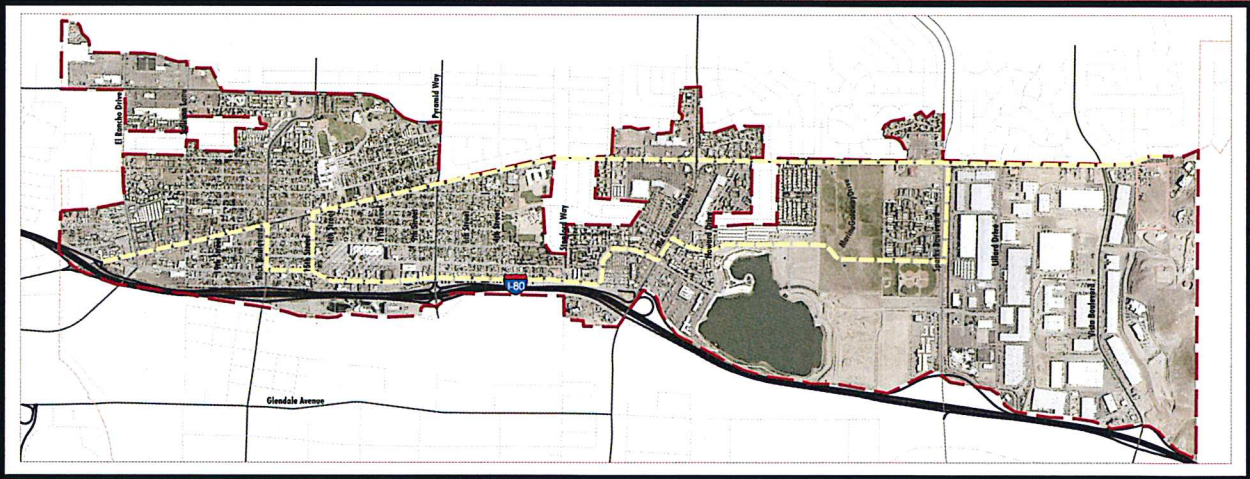


SPARKS TOD CORRIDOR

Mixed-Use and Commercial Design Manual



ADOPTED JULY 2009
AMENDED SEPTEMBER 2012

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Chapter 1: Introduction

Purpose of the Mixed-Use & Commercial Design Manual

The purpose of this Mixed-Use and Commercial Manual is to implement the vision, goals, and policies established by the city's TOD Corridor Master Plan. The manual specifically aims to:

- Encourage a more compact, pedestrian and transit-supportive pattern of commercial development within the TOD corridor;
- Ensure that future activity centers within the TOD corridor are compatible with the surrounding neighborhood context and with the city's adopted TOD Corridor Master Plan;
- Provide a more flexible set of tools with which mixed-use development can be accomplished within the corridor; and
- Increase the predictability of the development process within the corridor for applicants and the city.

Applicability

The design standards contained in this manual apply to each of the land use categories, defined by Table 1, below. Boundaries of each land use category are established on the Land Use Framework map located on page 3. If a conflict should arise between these standards and those contained in another TOD Design Manual or the Municipal Code (as applied to a particular development), the requirements set forth in this Design Manual shall take priority.

Table 1: Applicability by Land Use Category

Land Use Category	Applicability	Exceptions
Mixed Residential	All new commercial and mixed-use development, infill, redevelopment, exterior modifications and major renovation projects.	<ul style="list-style-type: none"> • Renovation of an existing single-family home or business or 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. • Free-standing residential development included as part of a larger mixed-use development.
Mixed-Use Commercial		
Downtown/Victorian Square		

Contents of this Design Manual

In addition to this introductory chapter, this Mixed-Use and Commercial Design Manual contains the following:

Chapter 2: Determining Land Use Mix and Type

This chapter establishes a list of permitted/prohibited uses for each land use category, along with a set of Special Use Criteria. Required mix of uses by location and land use category are also established, along with criteria for evaluating the placement of uses on a site-by-site basis.

Chapter 3: Intensity and Dimensional Standards

This chapter establishes intensity and dimensional standards — such as setbacks, height, and density requirements — as they pertain to different locations within the corridor.

Chapter 4: Design and Development Standards

This chapter contains design standards specific to mixed-use and commercial development in the corridor, addressing issues such as site layout and building design and character.

Chapter 5: Definitions

Chapter 5 provides a list of and definitions of key terms as used in the Mixed-Use and Commercial Design Manual.

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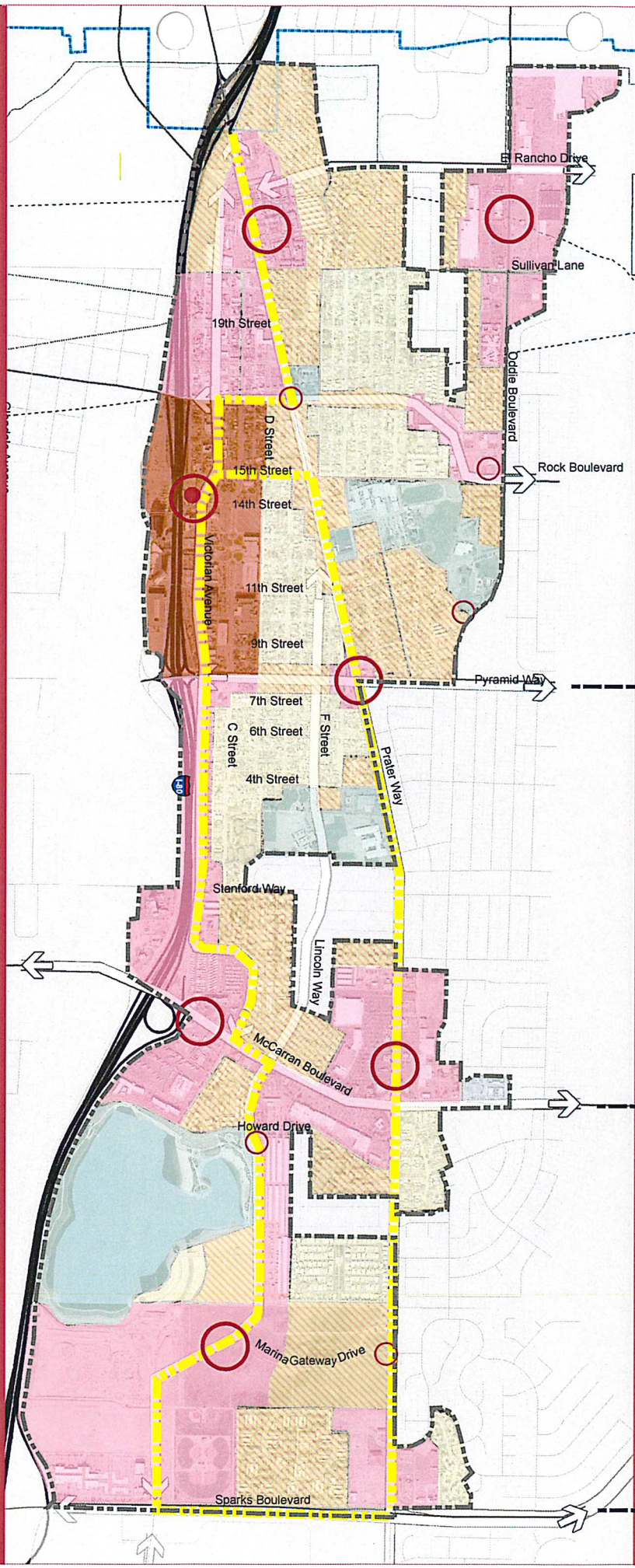
**West End/Downtown
Sparks Center District**

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

Land Use Framework*

- Residential Neighborhood
- Mixed-Residential
- Civic
- Downtown/Victorian Square
- Mixed-Use Commercial
- Employment
- Major Activity Center
- Minor Activity Center
- RTC Centennial Plaza
- BRT Route

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

JULY 2012

Source: City of Sparks GIS, Clanton Associates

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Chapter 2: Determining Land Use Type and Mix

This chapter identifies land uses that are permitted or prohibited within the corridor by land use category. Criteria for determining the required mix of uses for sites with a mixed-use designation and the overall proportion of each use are also provided.

Permitted/Prohibited Uses

Table 2 defines uses that are allowed within the TOD corridor. The types of uses permitted or prohibited vary for different areas of the corridor based on the land use category assigned by the Land Use Framework map. Uses not identified in Table 2 are prohibited in the TOD corridor.

A mix of uses is required for several land use categories, depending upon the size and location of the site, as specified in this section. Allowed uses are subject to the requirements and design standards contained in this manual, as applicable.

Table 2: Permitted/Prohibited Uses

P = Permitted; X = Not Allowed; S = Special Use Permit Required					
Type of Use	Land Use Category				
	MU-C	MR	DT/VS	RN	EMP
Residential					
Bed and breakfast inn	P	P	P	S	X
Boarding and rooming house	P	P	P	P	X
Dwelling, single family	P	P	P	P	X
Dwelling, two-family	P	P	P	P	X
Dwelling, multi-family	P	P	P	P	X
Home occupations	P	P	P	P	X
Live/work dwelling	P	P	P	S	P
Office/Professional					
Banks and other similar financial institutions (drive-thru)	S	S	S	X	P
Banks and other similar financial institutions (no drive-thru)	P	P	P	X	P
Offices	P	P	P	X	P
Medical offices and medical clinics	P	P	P	X	P
Commercial/Service/Retail					
Adult care	P	P	P	S	X
Adult day care	P	X	X	S	P
Animal shelter	X	X	X	X	P
Assisted living facilities	P	P	P	S	S
Automobile service station	S	X	S	X	S
Child care facility requiring more than one caregiver	P	S	P	S	S

P = Permitted; X = Not Allowed; S = Special Use Permit Required					
Type of Use	Land Use Category				
	MU-C	MR	DT/VS	RN	EMP
Drive-through businesses	S	S	S	X	S
Entertainment facilities	P	S	P	X	X
Farmers market	P	P	P	X	X
Gaming establishment (non-restricted)	S	S	S	X	X
Gaming establishment (restricted)	P	P	P	X	P
Group home	P	P	P	S	X
Health club, recreational facility (less than 3,000 s.f.)	P	P	P	X	P
Health club, recreational facility (greater than 3,000 s.f.)	S	S	S	X	S
Hotels	P	S	P	X	S
Outdoor sales and service operations	S	S	S	X	X
Outside storage accessory to retail	S	S	S	X	X
Parking structure, public or private (as a primary use)	S	S	S	X	S
Restaurant/bar	P	P	P	X	P
Restaurant/bar, drive-in or drive-through	S	S	S	X	S
Retail	P	P	P	X	X*
Personal services	P	P	P	X	X
Smog shop	S	X	X	X	S
Theater	P	P	P	X	X
Veterinary clinic	P	P	P	X	P
Industrial					
Auto and truck repair shop	X	X	X	X	P
Indoor manufacturing, fabricating, or processing	X	X	X	X	P
Mini-warehouse, self-storage	S	X	X	X	S
Outdoor storage	X	X	X	X	P
Research and development	X	X	X	X	P
Truck stop	S	X	X	X	S
Wholesale distribution, warehousing, and storage	X	X	X	X	P
Civic and Institutional					
Public transit parking facilities	S	X	S	X	P
Church	P	S	P	S	S
College, technical school	S	X	S	X	S
Hospital	S	X	S	X	S
Library	P	P	P	S	P
Museum	P	P	P	S	S
Open space, park	P	P	P	P	P
Public parking garage	P	P	P	X	P
Public facilities	P	P	P	S	S
Public utility structures	P	S	S	S	P

P = Permitted; X = Not Allowed; S = Special Use Permit Required					
Type of Use	Land Use Category				
	MU-C	MR	DT/VS	RN	EMP
School (public or private)	P	S	P	S	S
Accessory Uses					
Accessory dwelling unit	P	P	P	P	X
Accessory retail and personal service, office, or recreational use	X	X	X	X	P
Residential quarters for a guard or caretaker	X	X	X	X	P

* Retail is a permitted use in the employment district for properties zoned TOD which share a common property line with the ROW of Lincoln Way.

Special Use Criteria

In addition to the findings listed in Section 20.13 of the Municipal Code, findings from a preponderance of evidence must indicate that the proposed use:

- Is consistent and compatible with the TOD Plan and Standards; and
- Is integrated with or can be integrated with as part of a broader mix of uses to support an active "people-oriented" environment within the TOD corridor.

Required Mix of Uses

Mixed-use development within the TOD corridor will come in many forms and sizes. The type and proportion of residential and non-residential uses will vary by each site's designated land use category, as well as its location, size, and the surrounding development context. For example, a mixed-use commercial development located on an individual parcel away from a primary street frontage may reasonably contain a lower percentage of non-residential development than one that is located with direct access and visibility from the primary street frontage. Alternatively, on some smaller parcels, integrating multiple uses may not be feasible or even desirable.

How to Determine Appropriate Mix and Relationship of Uses

Table 3 establishes a required mix of uses for each of the three mixed-use land use designations (Mixed-Use Commercial, Mixed Residential, and Downtown Sparks Center) identified on the Land Use Framework map. The required mix of uses is calculated at two levels:

- **Minimum Number of Use Types:** This requirement establishes the number of uses that must be selected from the Residential, Office/Professional, and Commercial/Service/Retail Use Groups identified in Table 2, above. Uses contained within the Civic and Institutional Use Group may not be credited towards the minimum number of use types required.
- **Minimum/Maximum Percentage of Non-Residential/Residential Uses:** This requirement provides guidance on the general composition of mixed-use development desired. Minimum percentages represent the minimum percentage of the finished floor area that must be devoted to a particular use group.

In addition to the land use designation, requirements vary according to the location and size of the site. Generally, sites located in areas where higher levels of activity (e.g. within downtown, along proposed



Mixed-use development within the corridor will vary in its intensity and mix of uses depending upon its location and the surrounding development context.

BRT routes) are desirable are required to have a greater mix of uses than those located within or adjacent to established neighborhoods.

Table 3: Required Mix of Uses by Land Use Designation/Site Size/Location

Location/ Site Size	Land Use Category								
	Downtown/Victorian Square			Mixed-Use Commercial			Mixed Residential		
	<1 Acre	1-5 Acres	>5 Acres	<2 Acres	2-10 Acres	>10 Acres	<1 Acre	2-5 Acres	>5 Acres
Downtown Sparks Center or within proximity of Victorian Avenue									
Minimum # of use types	1	2	3	1	2	3	N/A	N/A	N/A
Minimum % non-residential and residential	N/A	Residential min.=25% Non-Residential min.=40%		N/A	Residential min. = 30% Non-residential min.= 25%		N/A	N/A	N/A
Not located in Downtown Sparks Center or within proximity of Victorian Avenue									
Minimum # of use types	1	1	2	1	2	3	N/A	N/A	N/A
Minimum % non-residential and residential	N/A	N/A	N/A	N/A	N/A		N/A	N/A	N/A
Within proximity of proposed BRT route									
Minimum # of use types	1	2	2	1	2	3	1	2	2
Minimum % non-residential and residential	N/A	N/A		N/A	Residential min. = 30% Non-residential min.= 25%		N/A	Residential min. = 75% Non-residential min.= 10%	
Not within proximity of proposed BRT route									
Minimum # of use types	1	2	2	1	2	3	1	1	1
Minimum % non-residential and residential	N/A	N/A		N/A	Residential min. = 75% Non-residential min.= 10%		N/A		

Siting Considerations for Mixed-Use Projects

Many factors will guide the types of uses each project may support and the configuration of those uses. These factors include market demand, visibility, access, and size among others.

The following considerations should be used as a guide for the design and review of mixed-use projects.

Ground Floor Uses

The incorporation of retail shops and/or restaurants is encouraged at the street level to promote a more active environment for pedestrians and to support residential and office uses located within the same building (on upper floors) or nearby. This configuration of uses is particularly encouraged along Prater Way, Victorian Avenue, and other transit corridors. Within mixed-use activity centers, these uses should be concentrated adjacent to major public spaces and in other areas where a high level of pedestrian activity and visibility is desirable. If a limited portion of a structure's ground level will be devoted to retail or restaurant space, such space should be located along those facades adjacent to or most visible from transit corridors, primary street frontages, or major pedestrian walkways. Additional standards for parking structures apply. See Chapter 4: Building Design and Character (Structured Parking).

Relationship of Uses (Vertical vs. Horizontal)

Although a vertical mix of uses is preferred within major activity centers as defined in the TOD Corridor Master Plan (e.g., residential or office over retail), the scale of most major activity centers will warrant a combination of vertical and horizontally mixed uses on the same site. Horizontally-mixed uses are typically located in close proximity to each other as part of a larger development; however, each building maintains its own separate use. Higher intensity, vertically mixed-uses should be concentrated near transit stops, outdoor gathering spaces, and other areas where a high level of activity is desirable.

Chapter 3: Intensity and Dimensional Standards

The TOD Corridor Master Plan establishes minimum density requirements for different areas within the corridor. These minimum densities were established to promote a more compact, transit-supportive pattern of development within the corridor and to satisfy regional requirements for TOD corridors. Minimum densities are highest in areas that are currently served by transit or are planned to be served by transit in the future such as the Downtown Sparks Center, along Prater Way and Victorian Avenue, and within mixed-use activity centers. Lower minimums have been established within established single-family neighborhoods and in other areas where a more context sensitive approach is called for by the TOD Corridor Master Plan.

Intensity and Dimensional Standards

All mixed-use and commercial development occurring within the corridor shall be subject to the intensity and dimensional standards in Table 4. These intensity and dimensional standards may be further limited or modified by other applicable sections of this Development Code. Additional regulations are set forth immediately following the table.

General Intent

The intensity and dimensional standards established by this chapter are intended to:

- Encourage concentration of the highest development intensities within the corridor's major activity centers and along transit corridors;
- Establish a pedestrian-friendly street environment in high activity locations within the corridor; and
- Offset lower development intensities within established residential neighborhoods in the corridor.

Table 4, below, summarizes site development standards by land use category and location, as well as any exceptions that may apply.

Table 4: Intensity and Dimensional Standards

Site Development Standard		Land Use Category					
		Mixed Residential		Mixed-Use Commercial		Downtown/Victorian Square	
		Within Proximity of BRT	Not Within Proximity of BRT	Within Proximity of BRT	Not Within Proximity of BRT	Downtown Sparks Center	Not Downtown Sparks Center
Minimum Density (FAR)[1]		0.75	0.5	0.75	0.5	1.5	1.0
		Exceptions: Pre-existing parcel 20,000 sq. ft. or less, located within proximity of proposed BRT route, must have a min. FAR of 0.5. Sites greater than 100,000 s.f. must have a minimum density of 1.0 FAR.				None.	
		Incremental Density Increase: Minimum densities will be reviewed for a potential increase every five years until minimum standards required by the Truckee Meadows Regional Plan are achieved. Regional market conditions, demand for commercial and retail services, and related factors will be evaluated as part of the review process.					
Build to Zone (ft)[2]		0 (20 maximum) At least 60 percent of primary street frontage must be occupied by a building wall		0 (20 maximum) At least 60 percent of primary street frontage must be occupied by a building wall		0 (20 maximum) At least 80 percent of primary street frontage must be occupied by a building wall	
Setbacks (ft)	Rear yard	0 (20 minimum along street frontage shared with existing residential neighborhood; 30 minimum along lot lines shared with existing residential neighborhood)					
	Side yard	0 (20 minimum along street frontage shared with existing residential neighborhood; 30 minimum along lot lines shared with existing residential neighborhood)					
Minimum Lot Size [3]		6,000 s.f.					
Maximum Height (ft)[4]		45[4]		150[4]	90[4]	none[4]	
<p>[1] FAR is calculated based on a cumulative project. Densities for residential units included as part of a vertically-mixed use building shall be calculated based on the minimum FAR's above. Densities for single-use residential buildings included as part of a mixed-use development shall be as required by the Residential Design Manual.[2] See example on page 15 of this Design Manual.</p> <p>[3] Minimum lot size may be waived if five or more lots are created.</p> <p>[4] Transitions required, see Chapter 4, Relationship to Surrounding Development.</p>							

Chapter 4: Design and Development Standards

The mixed-use land use group includes those areas designated for Mixed-Use Commercial, Mixed-Residential, and Downtown Sparks Center on the Land Use Framework map contained in the adopted TOD Corridor Master Plan. Each of the mixed-use land use categories is based around a concept of encouraging a broader mix of uses (typically a variety of residential, retail, and/or office) within a single, higher-intensity development. As a result, many of the design standards contained in this section are applicable to all three land use categories. Where unique considerations exist and a particular design standard is intended to apply only to a specific land use category, the applicable land use category(s) will be noted.

Site Planning

Site Layout and Building Organization

Intent

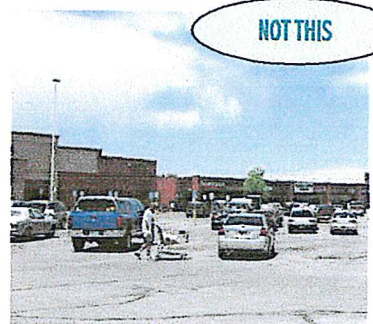
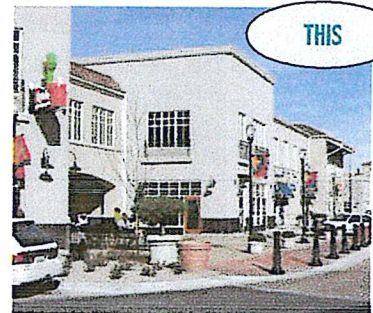
- To promote a compact, pedestrian-friendly and transit-supportive pattern of development in mixed-use areas of the corridor;
- To reinforce and build upon the established urban fabric of the corridor;
- To minimize the visual impacts of parking within mixed-use areas;
- To guide the organization of mixed-use development in a variety of contexts and at a variety of scales.

Design Standards

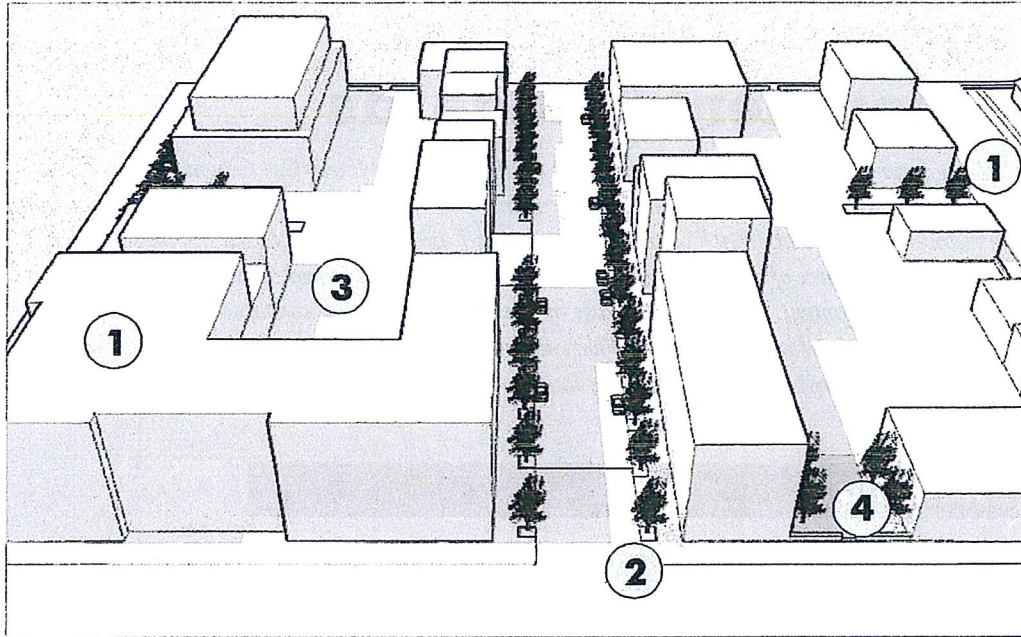
Building Organization—General

Commercial and mixed-use developments shall be organized to create pedestrian-friendly spaces and streetscapes. These objectives shall be accomplished by placing a percentage of the building wall at the back of the sidewalk edge (or “building to” the sidewalk), as required in Chapter 3: Intensity and Dimensional Standards, and by using building walls to frame and enclose at least two of the following (numbers keyed to graphic on following page):

Building Organization



Developments shall be organized to create pedestrian-friendly spaces and streetscapes.



1. The corners of street intersections or entry points into the development;
2. A "main street" pedestrian and/or vehicle access corridor within the development site;
3. On at least three sides parking areas, public spaces, or other site amenities; or
4. A plaza, pocket park, square, or other outdoor gathering space for pedestrians between buildings.

Building Organization—Major Activity Centers

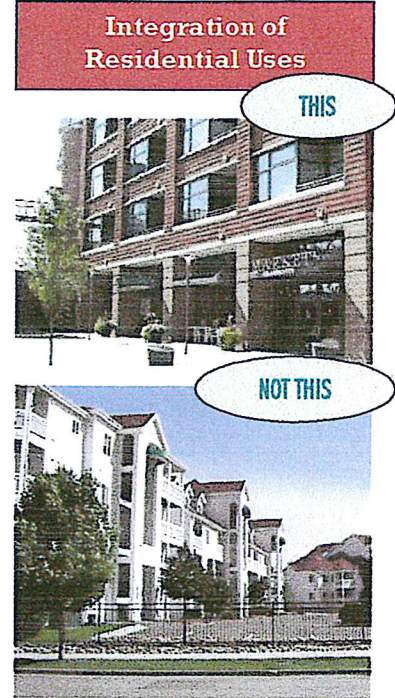
The large scale of Major Activity Centers within the corridor will require an additional layer of consideration for building organization. In addition to meeting the general standards for building organization above, buildings within Major Activity Centers shall be organized to reinforce a pattern of individual blocks. Blocks shall:

- Be designed as an extension of the surrounding neighborhood—aligning with and connecting to adjacent streets and mirroring the scale and orientation of adjacent blocks (for residential areas of the activity center); and
- Be consistent with maximum block size standards, as contained in this manual.

Integration of Residential Uses

Residential uses incorporated as part of a larger mixed-use development shall be visually and physically integrated with non-residential uses. This objective shall be achieved by ensuring that residential uses are:

- Located above street-level retail stores/restaurants in a vertical mixed-use setting;
- Used to provide a transition between the highest-intensity uses within the center and the adjacent neighborhood; and
- Not walled off from non-residential uses.
- Overall percentage of residential development required shall be as defined in Chapter 2 of this manual.



Residential uses need to be visually and physically integrated with non-residential uses

Drive-Through Facilities

Drive-through facilities associated with a primary use shall not be located within proximity of Prater Way, Victorian Avenue, or other major transit corridors, or located within the Downtown Sparks Center.

Build-To Zone

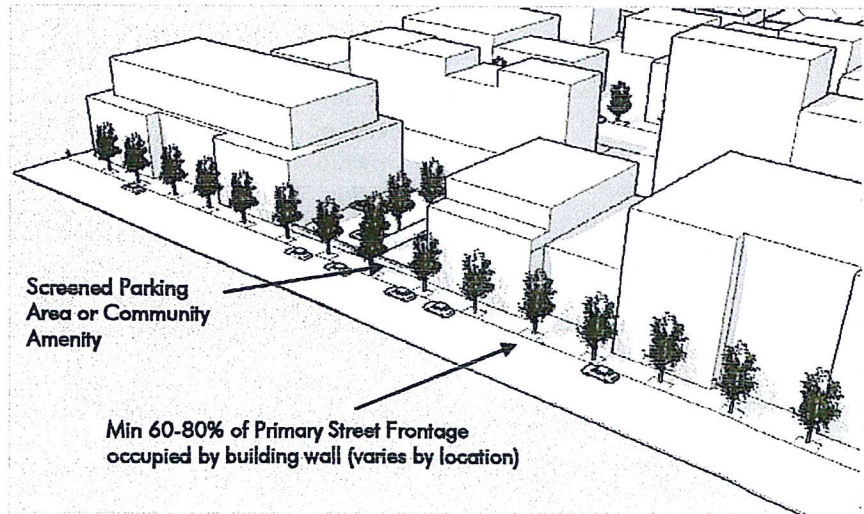
Intent

- To promote a more urban, transit-supportive pattern of commercial and mixed-use development within proximity of Prater Way, west of 14th Street, along Victorian Avenue, within the Sparks Marina District, and within the corridor’s activity centers.
- To establish a strong building edge at the street level in high activity locations within the corridor.

Design Standards

Build-To Zone

Table 4 contains setback requirements for mixed-use and commercial development by location. Build-to zones should be applied in context with standards for Site Layout and Building Organization contained in this chapter.



Landscaping

Intent

- To emphasize the use of landscaping at the street edge where it is most visible and will provide needed shade, as well as where an enhanced pedestrian environment is most important from a safety and transit supportive perspective;
- To promote a more compact, urban pattern of development along the city's major transit corridors; and
- To provide an incentive for infill and redevelopment along the city's major transit corridors.

Design Standards

Minimum Landscape Requirements

The minimum portion of the site area to be landscaped shall be as noted in Table 5 below.

Table 5: Minimum Landscape Requirements

Land Use Category	Minimum Landscaped Area*
Mixed Residential	15 percent
Mixed-Use Commercial	15 percent
Downtown Sparks Center	10 percent

*Opportunities for reduced landscape requirements apply, see *Incentives* section below.

Specifications for landscape materials shall be as defined in Section 20.32.060 of the Sparks Municipal Code, unless otherwise specified by this manual.

Incentives

- For developments located within proximity of Prater Way, Victorian Avenue, or other major transit corridors, or located within the Downtown Sparks Center or Sparks Marina District, the minimum portion of the site area to be landscaped shall be 10 percent.
- Landscaped areas provided in accordance with the Streetscape Design requirements below, and the Community Amenities requirements contained in this chapter, may be credited towards the minimum landscape requirements above.

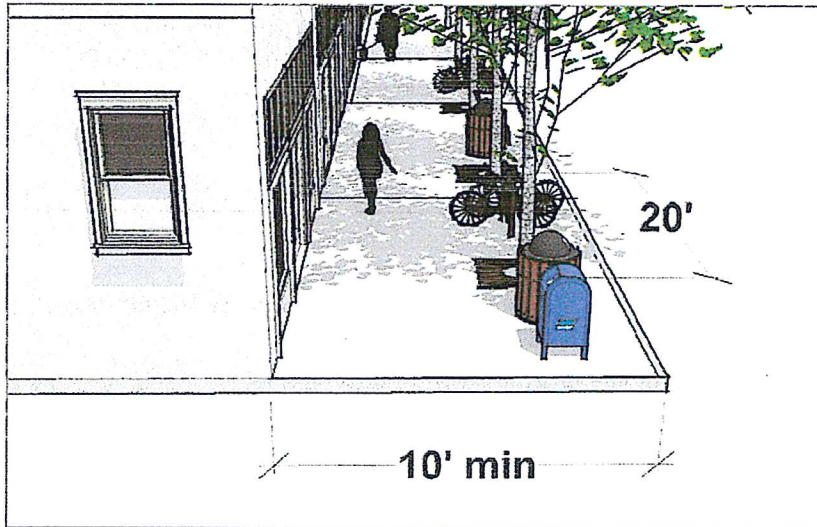
Streetscape Design and Character

Intent

- To provide a safer, more comfortable environment at the street edge that encourages pedestrian activity and creates a more transit-supportive environment;
- To enhance the appearance of streets within the TOD corridor area; and
- To distinguish the character of residential streets within the corridor from transit corridors and other areas where higher levels of pedestrian activity are desirable.

Design Standards

Sidewalks



All development located along Prater Way, Victorian Avenue, or a designated BRT route shall provide an attached sidewalk a minimum of ten feet in width. This standard shall also apply for mixed-use portions of major and minor activity centers and other areas where high levels of pedestrian activity are desired. In all other locations, sidewalks shall be a minimum of six feet.

Clear Zone

Street furniture shall be placed so as to maintain a clear pedestrian walkway that is a minimum of six feet in width. The Clear Zone shall be unobstructed by any permanent or nonpermanent element for a minimum width of six feet and a minimum height of eight feet. Street furniture includes benches, trash receptacles, outdoor dining areas, and other pedestrian amenities.

Streetscape Character

THIS



NOT THIS



Clear Zone



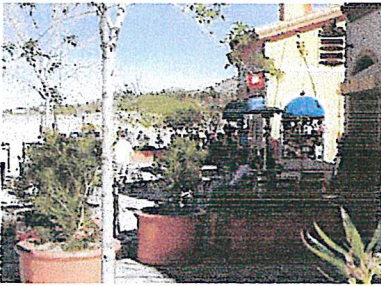
Min 6': Clear Zone

Provide a more comfortable environment at the street edge to encourage pedestrian activity

Street Tree/Furniture Zone

The Street Tree/Furniture Zone shall have a minimum width of four feet (from face of curb) and shall be continuous and located adjacent to the curb. The area shall be planted with deciduous street trees at an average spacing of 25 feet on center. The area also is intended for the placement of street furniture including seating, street lights, waste receptacles, fire hydrants, traffic signs, newspaper vending boxes, bicycle racks, public utility equipment such as electric transformers and water meters, and similar elements in a manner that does not obstruct pedestrian access or motorist visibility. Specifications for tree calipers and species shall be as defined in Section 20.32.060 of the Sparks Municipal Code. In all other locations, street trees may be located in a landscape area adjacent to the sidewalk.

Community Amenities



Approved community amenities include raised landscape planters (top), seating areas (middle), and may include decorative items such as clocks (bottom).

Alternative Configurations

Alternative streetscape configurations and widths may be approved by the Administrator where the above configurations are not feasible. For example, existing development patterns and lot depths along some portions of Prater Way would limit sidewalk widths.

Community Amenities

Intent

- To encourage the incorporation of more urban, pedestrian and transit-supportive site development patterns; and
- To encourage the incorporation of a range of community amenities such as public art, street furniture, and public plazas along major transit corridors to provide visual interest and encourage pedestrian activity.

Design Standards

Quantity

A minimum of 25% of the required landscaped area of sites located within proximity of Prater Way, Victorian Avenue, or designated BRT route or that are located within the Sparks Marina District shall be devoted to community amenities that are accessible to the public. Community amenities shall be located:

- Adjacent to or are integrated with on-site transit stops where one exists or is planned; or
- In areas of high pedestrian activity where no transit stop exists or is planned, such as along a pedestrian "main street" within a designated mixed-use activity center.

Approved Amenities

Community amenities used to satisfy the above standard shall be comprised of a public plaza or similar outdoor gathering space whose surface is clearly defined through the use of decorative paving (e.g., stamped, colored concrete, ornamental pavers) and is furnished with 3 or more of the following:

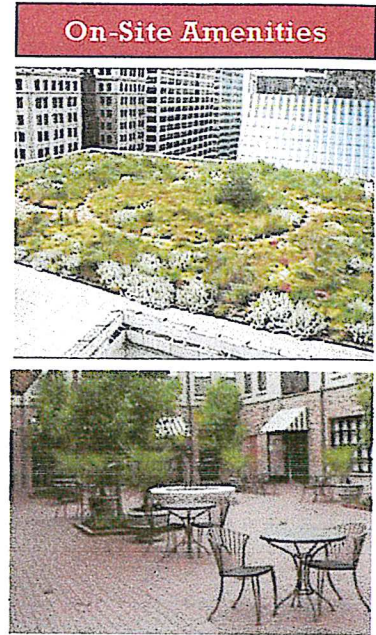
- Benches or seating areas;
- Raised landscape planters;
- Historic markers as provided in accordance with a property’s acceptance on a local, State, or National historic register;
- Shade structures;
- Public art (e.g., sculptures, murals, water elements, carvings, frescos, mosaics, and mobiles);
- Courtyard;
- Bike racks;
- Decorative transit shelters as approved by RTC and the city; or
- Similar features as approved by city staff.

Easements may be required from the city to accommodate the above amenities.

Incentive: Downtown Sparks Center

To encourage the adaptive reuse of existing buildings within the Downtown Sparks Center land use category (e.g., the conversion of an existing hotel to multi-family residences), up to 50% of the required landscaped area (not including required streetscape) of the site may be devoted to on-site amenities for the project’s residents with staff approval. Amenities eligible for consideration include:

- Balconies;
- Rooftop gardens;
- Plazas; or
- Other public or private outdoor gathering spaces.



On-site community amenities in the Downtown Sparks Center may include rooftop gardens (top) and public/private outdoor gathering spaces (bottom).

Parking and Circulation

Parking Location and Screening

Intent

- To minimize the visual impacts of parking and maintain a pedestrian-friendly environment at the street edge;
- To ensure that infill and redevelopment is compatible with the established character of the historic neighborhoods located within the TOD corridor area; and
- To reduce infill and redevelopment barriers by allowing for more compact parking configurations that maximize the efficiency of on-site parking and increase buildable areas.

Design Standards

Location

- All on-site, surface parking for buildings located within proximity of Prater Way, Victorian Avenue, or other major transit corridors, or within the Sparks Marina District shall be located at the rear of the building.
- Building additions located within proximity of Prater Way, Victorian Avenue, or other major transit corridors that increase parking requirements shall locate new on-site parking at the rear of the building.
- Alternative parking configurations may be permitted for multi-building developments within the mixed-use commercial designation subject to compliance with standards for setbacks and building organization as contained in this manual.

Screening

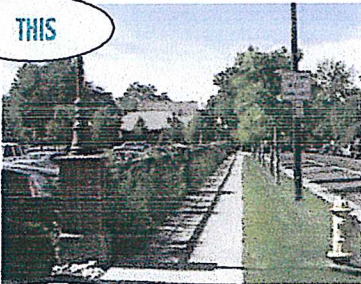
- All surface parking lots visible from the public right-of-way shall be screened using one of the following methods, unless otherwise noted, below:
- A decorative masonry wall in combination with landscaping; or
- A wrought iron or other ornamental fence in combination with landscaping.

To satisfy the above standard:

- Landscaping shall be planted between the wall and the public right-of-way, sidewalk, or boundary; and
- Walls, fences, and landscaping shall not exceed 3 feet in height to adequately screen most car headlights while maintaining clear visibility into and out of the parking lot.

Parking Lot Screening

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All surface parking lots visible from public right-of-way shall be screened.

Incentive: Parking Lot Screening

To maximize available space developments of less than 10,000 square feet, or that involve the renovation of an existing building may use an ornamental fence or wall as a standalone screening mechanism to meet the surface parking screening requirement above..

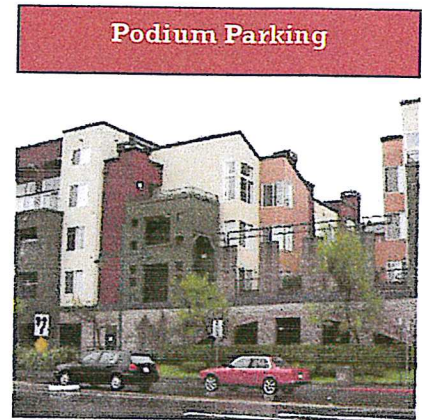
Podium Parking

Openings in podium parking areas shall be designed to screen views of parked cars from surrounding properties through the use of architectural screens or similar features, as approved by the Administrator.

Required Parking

Off-Street Parking Spaces—Number Required

- Off-street parking shall be provided in accordance with Section 20.49.020 of the Sparks Municipal Code, unless otherwise noted below.
- Off-street parking requirements for residential portions of a mixed-use residential development are set forth in Table 6, below. Additional credits and reductions may be allowed, as outlined below.
- In all calculations of the minimum or maximum amount of parking, fractions shall be rounded down to the nearest whole number.



Podium parking shall be screened using architectural screens or similar features.

Table 6: Residential Parking Requirements

Type of Use	Min. Parking Spaces Required	Max. Parking Spaces Permitted
Studio/Efficiency Unit	0.75 spaces/residential unit	1 space/residential unit
1 bedroom unit	1 space/residential unit	1.5 spaces/residential unit
2 bedroom unit	1.25 spaces/residential unit	1.75 spaces/residential unit
3 or more bedroom unit	1.5 spaces/residential unit	2 spaces/residential unit
Senior citizen housing	0.5 per unit plus 1 per employee for the largest shift, except by special use permit.	0.75 per unit plus 1 per employee for the largest shift, except by special use permit.
Guest Parking	1 space per 15 dwelling units in addition to minimum off-street parking requirements.	1 space per 10 dwelling units in addition to minimum off-street parking requirements.

Incentives: Parking Credits and Reductions

Parking credits and reductions may be granted by the Administrator based on the criteria below, provided the applicant provides a parking study that demonstrates that parking demands will be met with alternative parking configuration or requirement. In some instances a parking study may not be required. These instances are noted where applicable below.

On-Street Parking Credit

On-street parking credits for Parking District 1 shall be as contained in the Sparks Municipal Code.

Shared Parking Credit

The amount of off-street parking required may be reduced by an amount determined by the Administrator when it can be demonstrated through a parking demand study, prepared by a licensed Traffic Engineer, that sufficient parking is or can be met by using shared parking. The parking demand study shall provide information and evidence about the anticipated parking demand, identifying peak times during the day and the distance relationship between available shared parking spaces and the specific uses shared.

Van Shuttle and Bus Pass Credit

Mixed-use developments located within ¼ mile of an existing transit stop may be eligible for additional parking reductions if free bus passes or van shuttles are provided for residents. Reductions shall be granted in the amount of 0.25 spaces for each free bus pass provided or for each potential passenger served by a van shuttle. The applicant shall be responsible for providing a list of bus pass holders and van shuttle riders to the city annually for survey purposes.

Mixed-use Development Credit

Mixed-use developments located within ¼ mile of an existing transit stop shall receive a parking credit of 10% of the total spaces required. No parking study shall be required unless it is combined with another credit request.

High-density Development Credit

Developments located within ¼ mile of an existing transit stop whose average density exceeds the minimum required density by more than 50%, shall receive a parking credit of 10% of the total spaces required. No parking study shall be required unless it is combined with another credit request.

Maximum Reduction Allowed

Total cumulative reductions to the minimum off-street parking requirements contained in Section 20.49.020 of the Sparks Municipal Code through the application of any combination of the potential

credits and reductions listed above shall not exceed 25%, as determined by the Administrator.

Bicycle Parking Required

- All vehicle parking facilities containing less than 20 parking spaces shall provide one bicycle rack where no less than four bikes may be accommodated.
- Vehicle parking facilities containing more than 20 parking spaces shall provide one bicycle rack to accommodate a minimum of four bicycles plus room to accommodate two additional bicycles for each additional ten spaces in the lot. No more than 50 bicycle parking spaces will be required.
- Bicycle racks shall be placed within fifty feet of the primary entrance of the building they are intended to serve.

Pedestrian Circulation and Connections

Intent

- To provide a continuous and easily accessible pedestrian circulation network within the TOD corridor area;
- To ensure that new development within the TOD corridor area provides an on-site pedestrian network providing direct access to transit and the corridor-wide pedestrian circulation network;
- To maintain a well-defined pattern of urban blocks within the TOD corridor that provide frequent pedestrian connections to adjacent neighborhoods and serve as a framework for a varied mix of uses; and
- To ensure future mixed-use activity centers within the corridor are integrated with, rather than walled-off from adjacent neighborhoods.

Design Standards

Block Pattern—General

- New development shall work within the framework of the corridor’s existing pattern of blocks to avoid creating large “superblocks,” that limit pedestrian and vehicular circulation.
- Where block consolidation is proposed (by right-of-way abandonment), special consideration shall be given to pedestrian and vehicular circulation patterns and access to surrounding neighborhoods.

Pedestrian Connections



Provide a continuous and easily accessible pedestrian circulation network.

Maximum Block Lengths¹

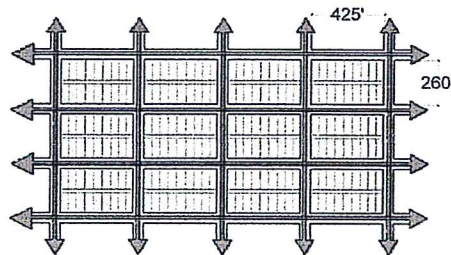
West of 15th Street

Maximum block lengths resulting from block consolidation shall be limited to 425 feet x 260 feet.

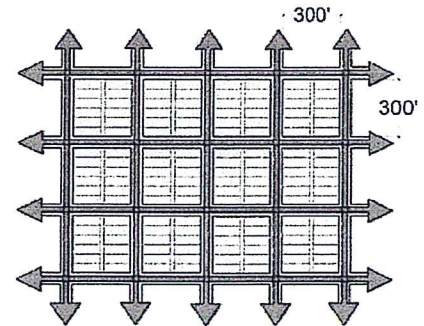
East of 15th Street

Maximum block lengths resulting from block consolidation shall be limited to 300 feet x 300 feet.

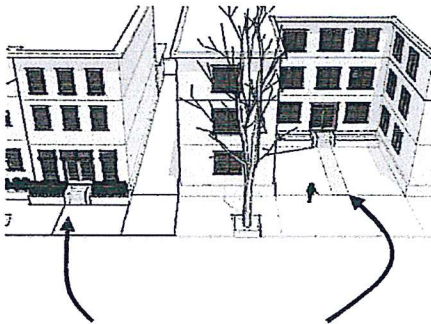
West of 15th Street



East of 15th Street



Connections to Transit Corridor



Primary entrances must either be oriented to the transit corridor (left) or accessible from a direct pedestrian connection (right).

Connections to Transit Corridor

All buildings located within proximity of Prater Way, Victorian Avenue, or other major transit corridors shall:

- Orient the primary entrance towards the transit corridor; or,
- Provide a direct pedestrian connection from the primary entrance to the transit corridor using a walkway, breezeway, easement between buildings, or similar feature that is accessible to the public. Pedestrian connections shall not be along the periphery of the site (essentially forcing the pedestrian to walk around the building to access the main entrance from the transit corridor).

On-Site Circulation

All developments shall provide an on-site system of pedestrian walkways designed to provide direct access and connections to and between the following:

- The primary entrance or entrances to each building;
- Any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the development;

¹ Note: These numbers are based on average existing block sizes in these locations.

- Any sidewalk system along the perimeter streets adjacent to the development;
 - Any transit stops (on-site or along an adjacent street);
 - Any adjacent residential uses; and
- Any adjacent or on-site public park, trail system, open space area, greenway, or other public or civic use as applicable.

Pedestrian Crossings

At each point that a sidewalk or designated pedestrian walkway crosses a parking lot, street, or driveway, the walkway shall be clearly visible to pedestrians and motorists through the use of one or more of the following delineation methods:

- A change in paving material or paving color;
- A change in paving height;
- Decorative bollards;
- A painted crosswalk; or
- A raised median walkway buffered by landscaping.

Utility and Mechanical Equipment

Intent

- To ensure that utility and mechanical equipment is fully screened from adjacent streets and pedestrian walkways.

Design Standards

Location & Screening

- Utility and mechanical equipment shall be located out of view of streets and pedestrian walkways (e.g., facing an adjacent alley) or enclosed within the building.
- Utility and mechanical equipment shall not be located at corners or adjacent to transit stops.

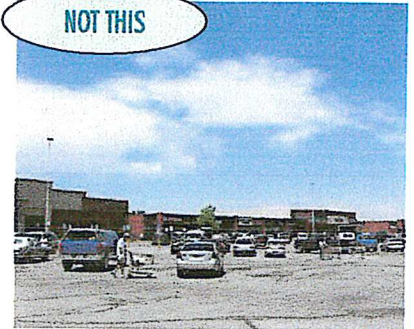
Where utility and mechanical equipment cannot be located out of view of primary streets and pedestrian walkways due to site constraints, existing standards for screening utility and mechanical equipment contained in the city's Design Standards Manual shall be applied and enforced.

Pedestrian Connections

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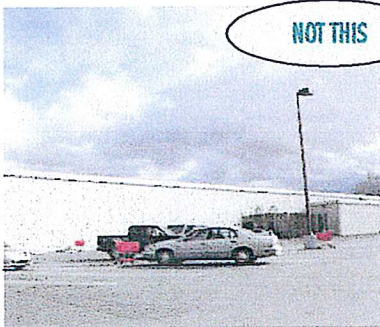
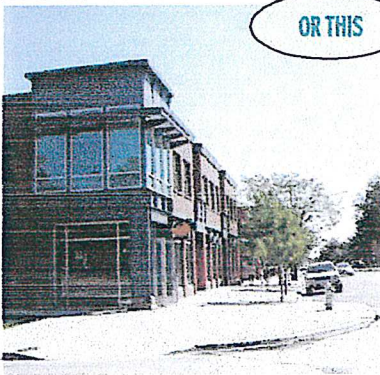
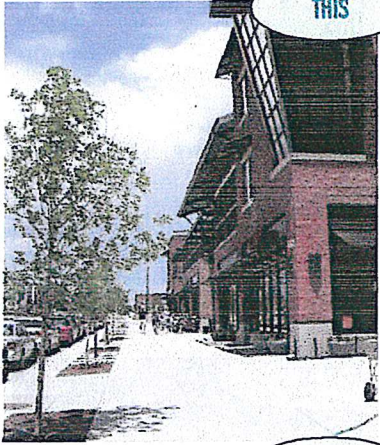


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Provide a continuous and easily accessible pedestrian circulation network.

Building Massing and Form



Architectural detailing and façade articulation establish a high quality appearance.

Building Design and Character

Building Massing and Form

Intent

- Establish a high quality appearance for mixed-use and commercial development through the incorporation of architectural detailing, façade articulation, and other features designed to provide a more distinct character and pedestrian scale; and
- Emphasize the importance of providing visual interest at the street-level where pedestrian activity is desired.

Design Standards

General

The perceived mass and scale of commercial and mixed-use buildings shall be reduced by incorporating a series of smaller design elements that are consistent with the development's architectural character. Design elements shall include, but are not limited to at least 4 of the following:

- Variations in roof form and parapet heights;
- Pronounced recesses and projections;
- Distinct changes in texture and color of wall surfaces;
- Ground level arcades;
- Second floor galleries/balconies;
- Cornices;
- Protected and recessed entries;
- Vertical accents or focal points; and
- Enhanced window treatments.

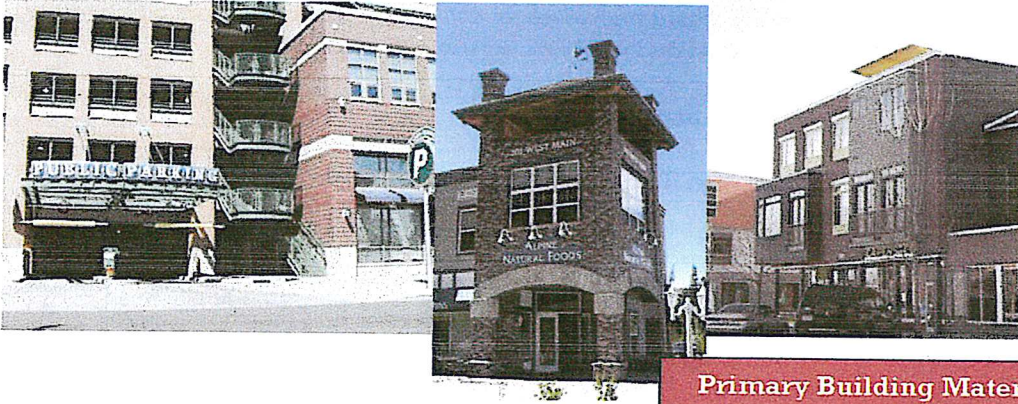
Building Materials

Intent

To ensure that development within the TOD corridor is constructed of durable materials that are compatible with and visually enhance the character of the corridor and the surrounding neighborhood context.

Design Standards

Primary Building Materials



Primary Building Materials

Use of a range of building materials is encouraged within the corridor to provide visual interest and promote the creation of a unique identity for each activity center. In general, primary building materials shall be durable and project an image of permanence typical of traditional masonry storefronts found in areas of the Downtown Sparks Center district. Appropriate materials include, but are not limited to:

- Brick, stone, cast stone, or other masonry products;
- Steel;
- Split face block;
- Composite siding; or
- Comparable material as approved by the Administrator.

Tilt-up concrete panels are permitted provided they are “skinned” with one of the permitted primary building materials as defined above.

Accent Materials

Accent materials may include:

- Brick, split face block, stone, cast stone, masonry products;
- Steel or other metals;
- Composite siding;
- Wood;
- Stucco or EIFS (Exterior Insulation and Finish Systems); or
- Comparable material as approved by the Administrator.

Street Level Interest

Intent

- To provide visual interest for the pedestrian at the street level in areas where high levels of activity are desired such as along transit corridors and within mixed-use activity centers.

Design Standards

Minimum Transparency—General

A minimum percentage of the total area of each street-level building façade which abuts Prater Way, a pedestrian “main street,” plaza, park, or other public space, shall be comprised of transparent window openings to allow views of interior spaces and merchandise, to enhance the safety of public spaces by providing direct visibility to the street, and to create a more inviting environment for pedestrians. Minimum percentages vary by location as follows:

Table 7: Minimum Transparency by Location

Location	Minimum Transparency
Major/Minor Activity Center	45 percent
Within proximity of proposed BRT route (outside of designated activity center)	35 percent
Downtown Sparks Center	45 percent

For the purposes of the above standard, all percentages shall be measured using elevation views of the building plan and “ground floor” shall be measured from floor plate to floor plate. Transparency requirements outlined above are not intended to apply to large-format retail buildings incorporated as part of a larger mixed-use center. These types of buildings typically have transparency requirements in the range of 10-15 percent.

Street-Level Windows

The following standards shall apply to all street-level windows:

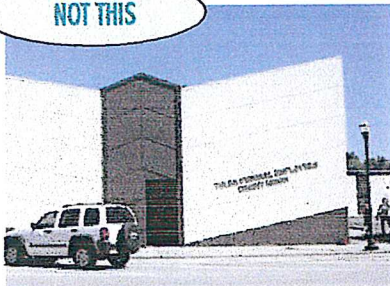
- Glazing on all ground floor windows shall have a minimum Visible Light Transmittance of 0.65 and a maximum Visible Light Reflectance of 0.2.
- Black or mirrored glass is prohibited.

Street-Level Windows

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Higher levels of activity can be generated by providing visual interest for the pedestrian at street level.

Primary Building Entrances

Primary building entrances shall be clearly distinguished through the use of one or more of the following architectural features:

- Covered walkways or arcades;
- Awnings, canopies, or porches; and/or
- Projected or recessed building mass.

Mix of Housing Types

Intent

- To encourage a diverse mix of housing types, price, and size within activity centers and the corridor as a whole; and
- To support regional housing objectives.

Design Standards

Mix of Housing Types

Mixed-use developments within the corridor shall incorporate a mix of housing types and densities based upon their size, location, and the surrounding neighborhood context. Table 8 establishes the minimum number of housing types required for developments within each of the three mixed-use land use categories by size.

Table 8: Minimum Number of Housing Types

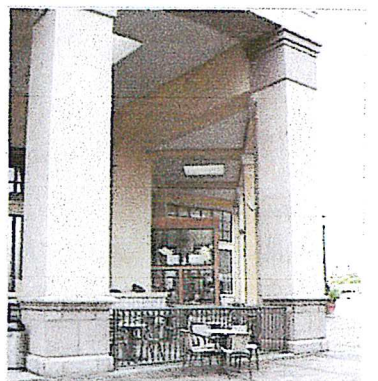
Land Use Category/Site Size	# of Housing Types Required
Mixed-Use Commercial*	
Less than 10 acres	1
10-20 acres	2
Greater than 20 acres	3
Mixed Residential*	
Less than 5 acre	1
5-15 acres	2
Greater than 15 acres	3
Downtown Sparks Center*	
Less than 5 acre	1
Greater than 5 acres	2

* Developments that include a vertical mix of uses may reduce the number of housing types required by one.

To satisfy the above requirement, housing types may include:

- Duplexes;

Primary Building Entrances



- Townhomes;
- Apartments;
- Condominiums;
- Granny Flats/Carriage Units (accessory dwellings);
- Live-work units; or
- Single-family.

Structured Parking

Intent

- To ensure that parking structures are compatible with the surrounding development context and provide an attractive environment at the pedestrian level.

Design Standards

Parking Structures

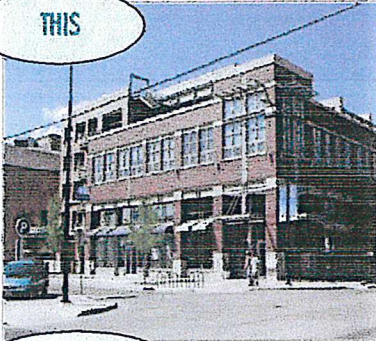
Parking structures shall be “wrapped” with retail, office, or residential uses along a minimum of 50% of their street frontage to provide visual interest and to create pedestrian activity at the street level. Alternative requirements may be determined by the Administrator for sites less than 2 acres or sites without sufficient depth in which to accommodate both parking and a usable retail, office, or residential space.

Active uses, such as retail shops and/or restaurants, should be focused along those facades adjacent to or most visible from primary street frontages or major pedestrian walkways. Facades of parking structures not occupied by retail, residential, or office space shall be articulated through the use of three or more of the following architectural features;

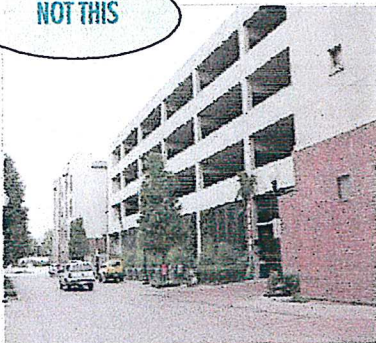
- Windows or window shaped openings;
- Masonry columns;
- Decorative wall insets or projections;
- Awnings;
- Changes in color or texture of materials;
- Approved public art;
- Integrated landscape planters; or
- Other features as approved by the Administrator.

Parking Structures

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Parking structures must be “wrapped” with retail, office, or residential uses along 50% of their street frontage at street level activity.

Relationship to Surrounding Development

Transitions

Intent

- To allow for increased development intensity within designated activity centers and within proximity of Prater Way, Victorian Avenue, or other major transit corridors while protecting the character of established single-family residential neighborhoods within the corridor; and
- To ensure that the massing and height of infill and redevelopment is compatible with adjacent residential neighborhoods.

Design Standards

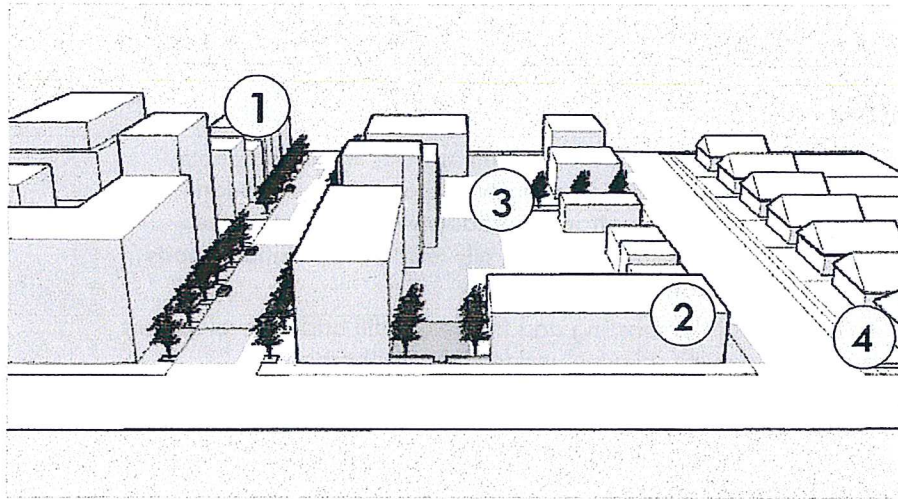
Transitions—General

Mixed-use and commercial development that is located adjacent to an established single-family residential neighborhood shall be designed to minimize impacts on adjacent homes by:

- Limiting exterior lighting to full-cutoff shielded fixtures and directing lights away from adjacent properties;
- Limiting sources of audible noise (e.g., heating and air conditioning units) from building facades that face lower intensity uses; and
- Locating off-street parking, loading, and service areas away from the shared property and incorporating them into the design of buildings they are intended to serve.

In addition to the above standard, the following considerations are strongly encouraged:

- Placing windows on the new development so as to maintain privacy by avoiding direct lines of sight into adjacent homes; and
- Orienting balconies and other outdoor living spaces away from a shared property line.



Transitions in Height and Mass

Transitions between mixed-use and commercial areas and adjacent residential neighborhoods shall be provided by utilizing the following techniques, as applicable:

1. Concentrating tallest buildings at the center of the site or along primary street frontages;
2. Providing gradual decreases in building height and mass so that new structures are a maximum of 24 feet in height along the shared lot line or a maximum of 36 feet height along the shared lot line or street frontage; or
3. Incorporating lower-intensity housing types (e.g., townhomes, duplexes, etc.) along a shared street frontage.

Chapter 5: Definitions

As used in this document, the following terms shall mean:

Accent Material—Material that is secondary to the primary building material in terms of its quantity, or that contrasts with the primary building material. Accent materials generally cover twenty-five percent or less of the wall elevation.

Activity Center—Compact, mixed-use areas that offer pedestrian- and transit-friendly environments established on the Land Use Framework map. Activity centers are classified as either minor or major.

Activity Center, Major—Activity centers designated on the Land Use Framework map where more intensive patterns of development are desired, planned, or currently in place.

Activity Center, Minor—Activity centers designated on the Land Use Framework map where a concentration of activity is desired to serve the surrounding neighborhood. Minor activity centers have less intensive patterns of development than major activity centers.

Adjacent—A lot or parcel of land that shares all or part of a common lot line with another lot or parcel of land.

Building Mass—The three-dimensional bulk of a building height, width, and depth.

Building Scale—The size and proportion of a building relative to surrounding buildings and environs, adjacent streets, and pedestrians.

Build-To Zone—The Build-To Zone is defined by a minimum percentage of each building façade that shall be built to the minimum setback. The balance of the building shall be built at a distance not to exceed the maximum build-to line.

Bus Rapid Transit (BRT)—A system that allows bus vehicles to operate on a right-of-way that is largely separated from other types of traffic.

Character—Those attributes, qualities, and features that make up and distinguish a neighborhood, street, or an individual development project and give such place or project a sense of purpose, function, definition, and uniqueness.

Elevation—The external faces of a building; also a mechanically accurate, “head-on” drawing of any one face (or elevation) of a building or object, without any allowance for the effect of the laws of perspective.

Exterior Insulation and Finish Systems (EIFS)—EIFS is commonly known as synthetic stucco, is an exterior cladding system composed of an adhesively or mechanically fastened foam insulation board, reinforcing mesh, a base coat, and an outer finish coat. EIFS is available in various colors and external textures designed to look like traditional stucco.

Façade—Any side of a building that faces a street, parking lot, or other open space. The “front façade” is the front of a building.

Hotel—“Hotel” means every building or other structure kept, maintained, advertised, or held out to the public to be a place where sleeping accommodations are offered at daily rates to transient guests. Hotels must have a minimum of fifty rooms used for sleeping accommodations in a single or connected structure where access to the sleeping rooms is through a foyer and hallways.

Horizontal Mixed-Use—refers to a pattern where several types of uses or buildings are included as part of a cohesive development in proximity to each other with each building containing its own separate use. An example would be a development site that might include an area for residential uses, an office building, and a retail center. They would be designed as a set of coordinated uses with common parking areas, strong pedestrian connections, and similar design features, but would contain separate uses in each building.

Infill—Development on a vacant or substantially vacant tract of land surrounded by existing development.

Large Format Retail—Retail building that exceeds 50,000 square feet in gross floor area.

Live/Work Dwelling—A dwelling unit used for both dwelling purposes and any nonresidential use permitted in the zoning district in which the unit is located, provided that not more than two persons who do not reside in the unit are employed on the premises.

Motel—"Motel" means every building or other structure kept, maintained, advertised, or held out to the public to be a place that provides five or more rooms as sleeping accommodations offered at a daily rate to transient guests where access to the rooms is from the outside.

Major Transit Corridors—In accordance with the Land Use Framework map and the Multi-Modal Framework map contained in the adopted TOD Corridor Master Plan, corridors with BRT routes and conceptual future fixed transit routes. Major transit corridors include Victorian Avenue and Prater Way.

Not Within Proximity of BRT—Parcels that are located more than 400 feet or 1-block (whichever is greater) from the proposed BRT and are not located within a designated major activity center.

Orient—To bring in relation to, or adjust to, the surroundings, situation, or environment; to place with the most important parts (e.g., the primary building entrance and the designated "front" of a building) facing in certain directions; or to set or arrange in a determinate position, as in "to orient a building."

Podium Parking—Parking garage that is completely enclosed at the ground level of a building, beneath the building's occupied levels. Podium parking is generally designed with an open floor plan and a single access point to serve multiple users.

Bus Rapid Transit (BRT) Route—The BRT Route for the corridor shall be as identified in the Multi-Modal Framework Plan chapter of the adopted TOD Corridor Master Plan.

Primary Material—Material covering seventy-five percent or more of the wall elevation.

Redevelopment—Development on a tract of land with existing structures where all or most of the existing structures would be razed and a new structure or structures built.

Research and Development—The investigation into the natural, physical, or social sciences, and may include engineering and product development.

Smog Shop—Smog shops are stations authorized to perform emissions tests and complete emissions-related repairs as long as the station has a 2G license from the State of Nevada. Other stations with a 1G license from the State of Nevada, may perform tests but are prohibited from performing emissions-related repairs.

Standards—Mandatory regulations. Standards are indicated by use of the terms "shall" and "must."

Tandem Parking—A parking space which is positioned in such a manner that it is necessary to pass through one parking space to access the other from a street, lane or driveway.

Tuck-under Garages—Garages dedicated for use by residents of individual units within a multi-family building, such as a townhome or apartment complex, that occupy the first floor (either partially or in its entirety) of a multi-floor building and are usually clustered into large groups of garages with each unit's garage being accessed via separate garage doors from the alley or street.

Vertical Mixed-Use—Refers to two or more land-use types within a building, occurring on different floors. A typical example of a vertical mixed-use building would incorporate active uses such as stores, offices, and restaurants at the street level and residential and/or office uses on the upper floors.

Visible Light Transmittance— An optical property that indicates the amount of visible light transmitted. The higher the visible transmittance, the more light is transmitted. A high visible transmittance is desirable to maximize daylight.

Within Proximity of BRT—Parcels that are located within 400 feet or 1-block (whichever is greater) of the proposed BRT, or that are located within a designated major activity center.