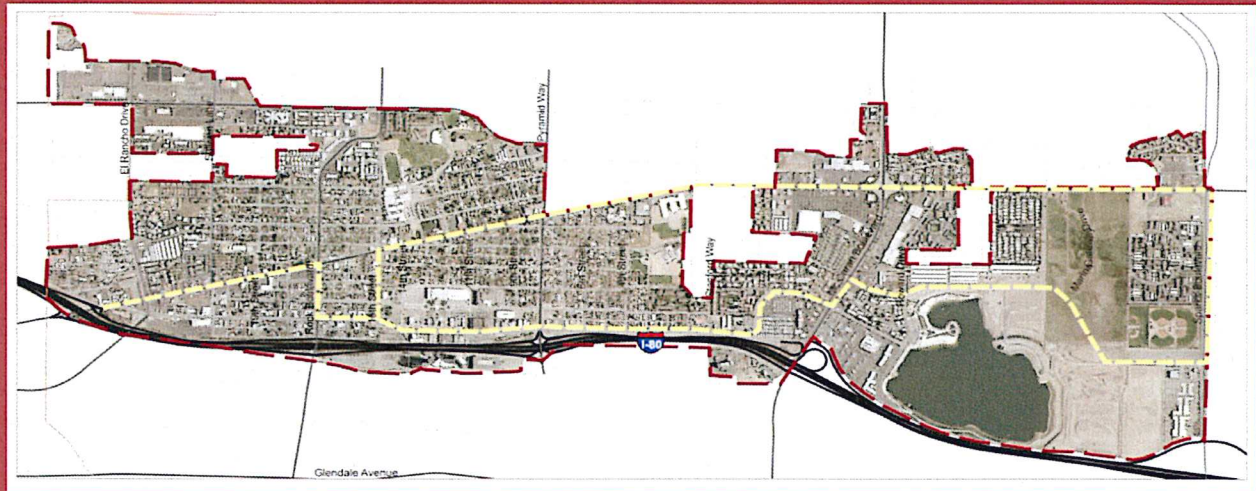


SPARKS TOD CORRIDOR

TOD Corridor Development Guide



ADOPTED JULY 2009
AMENDED MARCH 2010
AMENDED SEPTEMBER 2012

Introduction to the Sparks TOD Design Manuals

In 2002, the City of Sparks adopted a Transit-Oriented Development (TOD) Corridor Plan to encourage transit-oriented development within walking distance of its existing and future transit corridors. This Plan was developed to support the city's long-term vision for its transit corridors, as well as to support the goals and policies of the Truckee Meadows Regional Plan. Since the original TOD Plan was adopted, a number of infill and redevelopment projects have been built within the TOD corridor area ("the corridor") and many others are in the planning stages. While some of these projects feature characteristics that are more transit-oriented than what is typically found in the city (i.e., higher-density), the projects have been difficult to process and review due to a lack of specific regulations geared towards TOD.

What Is TOD?

Transit-Oriented Development, or TOD, refers to a pattern of development that creates pedestrian-friendly environments that support and facilitate transit ridership. This is accomplished by placing higher intensity development - housing, jobs, retail, and entertainment - along existing and planned high-frequency transit routes. In Sparks, TOD areas are intended to promote revitalization of the core city and support the region's long-term vision for transit service.

To resolve this difficulty, the city has developed an updated TOD Corridor Master Plan to help clearly illustrate the long-term vision for the corridor and a set of TOD Design Manuals to guide future infill and redevelopment to achieve that vision. This *Introduction to the Sparks TOD Design Manuals* describes the following:

What Is Planned For The Sparks TOD Corridor?

The first section of this introductory manual describes the "big ideas" of the Sparks TOD Corridor Master Plan and the land use categories designated to different locations within the corridor. This is intended as a brief overview; any property owner wishing to develop or modify their property is encouraged to refer to the complete plan document.

This section will answer the following questions:

- What is the city's vision for the area addressed in the TOD Corridor Master Plan?
- What kind of transit service is planned for the corridor?
- How do I know the planned land use for my property?
- How does the land use shown in the corridor plan relate to how my property is zoned?

How Are The TOD Design Manuals Organized and Applied?

The second section of this introductory manual describes the various TOD Design Manuals that apply to development and redevelopment in the corridor.

This section will answer the following questions:

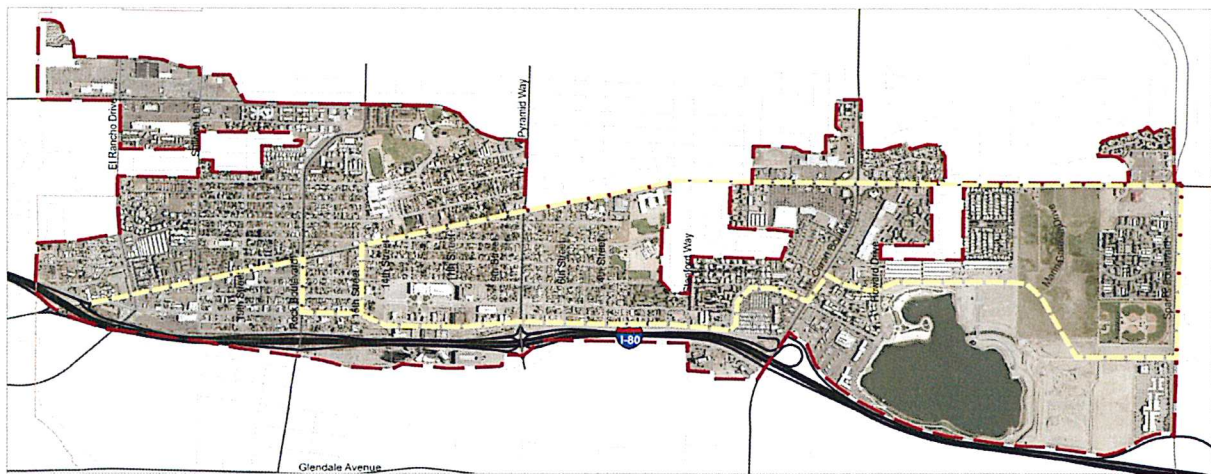
- Which projects and properties need to use the TOD Design Manuals?
- Not all TOD Design Manuals will apply to all projects. How do I know which Design Manual(s) apply to my project?
- What is the process for project review in the TOD corridor?

What Is Planned For The Sparks TOD Corridor?

The TOD Corridor

The TOD Corridor area (See Figure 1, below.) consists of 2,360 acres north of I-80 and south of Prater Way as well as the northwest boundary which extends just beyond Oddie Boulevard. While geographically small, this area contains many of the key attractions within the city including the Downtown, city government and administrative offices, Northern Nevada Medical Center, Sparks Marina, and a significant amount of retail and employment activity.

Figure 1—TOD Corridor Master Plan Boundary.



The proposed future rapid transit line for the corridor would run along a route (highlighted in yellow) connecting many of the key destinations in the corridor including Downtown Reno, Downtown Sparks, the Sparks Marina District, and the medical center. The route would be served by high-frequency bus rapid transit supported by feeder bus routes.

Vision for the Corridor

The city's vision for the future of the corridor, as specified in the TOD Corridor Master Plan, is based on the vision statement and guiding principles below:

The TOD Corridor is the civic, entertainment, and employment heart of the city that represents its past, present, and future in a seamlessly integrated and active environment. Quality building design, active civic spaces, and coordinated transportation systems combine to offer residents and visitors a high-quality experience that defines and highlights the City of Sparks within the region. While the corridor is coordinated to offer a unified sense of place, four distinct portions of the corridor offer very different draws and experiences to visitors – downtown living, events, and nightlife; destination commercial mixed-use; marina-based recreation; and a business and employment hub.

- Guiding Principle #1: Downtown Sparks as the Civic/Cultural Heart of the Community
- Guiding Principle #2: Vibrant Mixed-Use Activity Centers
- Guiding Principle #3: A High-Quality, Context Sensitive Pattern of Development
- Guiding Principle #4: An Integrated Multi-Modal Transportation System
- Guiding Principle #5: Strong Downtown and Core Area Neighborhoods

Specific actions the city will pursue to implement these principles are provided in Chapter 2 of the TOD Corridor Master Plan.

Planned Future Land Use Patterns in the Corridor

The TOD Corridor Master Plan establishes a long-term land use plan for the corridor. The Plan addresses the location and mix of residential, commercial, and employment uses in the corridor along with the intensity of development that is desirable in different areas of the corridor. Future land use for the corridor is illustrated on the TOD Corridor Master Plan's Land Use Framework Plan map (see page 5). The map, and its various components, is described below.

Land Use Framework Map

The Land Use Framework Map illustrated planned future land uses, including existing and future "activity centers." These activity centers are mixed-use areas that will be developed over time to be pedestrian-friendly areas located at stops along the rapid transit route. This concept of activity centers along the transit route corridor is consistent with the regional vision for transit service described by the Truckee Meadows Regional Plan (TMRP). In addition to the regional priority activity centers, or nodes, that the TMRP highlights for the downtowns of Reno and Sparks, the TOD Corridor takes a more fine-grained approach and designates additional activity centers for the city. These are divided into major and minor activity centers based on existing land use patterns and potential for infill and redevelopment of the area to create such a mixed-use environment.

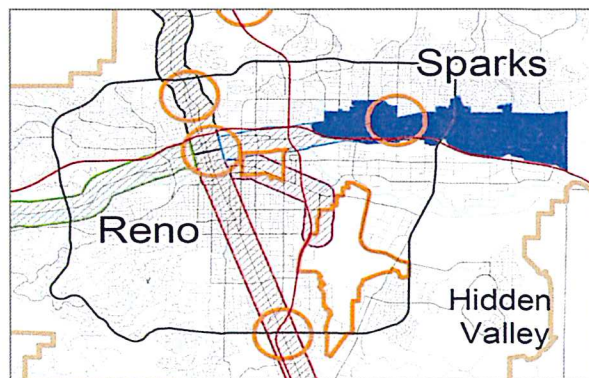


Figure 2—TMRP: TOD Corridors and Centers

Table 1: Summary of Land Use Framework Map Categories In addition to the activity centers, which are denoted on the map with a symbol, the map designates future land use categories for different areas of the corridor. Each land use category is summarized in Table 1, below.

<p>Residential Neighborhood (RN)</p>	<p>Mixed Residential (MR)</p>
<ul style="list-style-type: none"> ○ Predominantly designated where existing single-family neighborhoods already exist. ○ Encourages single-family as well as some compatible attached and multi-family housing. 	<ul style="list-style-type: none"> ○ Predominantly designated where existing multi-family neighborhoods or future transit activity centers have been denoted. ○ Encourages a mix of residential types and densities oriented to transit.
<p>Mixed-Use Commercial (MUC)</p>	<p>Downtown Sparks Center (DTC)</p>
<ul style="list-style-type: none"> ○ Predominantly designated where commercial centers exist today and where mixed-use activity centers are desired in the future. ○ Encourages a mix of commercial, entertainment, and residential development oriented to transit. ○ Mix of uses varies by location ○ Focus on transit supportive densities and promoting an active day-night environment. 	<ul style="list-style-type: none"> ○ Designated in the downtown and established Victorian Square area. ○ Mix of office, entertainment, commercial and residential development oriented to transit. ○ Focus on an active day-night environment.
<p>Employment (EMP)</p>	<p>Civic</p>
<ul style="list-style-type: none"> ○ Concentrated east of Sparks Boulevard, between I-80 and Prater Way. ○ Opportunities for infill and redevelopment concentrated along Vista and Sparks Boulevard, as well as in the vicinity of the medical center and along Prater Way. ○ Uses will range from warehousing and light industrial uses to larger office park uses; but may also include non-industrial uses. 	<ul style="list-style-type: none"> ○ Includes parks, schools, and other public facilities.

1

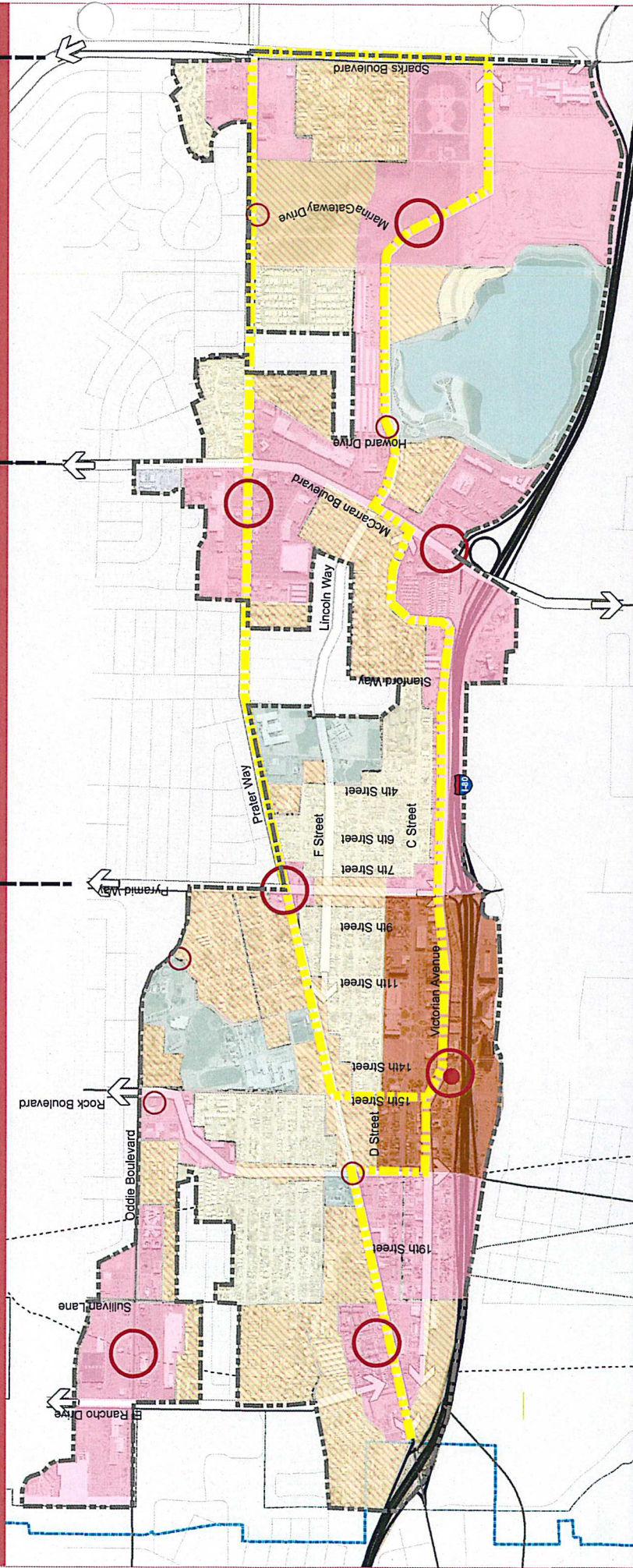
West End/Downtown
Sparks Center District

2

Central/I-80
District

3

Sparks Marina
District



Legend

- TOD Boundary
- Sparks City Limits
- Streets
- Downtown Sparks Center
- 70 db Noise Contour
- 65 db Noise Contour
- Downtown/Victorian Square
- Mixed-Use Commercial
- Employment
- Major Activity Center
- Minor Activity Center
- RTC Centennial Plaza
- BRT Route

Land Use Framework*

- Residential Neighborhood
- Mixed-Residential
- Civic
- Downtown/Victorian Square
- Mixed-Use Commercial
- Employment

*Refer to TOD Plan for detailed description of land use categories.



JULY 2012

Source: City of Sparks GIS, Clarion Associates



How Do Planned Land Uses Relate To Existing Zoning?

The land use categories on the Land Use Framework map show the desired future use of the property in the corridor to achieve the TOD Corridor Master Plan's vision for the area and support future rapid transit service. In most cases, the land use designations call for a broader range of uses and density than is permitted by the underlying zoning today. To ensure that desired development patterns are easily implemented the TOD zone district is established and has been applied to all properties within the corridor. A series of sub-districts will address variations in requirements for each of the land use categories identified on the Land Use Framework map.

How Do Planned Land Uses Relate To Existing Signage Regulations?

Any new signage erected on parcels zoned TOD is subject to the Sparks Municipal Code. Table 2, below outlines applicable signage regulations for each of the land use categories identified on the Land Use Framework map within the TOD Corridor Development Guide.

Table 2: Applicable Signage Regulations by Land Use Category

TOD Land Use Category	Applicable Signage Regulations
Residential Neighborhood	R-5
Mixed Residential	PO
Downtown/Victorian Square	TC
Mixed-Use Commercial	C-2
Employment	I

How Do Planned Land Uses Relate To Existing Fencing Regulations?

Any new structure erected on parcels zoned TOD is subject to the Sparks Municipal Code when the TOD Manuals are silent. Table 3, below outlines applicable screening/fencing regulations for each of the land use categories identified on the Land Use Framework map within the TOD Corridor Development Guide.

Table 3: Applicable Regulations by Land Use Category

TOD Land Use Category	Applicable Fencing Regulations
Residential Neighborhood	R-5
Mixed Residential	PO
Downtown/Victorian Square	TC
Mixed-Use Commercial	C-2
Employment	I

How are the TOD Design Manuals Organized and Applied?

What Is The Purpose of the TOD Design Manuals?

The purpose of the TOD Design Manuals is to implement the vision, goals, and policies established by the city's TOD Corridor Master Plan and to establish the foundation for the TOD zone district, as described above. Specifically, the TOD Design Manuals are intended to:

- Encourage a more compact, pedestrian and transit-supportive pattern of development within the TOD corridor area;
- Ensure that infill and redevelopment that occurs within the TOD corridor area is compatible with the surrounding development context and with the city's adopted TOD Corridor Master Plan;
- Provide a more flexible set of tools with which different types of infill and redevelopment can be accomplished within the corridor; and
- Increase the predictability of the development process within the corridor for applicants and the city.

Where Do The TOD Design Manuals Apply?

The TOD Design Manuals apply to all development and redevelopment within the corridor (See Figure 1, page 2.). These regulations shall apply to the following types of projects in this area:

- An **infill** project, including associated accessory surface or structured parking, proposed for a vacant or substantially vacant lot within the TOD corridor area;
- A **redevelopment** project, including associated accessory surface or structured parking, proposed for a developed lot within the TOD corridor area where all or most of the existing structure(s) would be razed and a new structure or structures built;
- An **addition or renovation** project proposed within the TOD corridor area where the total square footage of the proposed addition is **greater than fifty percent (50%) of the total square footage** of the existing primary structure
- An **addition or renovation project** proposed within the TOD corridor area where the total square footage of the proposed addition is **less than fifty percent (50%) of the total square footage** of the existing primary structure shall refer to landscaping and parking requirements contained in the Sparks Municipal Code and shall not be eligible for TOD incentives contained in the TOD Design Manuals.

Are There Any Exceptions?

Two categories of property/projects do not need to apply the design standards, despite being located in the corridor area:

- **Public Property:** Publicly-owned lands contained within the Downtown Redevelopment Area, shall be governed by the Redevelopment Plan and design guidelines prepared by the Redevelopment Agency, not the TOD Design Standards.

- **Routine Improvements:** These regulations shall not be applicable to the renovation of an existing single-family home or to the routine maintenance and repair of a structure or other feature on the surrounding site, such as roof replacement or general repairs to a parking area or other site feature.
- **Industrial uses:** Industrial uses within the Employment District identified on the Land Use Framework Map are exempt from many standards, as addressed in Book 3: Employment Design Manual.

How Do I Know Which TOD Design Manual(s) Apply to My Project?

Existing and planned future land uses in the TOD corridor vary significantly in their use, character, and intensity. For example, development that would take place in the Downtown Sparks Center is very different from what may occur within the Employment District east of Sparks Boulevard. There are also a number of established neighborhoods with their own character and use types. Therefore, design standards for the corridor have been tailored by development type.

To assist property owners in finding the design standards they need for their project, the standards have been organized by development type into two ~~three~~ manuals:

- Mixed-Use and Commercial Design Manual
- Residential Design Manual
- ~~Employment Design Manual~~

What if My Property is Subject to More Than One Design Manual?

Each of the TOD Design Manuals is intended to be applied in conjunction with relevant standards contained in the Sparks Municipal Code, as applicable. If a conflict exists between these standards and the documents noted above, these standards shall take priority.

Determining Which TOD Design Manual(s) To Use

Once you have determined that your property and project type are subject to the TOD Plan and Design Manuals, follow the steps below to determine which manual you should use to help guide your site and building design. If your property and proposed project have more than one land use designation or proposed future land use, you may need to refer to more than one manual. Here are some guidelines for determining which manual(s) you should use:

You need the Residential Design Manual if your project:

- Is designated Residential Neighborhood on the Land Use Framework map; or
- Is designated Mixed Residential, Mixed-Use Commercial or Downtown Sparks Center and has a distinct, free-standing residential component to the project.

You need the Mixed-Use and Commercial Design Manual if your project:

- Is designated Mixed-Use Commercial or Downtown Sparks Center on the Land Use Framework map; or
- Is designated Mixed Residential and has a mixed-use component to the project.

You need the Employment Design Manual if your project:

- ~~Is designated Employment on the Land Use Framework map.~~

3-Steps to Getting Your Project Through the Process

Step 1: Get familiar with what is planned for your property.

- Identify site on the Land Use Framework map and determine which district and land use categories are applicable.
- Review the adopted TOD Corridor Master Plan. Be sure to review the specific goals and strategies applicable to your district. This will help give you a sense of what the city is planning for in your district specifically.

Step 2: Design your project to meet city requirements.

- Review the appropriate TOD Design Manual for your project to identify applicable standards.
- Discuss the proposed project with city staff (informal discussion only-typically pre-design).
- Understand the context of the building site; inventory adjacent structures.
- Develop the site plan and building design using the standards contained in applicable TOD Design Manual(s) in conjunction with relevant chapters of the Municipal Code, and other applicable development regulations and policies.
- Contact staff regarding a pre-application conference.

Step 3: Finalizing your plan and getting approval.

- Complete the application checklist to ensure conformance with the TOD Design Manual and site plan requirements.
- Contact staff regarding site plan review by appropriate city departments, for proper submittal procedure as outlined in Section 20.31 of the Municipal Code, Site Plan Review.
- Revise plans to meet clarifications and deficiencies identified during Site Plan Review.
- Submit the project for formal review as set forth in the Municipal Code.