caliper, 50% @ 2" caliper
-  **Evergreen Tree***
6 ft. height
-  **Shrubs***
60% @ 5 gal. & 40% @ 1 gal.
-  **Lawn** - not to exceed 80% of required landscape
-  **Courtyard & patio paving**

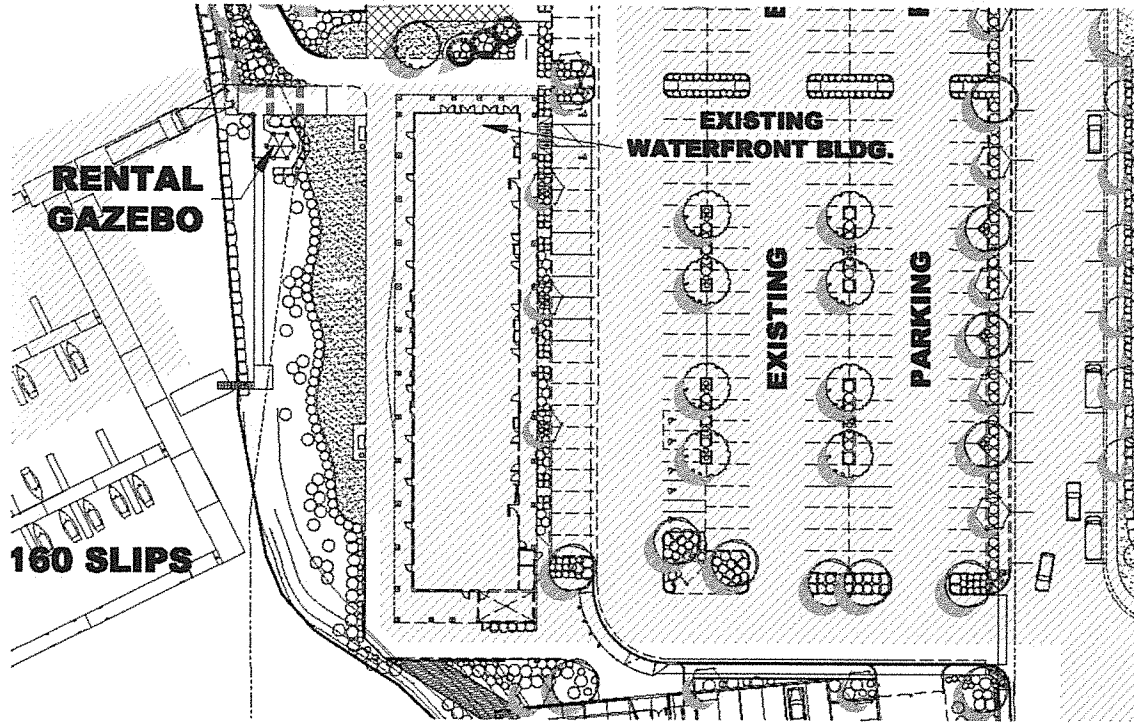


* Plant selection per list of Suggested Plant Materials







**Marina Villas
Preliminary Landscape Plan
Figure 7.36**



**Marina Square
Conceptual Landscape Plan
*Figure 7.37***



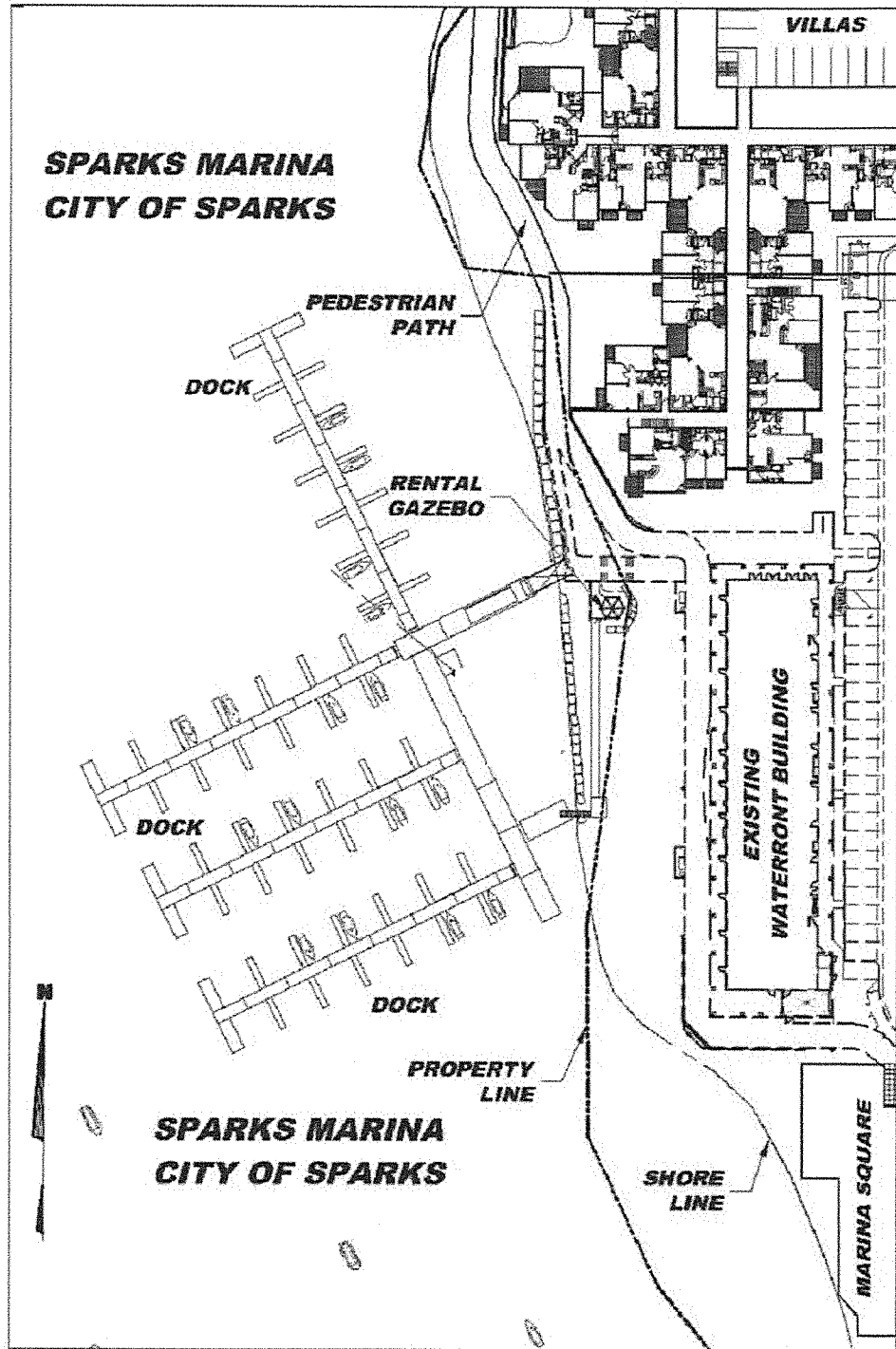
LEGEND

-  **Deciduous Shade Tree***
50% @ 1" caliper, 50% @ 2" caliper
-  **Evergreen Tree***
6 ft. height
-  **Shrubs***
60% @ 5 gal. & 40% @ 1 gal.
-  **Lawn - not to exceed 80% of required landscape**
-  **Courtyard & patio paving**
-  **Existing Marina Development**

* Plant selection per list of Suggested Plant Materials



**Waterfront Building
Landscape Plan
Figure 7.38**



**Marina Village
Public Path and Boat Docks
Figure 7.35**

c. Landscaping

Landscape architecture encompasses most areas of the plan except the private yards of individual residences, and includes the streets and pathways, and open space and common areas in the community. Landscape design shall include the formal plantings along streets and around individual buildings, the informal planting in open space areas, as well as street furniture and public art. (see Figures 7.23 - 7.25).

1. Accent trees shall be used to indicate a sense of arrival, add a sense of enclosure to a space, and establish the importance of the area.
2. Landscape and irrigation plans shall be submitted to City staff for review and approval prior to issuance of a building permit for individual parcels/development types (i.e., mixed-use commercial, multi-family, etc.), excluding single family parcels.
3. Minimum landscape areas to be provided for each parcel/development type shall be as follows:
 - i. Mixed Use Tourist Commercial (Commercial/Residential) 10%
 - ii. Neighborhood Commercial (Commercial/Office Area): 20%

d) Parking Lot Landscaping

e) Minimum standards of Title 20 of the Sparks Municipal Code shall be met with an objective of establishing a shade canopy for open parking areas.

d. Signage

Signage throughout Marina Village shall be consistent and compatible with the Sparks Municipal Code and overall theme of the project. Sizes, styles and configurations will vary depending on the specific purpose and building materials.

1. Directional and informational signage shall not exceed 9 feet in height and shall be compatible throughout the project.
2. Commercial uses in Marina Village shall utilize storefront signage. These signs can be displayed in a variety of ways including flush mount, ground level facade, suspended or projecting, window sign, or awnings. Protruding signage shall not interrupt a view corridor and shall be subject to approval of the DRC and Community Development Director. Signs shall comply with SMC 20.56 Professional Office standards.

e. Lighting

Lighting shall be functional and efficient, while keeping with the design themes of Marina Village. Lighting shall vary from larger scale illumination on major roadways to lower level lighting treatments of public walkways, building entries or residential streets. All lighting shall be in accordance with the City of Sparks Municipal Code and upon approval by the DRC.

1. Downcast building mounted lighting (low-level) can be used for commercial uses in the Marina Village. Lighting shall be consistent with the architectural theme of the project.

f. Lake Front Improvements

The Sparks Marina Park lake is the primary focus of the development. Development in this area shall blend with the lake improvements and marina, including landscaping, signage, roads, fences and screening.

1. Boats or watercraft moored at docks on the lake are required to have a City permit to ensure lake worthiness and to help fund lake maintenance. Rental boat operations shall be permitted only under agreement, license or contract with the City of Sparks and shall provide funding for the fish-stocking program.
2. Walkways within the commercial development shall use decorative lighting for special buildings, monuments or plantings.
3. Freestanding planter areas of varying sizes shall be used on walkways within Marina Village.
4. Residential units that back waterways shall have gang planks approved by the DRC (location and construction material) that allow pedestrian access to boat docks. Two types of docks are present in the development. The first type of dock is the one in the water. These docks have aluminum frame, poly dock floats and hard wood planking or its equivalent. The second type of dock is the canal dock. These docks are comprised of a plastic deck with aluminum guardrail. Building permit plans for both types of docks will be submitted to the City of Sparks for approval and permitting prior to construction.

Site Design Criteria

a. Grading

Grading will be required for the proposed elevations of both the commercial and residential site. The desire to incorporate the Sparks Marina with both the commercial and residential areas, and make them appear to be a part of each other, requires this grading in order to bring those areas closer to the proposed marina level of 4375. It is anticipated that the material generated from this grading area can be used in low lying areas in future projects within the marina area plan or to elevate single family residential pads.

b. Storm Drainage

Storm drainage improvement plans based upon a storm drain master plan for the Sparks Marina Park area shall be submitted for review and approval by City Engineer. Gravity flow of storm drain water shall be directed away from the lake to the greatest extent feasible as determined by the City Engineer. Any storm drainage into the lake shall be pretreated to ensure water quality protection demonstrated through water quality testing.

c. Provisions for Water Supply

Truckee Meadows Water Authority will supply water service to this project. The water main services is available in Lincoln Way and Harbour Cove Drive. The anticipated water demand for the Marina Village development is 139.51 Acre-feet.

Water Conservation -

1. Water meters will be required for all uses within the project area.
2. Resource efficient landscaping, water conservation irrigation systems and domestic water fixtures shall be installed throughout the project in accordance with City Sparks ordinances.
3. Builders shall be required to provide state-of-the-art water conserving fixtures and appliances in residential and non-residential developments.

d. Sewage

Sewer service will be provided by the Reno-Sparks Joint Treatment Facility. The onsite sewer will be collected and routed to a proposed sewer lift station located at the intersection of Channel and Harbor Cove Drive. The lift station well will be designed to accommodate future sewer flow from vacant property situated east of the proposed Marina Village development. The

proposed location was determined as the most central site in order to serve future development. This lift station will then convey sewer flows through a force main through the Marina Village Development to an existing sanitary sewer main located within Howard Drive. The anticipated contribution of sewer to the treatment plan is 391,076 gallons per day.

e. Traffic Report

See Attachment to Project Data Sheet for amended traffic report for Mixed-use Commercial/Residential development.

According to the traffic report done by Solaegui Engineers, the traffic generated by this project will have some impact on the adjacent streets. It is recommended that a minimum of 100 feet of storage length be provided on Lincoln Way at the intersections of each roadway providing access to the project. These intersections should utilize stop sign controls, rather than signals. It is also recommended that project driveways be designed per City of Sparks standards and contain a minimum of one ingress lane and one egress lane with the required striping, signing, and traffic control improvements.

The proposed land uses appear to have different peak periods. Office spaces have their peak period demand during the day, while the retail centers are primarily daytime or early evening use. These spaces utilized during the day for offices and retail space, can be used for the restaurant/bar and residential uses in the evenings. Based on a national rate in the ITE parking manual, these staggered peak periods will further reduce the overall space count demands for the project (See Appendix)

An exclusive right-turn lane on Lincoln Way will provide access into the Marina Villas parking structure. Per AASHTO guidelines, this right-turn lane should be designed with a minimum of 75 ft to a desirable length of 115 feet of deceleration length (See Appendix).

f. Air Quality

The Marina Village development has been designed to mitigate any issues with air quality. Traffic reduction is encouraged within the project through the provision of an extensive pedestrian and bicycle pathway system. Standards relating to maintaining air quality within the project are provided below.

1. The developer will work with the Washoe County School District and the Regional Transportation Commission to identify bus stop locations for future bus service to the project.
2. Wood burning devices are prohibited in the City of Sparks.
3. Dust control mitigation measures shall comply with Washoe County District Health Department Standards.

g. Fire Protection/Prevention

The City of Sparks is currently providing primary service to this area from Station #3 on Greg Street.

1. The development shall comply with all applicable fire codes and requirements for construction, including the provision of secondary access, hydrant locations, class A roofing, fire breaks, etc. An automatic fire sprinkler system shall be installed in all buildings within this project to the approval of the Fire Marshal. It is further anticipated that fire sprinklers may be installed on other private residences as required by the Fire Marshal.
2. The final location of all boat docks, bridges and other amenities in the lake or within public areas shall be approved through the site plan review process or with improvement plans as determined by the City Engineer.
3. A fire hydrant for use by fire suppression crews shall be placed at a dock location designated by the Fire Marshal. The fire hydrant shall be of a "dry-barrel type".

h. Energy Conservation

NV Energy Company in conjunction with the Builders Association of Northern Nevada participates in an energy-efficient program known as "Good Cents". This is a nationwide program introduced into Nevada in 1989 to improve the energy efficiency of homes. Homes built according to the program's standards are inspected and certified by Sierra Pacific representatives.

Features required for the Good Cents Home designation include added attic, wall and floor insulation, energy efficient double pane windows, moisture penetration barriers, high efficiency heating and cooling systems and energy-saving water heaters.

1. Marina Village shall participate in the Good Cents energy-efficiency program.
2. Builders shall be required to participate in the Good Cents program and construct homes to meet program requirements.
3. Passive solar designs and wind orientations shall be considered in single and multi family residential designs.

i. Electric Service

NV Energy Company will supply electric service to this project. The existing overhead line along the site easterly property line will be relocated underground. Power will be looped and connected to existing services within Howard Drive.