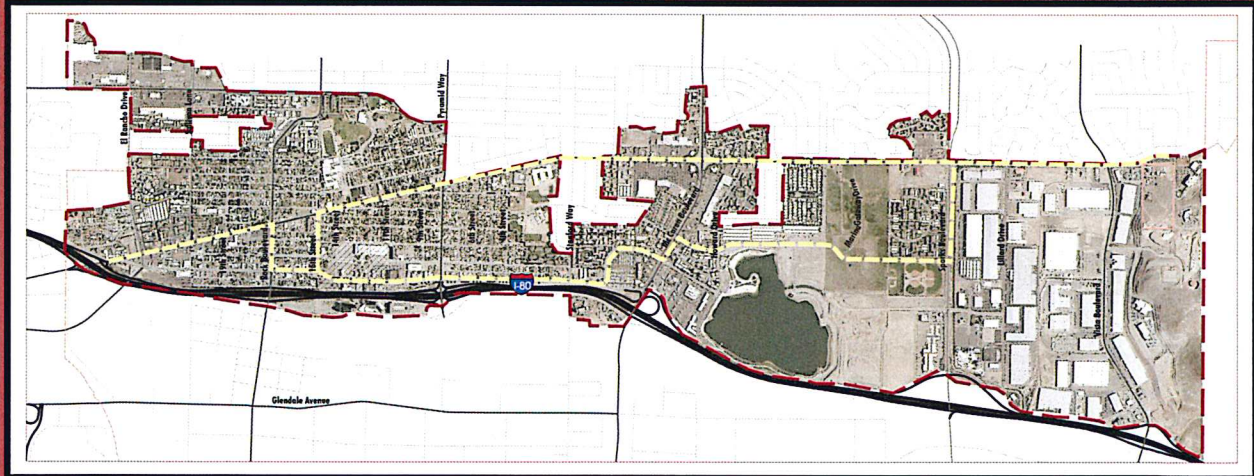


SPARKS TOD CORRIDOR

Residential Design Manual



**ADOPTED JULY 2009
AMENDED SEPTEMBER 2012**

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Chapter 1: Introduction

Purpose of the Residential Design Manual

The purpose of the Residential Design Manual is to implement the vision, goals, and policies for residential development in the TOD Corridor Master Plan, as described in The TOD Corridor Development Guide. This Residential Design Manual builds on the general direction established by the plan regarding the desired pattern and form of residential development within the corridor. The manual specifically aims to:

- Encourage a more compact, pedestrian and transit-supportive pattern of residential development within the TOD corridor;
- Ensure that residential infill and redevelopment that occurs within the corridor is 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 residential infill and redevelopment can be accomplished within the corridor; and
- Increase the predictability of the residential development process within the corridor for applicants and the city.

Applicability

The applicability of the design standards contained in this manual varies by land use category, as defined by Table 1, below. Boundaries of each land use category are established on the Land Use Framework map located on page 5. If a conflict should arise between these standards and those contained in the Municipal Code (as applied to a particular development), the requirements set forth in this manual shall take priority.

Table 1: Applicability by Land Use Category

Land Use Category	Applicability	Exceptions
Residential Neighborhood	All new residential development, infill, redevelopment, and exterior modification and major renovation projects.	Renovation of an existing single-family home 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
Mixed Residential	All free-standing residential development included as part of larger mixed-use developments.	<ul style="list-style-type: none"> • Renovation of an existing single-family home 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. • Vertically-integrated mixed-use development that contains residential units, as is permitted within the MU-C, MR, and DTC land use categories (e.g., a three-story building in which the second and third floors are designated for residential units).
Mixed-Use Commercial		
Downtown Sparks Center		

Contents of this Design Manual

In addition to this introductory chapter, this Residential Design Manual contains the following:

Chapter 2: Permitted/Prohibited Uses

This chapter establishes a list of permitted/prohibited uses for each land use category, along with a set of Special Use Criteria.

Chapter 3: Intensity and Dimensional Standards

This chapter establishes site development standards — such as setbacks, height, and density requirements — as they pertain to different sites within the district.

Chapter 4: Design and Development Standards

These standards are applicable to all residential development within the corridor, including freestanding residential uses included as part of a larger mixed-use development.

Chapter 5: Infill Residential Examples

This chapter contains a series of examples for infill and redevelopment on parcels within the Residential Neighborhood category. The examples provide examples of different types of infill housing and site layout configurations that may be accommodated on smaller sites within the corridor.

Chapter 6: Definitions

Chapter 6 provides a list of and definitions of key terms as used in the Residential Design Manual.

Land Use Framework

City of Sparks, Nevada

1

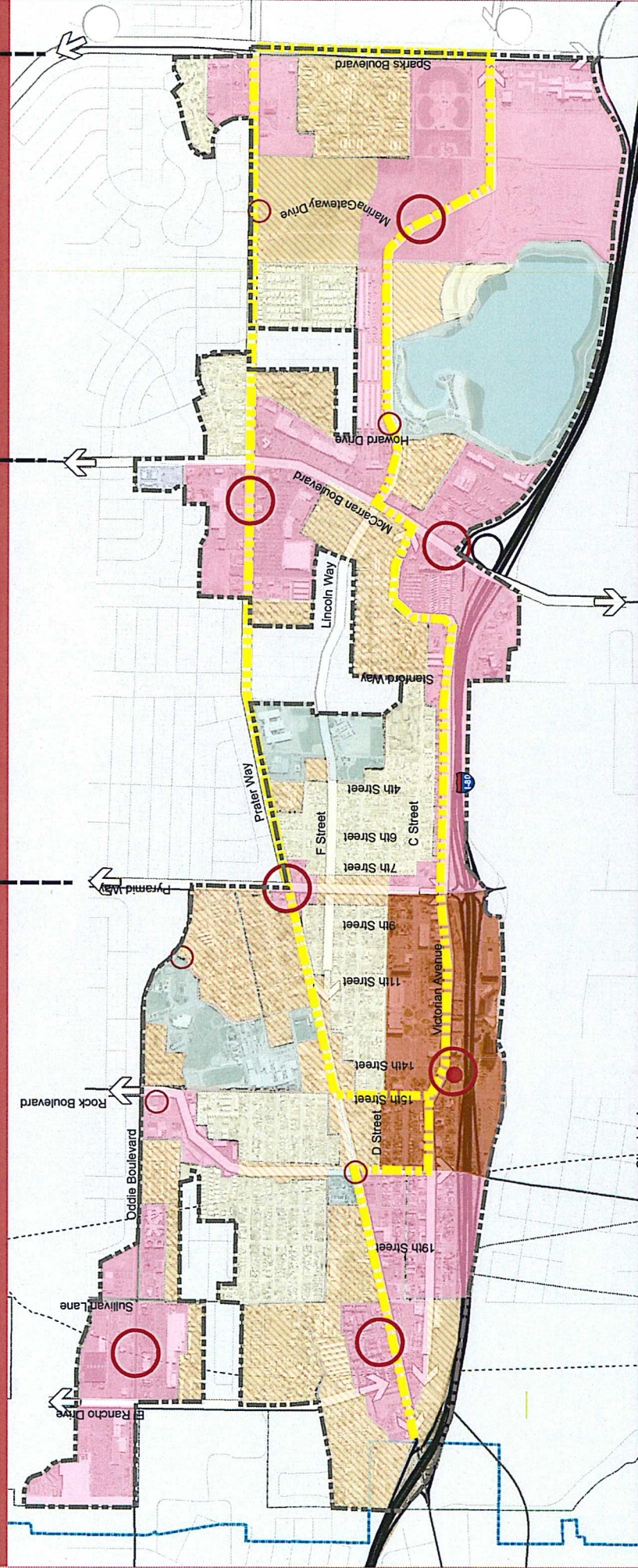
West End/Downtown
Sparks Center District

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

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

Scale: 0 0.1 0.2 0.4 Miles

Source: City of Sparks GIS, Clarion Associates

JULY 2012

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Chapter 2: Permitted/Prohibited Uses

Permitted/Prohibited Uses

This chapter defines land uses that are allowed within the corridor by land use category. 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. Allowed uses are subject to the requirements and design standards contained in this manual as applicable. Uses not identified in Table 2 are prohibited in the TOD corridor.

Parcels located within the Mixed-Use Commercial (MU-C), Mixed Residential (MR), and Downtown Victorian Square (DT/VS) land use categories may be required to incorporate a mix of residential and non-residential uses and should consult the accompanying TOD Corridor Development Guide, for further guidance. Parcels located within the Residential Neighborhood (RN) land use category are not required to incorporate a mix of residential and non-residential uses.

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

6 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
Automobile service station	S	X	S	X	S
Child care facility requiring more than one caregiver	P	S	P	S	S
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

P = Permitted; X = Not Allowed; S = Special Use Permit Required

Type of Use	Land Use Category				
	MU-C	MR	DT/VS	RN	EMP
Public facilities	P	P	P	S	S
Public utility structures	P	S	S	S	P
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 character and intent for the TOD Corridor Master Plan and Standards; and
- Is integrated with or can be incorporated with a broader mix of uses to support an active "people-oriented" environment within the TOD corridor.

8 Permitted/Prohibited Uses



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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 residential development occurring within the corridor shall be subject to the intensity and dimensional standards in Table 3 below. These intensity and dimensional standards may be further limited or modified by other applicable sections of this Development Code.

General Intent

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

- Encourage concentration of the highest residential densities within the corridor's major activity centers and along transit corridors;
- Allow for a distinction between the types of residential development (e.g., single-family vs. multi-family) that will be encouraged in different locations of the corridor;
- Promote a more compact, urban pattern of residential development along the city's major transit corridors; and
- Provide an incentive for residential infill and redevelopment along the city's major transit corridors.

Table 3: Intensity and Dimensional Standards

Intensity and Dimensional Standards									
Development Standard	Residential Neighborhood		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	Within Proximity of BRT	Not Within Proximity of BRT	Within Proximity of BRT, Downtown Sparks Center	Not Within Proximity of BRT	
Seibacks (ft)	Front yard	18	15	18	15	18	15	18	15
	Rear yard	10	10	10	10	None.		None.	
	Garage (from alley)	5; or 18 minimum to allow for off-street parking in driveway.						None.	
	Garage (from street)	A minimum of 10 feet behind the front façade of the home. See Chapter 4.							
	Side yard	5; 0 where attached				None.		None.	
	Side yard (corner lot)	7 ½ (SF); 10 (MF)		7 ½ (SF); 10 (MF)		None.		None.	
Maximum Height (ft)*	45	35	45	45	150	90	90	90	
Average Min. Unit Size	500 sf								
Max. Lot Coverage	70%	50%	70%	50%	None.		None.		
Min. Lot Frontage	25	25	25	25	None.		None.		
Minimum Lot Size [1]	6,000 s.f.								
Minimum Density (du/acre)[2][3]	24	12	24	18	24	18	30	18	
Incremental Density Increase	N/A		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, housing demand, and related factors will be evaluated as part of the review process.						
Exceptions	<p>[1] Minimum lot size may be waived if five or more lots are created.</p> <p>[2] Pre-existing residential parcels less than 7,000 feet are exempt from minimum density requirements and may have a total of two units, provided they are not consolidated as part of a larger development.</p> <p>[3] Replacement of a pre-existing single-family due to loss associated with a fire, natural disaster, or similar situation shall be permitted, regardless of parcel size.</p>								

Chapter 4: Design and Development Standards

The residential land use group includes those areas designated as Residential Neighborhood and Mixed-Residential on the Land Use Framework map contained in the adopted TOD Corridor Master Plan. Residential portions of mixed-use developments located in the Mixed-Use Commercial and Downtown Sparks Center categories are also addressed by these standards. Residential land use categories are based around the concept of encouraging increased densities in targeted areas to support transit, promote activity in the corridor's activity centers, increasing the mix of housing types available within the corridor, and protecting stable neighborhoods. Most of the design standards contained in this section are applicable to all four 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

Landscaping

Intent

- To emphasize the use of landscaping at the street edge where it is most visible and will provide needed shade;
- To provide an enhanced pedestrian environment where it is most important from a safety and transit perspective;
- To promote a more compact, urban pattern of residential development along the city's major transit corridors; and
- To provide an incentive for residential 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 4 below.

Table 4: Minimum Landscape Requirements

Land Use Category	Minimum Landscaped Area*
Residential Neighborhood	20 percent
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 along designated BRT route or located within the Downtown Sparks Center, the minimum portion of the site area to be landscaped shall be 10 percent.

Minimum Outdoor Space

A minimum of 25 square feet of outdoor space shall be provided per unit. Outdoor spaces may include a shared patio, balconies, or similar space subject to approval of the Administrator and may be aggregate to one or more locations.

Streetscape Design and Character

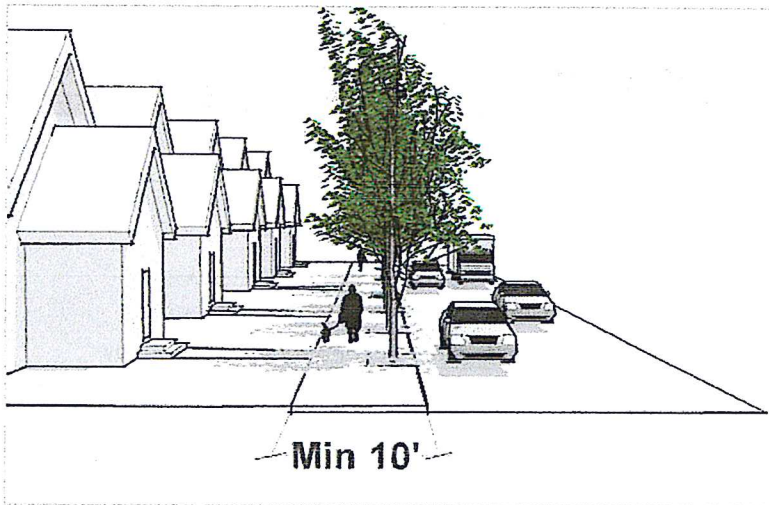
Intent

- 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 residential 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 residential development located along Prater Way, Victorian Avenue, or designated BRT route shall provide an attached sidewalk a minimum of 10 feet in width in combination with street trees (planted in tree wells) spaced a maximum of 25 feet on center along the street edge. 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 in combination with street trees, as specified above. Specifications for street trees shall be as defined in Section 20.32.060 of the Sparks Municipal Code, unless otherwise specified by this manual.



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, and other pedestrian amenities.

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.

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.

Credit: Minimum Landscape Requirement

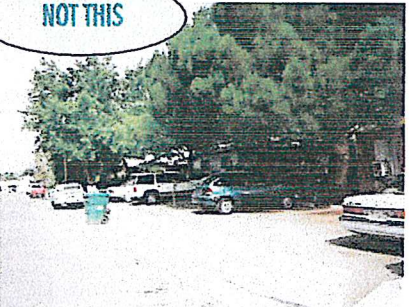
Required street trees may be credited towards Minimum Landscape Requirements contained in this manual.

Parking Location

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Parking shall be provided behind the building, not within the front setback.

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; and
- To reduce barriers to residential infill and redevelopment by allowing for more compact parking configurations that maximize the efficiency of on-site parking and increase buildable area.

Design Standards

Location

- All on-site surface parking for residential buildings shall be provided at the rear of the building.
- Off-street parking within the front yard setback, with the exception of in a driveway, shall be prohibited.

Parking Lot Screening—General

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 low 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—Incentive

Residential developments 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 to maximize available space.

Required Parking

Off-Street Parking Spaces—Number Required

The amount of off-street parking for permitted residential uses within the TOD corridor area is set forth in Table 5, below. Additional credits and reductions may be allowed as outlined below. Off-street parking for non-residential uses shall be provided in accordance with Section 20.49.020 of the Sparks Municipal Code, unless otherwise noted below. In all calculations of the minimum or maximum amount of parking, fractions shall be rounded down to the nearest whole number.

Table 5: 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.

Parking Credits and Reductions

Parking credits and reductions for residential development may be granted by the administrator as follows:

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 that include residential and located within $\frac{1}{4}$ 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 that include residential and are 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 corridor;
- To ensure that new, large scale residential development provides an on-site pedestrian network with direct access to transit services and the corridor-wide pedestrian circulation network;
- To maintain a well-defined pattern of urban blocks within the corridor that provide frequent pedestrian connections to adjacent neighborhoods and serve as a framework for a varied mix of uses; and

Pedestrian Connections

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- To ensure future residential neighborhoods within the corridor are integrated with, rather than walled-off from adjacent mixed-use activity centers.

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.

Maximum Block Lengths¹

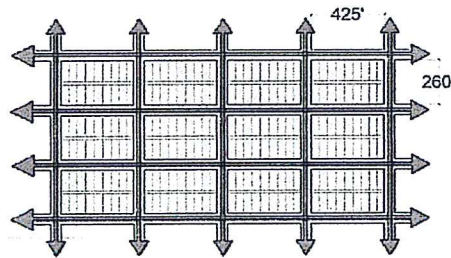
West of 15th Street

Maximum block lengths shall be 425 feet x 260 feet.

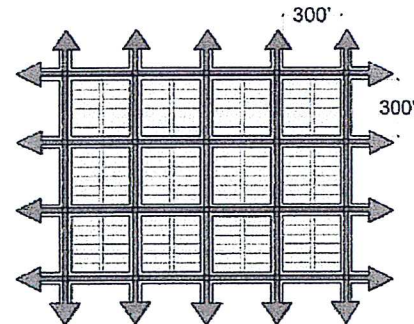
East of 15th Street

Maximum block lengths shall be 300 feet x 300 feet.

West of 15th Street



East of 15th Street



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

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

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;
- 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.

Garages and Carports

Intent

- To ensure that garages and carports are compatible with the surrounding neighborhood context and do not create visual barriers along the street edge; and
- To ensure that the configuration of garages for infill and redevelopment within the city's historic neighborhoods are consistent with the established character of the street frontage.

Design Standards

Front-Loading (Street-Facing) Garages

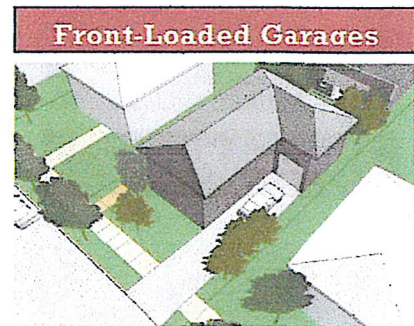
Front-loading (street-facing) garages shall be prohibited unless they are detached from the primary structure and located in the rear yard, as found in some traditional neighborhoods within the corridor, or are recessed behind the front façade of the home a minimum of ten feet.

Blocks with Alley Access

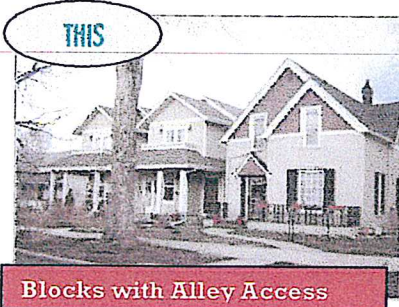
Garages shall be oriented towards and accessed from the alley, not from the primary street.

Blocks without Alley Access

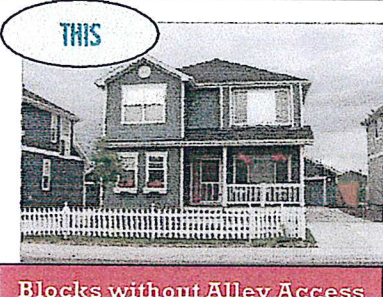
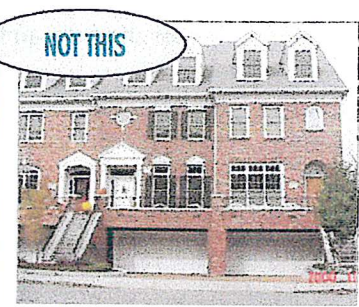
Garage entries, parking lots, and parking structures shall be internalized in building groupings and behind the primary structure, away from street frontages.



Attached front-loaded (street-facing) garages must be recessed at least 10 feet behind the front façade of the home.



Blocks with Alley Access



Blocks without Alley Access

Garages on blocks with alley access shall be oriented towards and accessed from the alley to preserve the character of the primary street frontage. Garages on blocks without alley access shall be oriented away from the primary street frontage or behind the primary structure.

Tuck-Under Garages



Podium Parking



Detached Garages

- Detached garages and carports shall be limited to 60 feet or 6 garage bays in length, whichever is less, unless accompanied by carriage units (as described below.)
- Detached garages and carports shall incorporate compatible materials, colors, architectural details, and roof slopes as the primary structure on the site.

Carriage Units

The incorporation of "carriage units" or accessory residential units above detached garages is strongly encouraged to increase the variety of housing options available within the corridor.

Tuck-Under Garages

Tuck-under garages shall be designed to provide a landscape strip or island that separates each group of two garage doors or adjoining residence.

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.

Utility and Mechanical Equipment

Intent

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

Design Standards

Location

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

Screening

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.

Building Design and Character

Building Materials

Intent

- To ensure that residential 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

Compatibility with Neighborhood Context

Residential development within the corridor shall incorporate a combination of materials (e.g., horizontal siding, brick, and traditional stucco) and colors tailored to the surrounding neighborhood context. For the purposes of evaluating the surrounding neighborhood context, consideration shall be given to predominant characteristics of existing buildings along the immediate block and block face.

Neighborhood Context

THIS



NOT THIS

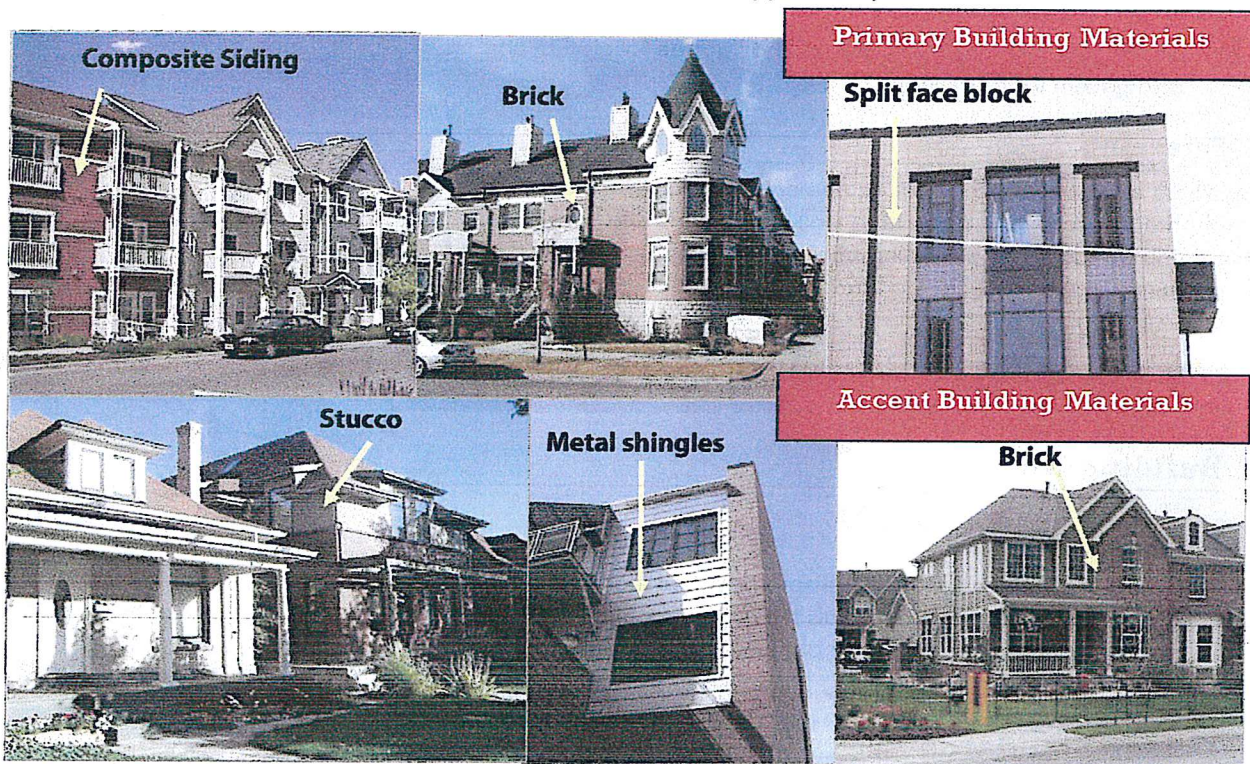


Materials and colors of new residential development must be tailored to the surrounding context.

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. Appropriate materials include, but are not limited to:

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



Accent Materials

Architectural elements designed to add visual interest to the façade (e.g., window sills, cornices, and door moldings) shall be constructed of contrasting building materials such as:

- Brick, stone, or other masonry products;
- Steel or other metals;
- Cast stone;
- Composite siding;
- Split face block;

- Wood;
- Stucco or EIFS (Exterior Insulation and Finish Systems); or
- Comparable material as approved by the Administrator.

Building Massing and Form

Intent

- To reinforce the traditional character of the corridor's residential streets;
- To integrate higher-intensity residential development that enhances the character of the corridor's neighborhoods; and
- To illustrate the range of infill housing opportunities possible within the corridor.

Design Standards

Articulation of Building Walls

Although the front façade of a residential building is expected to be the focal point in terms of level of architectural character and features, all sides of a building shall incorporate architectural detailing that is consistent with the front facade. Blank walls void of architectural details or other variation are prohibited. Articulation of building walls shall be accomplished through the use of a minimum of four of the following architectural features:

- Covered porches or stoops;
- Horizontal or vertical offsets;
- Balconies,
- Prominent entry features;
- Windows;
- Door openings,
- Distinct variations in color;
- Variations in texture and/or materials;
- Variations in building height;
- Variation in roof form;
- Dormers;
- Projected or recessed building walls; or
- Alternative detail as approved by the Administrator.

In an infill context, architectural detailing shall be selected that reinforces the surrounding development context.

Articulation of Building Walls

THIS



NOT THIS



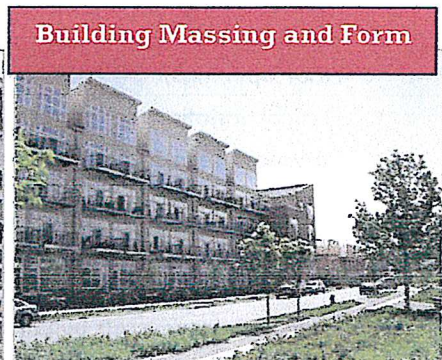
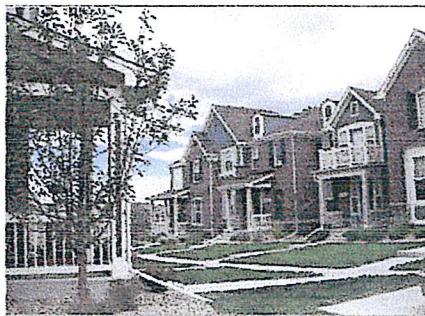
Maximum Length of Multi-family Roofline

The maximum length of a pitched roofline on a multi-family residential building shall be 45 feet.

Building Massing and Form

The use of a variety of multi-family forms and techniques is encouraged to provide visual interest along the corridor's residential street frontages and accommodate a range of housing types. A range of building forms is illustrated in Chapter 6 of this manual, Residential Examples, and particular examples are noted below. To satisfy this objective, one or more of the following techniques shall be incorporated:

- Step back the facades of attached units (townhomes, triplexes, etc.) to provide a visual transition along the street frontage and create the appearance of a series of separate homes along the street frontage (See center example above.);
- Design multiple unit buildings so that the massing and use of exterior materials gives each building the appearance of a large single-family home (See Infill Residential Prototype D-2 and left example above.);
- Orient units perpendicular to the front setback towards a central courtyard with an opposing row of units across the courtyard (See Infill Residential Prototype D-4 and center example above.);
- Incorporate a combination of building forms to "break up" the intensity of development and reinforce the pattern of the surrounding neighborhood (see Infill Residential Prototype D-2).
- Incorporate a combination of the above techniques or an alternative technique as approved by the Administrator.



Building Massing and Form

The use of a variety of multi-family building forms is encouraged within the corridor.

Mix of Housing Types

Intent

- To encourage a diverse mix of housing types within the corridor;
- To reinforce the diverse character of the corridor’s existing neighborhoods; and
- To support regional housing objectives.

Design Standards

Mix of Housing Types

In areas of the corridor where larger scale infill or redevelopment is feasible (e.g., through the consolidation of multiple lots), a mix of housing types and densities shall be incorporated based upon the size of the development, its location, and the surrounding neighborhood context. Table 6 establishes the minimum number of housing types required for each land use category.

Table 6: Minimum Number of Housing Types

Land Use Category/Site Size	# of Housing Types Required
Residential Neighborhood	
Less than 5 acres	1
5-15 acres	2
Greater than 15 acres	3
Mixed Residential*	
Less than 5 acres	1
5-15 acres	2
Greater than 15 acres	3
Mixed-Use Commercial*	
Less than 10 acres	1
10-20 acres	2
Greater than 20 acres	3
Downtown/Victorian Square *	
Less than 5 acres	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;
- Townhomes;
- Apartments;

Mix of Housing Types



A mix of housing types and densities are desired in the corridor

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

Relationship to Surrounding Development

Transitions

Intent

- To ensure that the height, mass, and bulk of new development does not adversely affect the character of adjacent residential properties or the quality of life of neighboring residents;
- To maintain light access and air circulation for adjacent residential neighborhoods;
- To maintain the residential character of the street frontage;

Design Standards

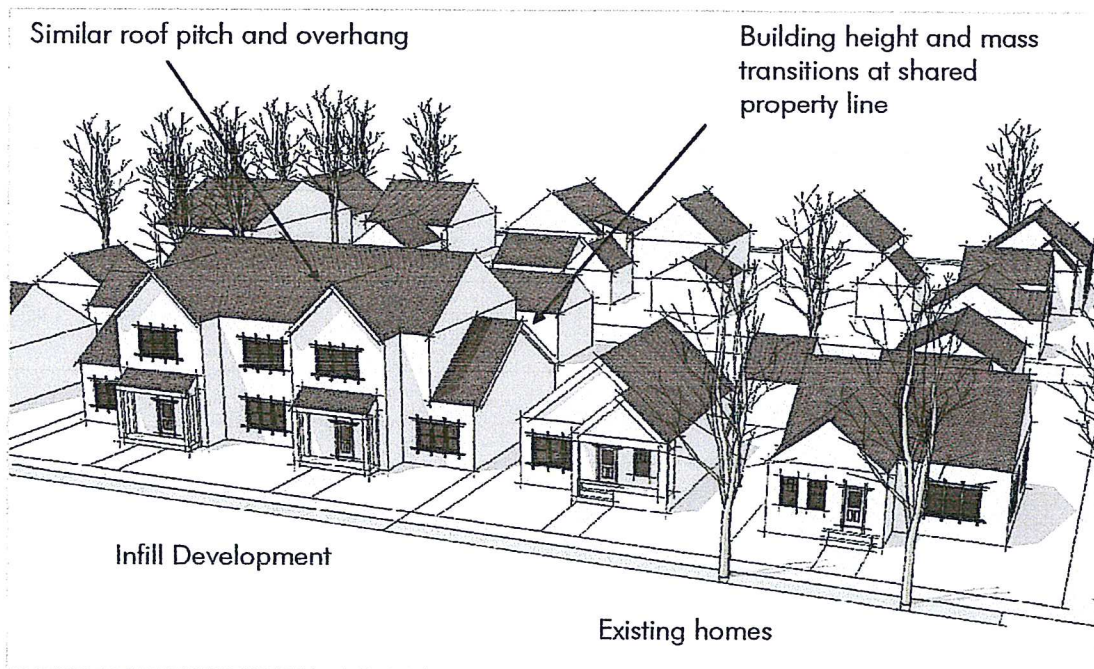
Transitions—General

Residential development that is located adjacent to or within 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—Existing Residential Development

Residential infill that exceeds the height of adjacent existing homes by more than one story in height and/or are significantly larger in terms of their overall mass shall provide a transition using at least three of the following techniques:

- “Stepping down” building height and mass along the shared property line to meet the height of the existing adjacent home;
- Increasing the side yard setback a minimum of five (5) feet beyond that which is required and providing a landscape buffer along a shared lot edge;
- Providing variations in the side building wall and roof form so that new structures have a comparable scale as adjacent homes along a shared side;
- Utilizing a roof pitch and overhang similar to that of the adjacent structures; and
- Utilizing dormers and sloping roofs to accommodate upper stories.

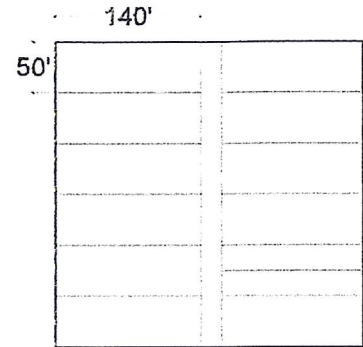
For the purposes of option (a) above, the “stepped down” portion of the building shall be a minimum of ten (10) feet in depth along a minimum of fifty percent of the building’s length.

Alternative approaches may be approved by the Administrator provided the overall objective of this standard can be satisfied.

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Chapter 5: Infill Residential Examples

The examples set forth in this chapter are intended to serve as a resource for applicants and property owners interested in infill and redevelopment within established residential areas of the corridor. Applicable residential areas include those defined as Residential Neighborhood and Mixed Residential on the Land Use Framework map on page 3; however, the concepts and design principles illustrated may be applied in other areas of the corridor as well. A key goal of this manual is to encourage infill development that exhibits a higher-density, more compact development pattern in the corridor. However, incorporating a more intense form of development within an established neighborhood context comprised largely of single-family, one-story homes without negatively impacting the character of the neighborhood can be difficult. The city recognizes that in this infill context, many sites in the corridor present considerable challenges to meet all of the applicable standards such as setbacks, lot coverage requirements, landscaping, and parking in addition to the density standards. Therefore, these examples highlight potential site layouts that meet the intent of the underlying standards when applied to typical lot configurations. While they are specifically tailored towards an infill development context the building forms and concepts are also appropriate in other locations throughout the corridor.



Typical lot configuration used as a basis for Residential Prototypes contained in this chapter.

Purpose of the Infill Residential Examples

Illustrate a Range of Infill Housing Opportunities

The examples illustrate a range of housing types and unit sizes that can be accommodated on a typical residential lot or lots within the corridor, in keeping with vision established by the TOD Corridor Master Plan. Units illustrated vary in overall square footage and configuration (e.g., studio apartments above garages, townhomes, and multi-family units) in order to provide a range of opportunities and allow for fluctuation in market demand.

Respond to Typical Neighborhood Context

Each prototype is designed with an emphasis on sensitivity to the surrounding neighborhood context, as well as to the quality of life of its future residents. Although overall densities are significantly higher, buildings are oriented and scaled so as to protect the single-family character of the street frontage as much as possible. In addition, care has been taken in organizing sites to maximize the amount of usable open space available for residents. In many cases, this open space is private, which would enhance the desirability of the units.

Opportunities to provide direct pedestrian connections to the primary street frontage have also been incorporated in many of the examples—giving alley homes a more desirable street “address” and reducing the need for pedestrian activity in alleys.

Alternate Approaches

The examples contained in this section in no way represent a comprehensive list of alternative approaches. Applicants are encouraged to consider other creative design solutions. Any of the examples could be modified to fit a slightly different site, housing type, or other factor in countless configurations. Applicants are encouraged to adapt these examples to best meet their overall objectives and the specific characteristics of each particular site.

Examples represent generalized massing and form of each building type. They are NOT intended to represent specific architectural styles and detailed building massing; however, the photographs of built examples provided help illustrate how the compatibility of each example could be enhanced through the application of standards for Building Design and Character contained in this manual.

Provide a Streamlined Approval Process

While applicants are not required to use these examples, the intent is to provide a streamlined process for applicants wishing to use them as a basis for their project. As mentioned above, applicants are encouraged to adapt these examples to best meet their overall objectives and the specific characteristics of each particular site.

Infill Residential Examples

The examples are based on common lot configurations found in residentially designated areas in the TOD corridor. Each prototype meets all applicable development standards while fulfilling a minimum density standard of 18 dwelling units/acre. All examples have been designed with an emphasis on respecting the surrounding neighborhood context, maintaining a single-family residential character along the primary street frontage, and providing open space for residents. Four series of examples are provided as follows:

A Series—Single-Lot, Retain Existing Home

This series illustrates 3 alternative approaches to accommodate additional housing units at the rear of a single 50' x 140' lot while retaining an existing single-family home at the front of the lot. This series may be desirable when the existing home is historic or has other characteristics that make it more viable to retain.

B Series—Single-Lot, New Construction

This series illustrates 3 alternative approaches to accommodate multiple units on a single 50' x 140' lot. This series may be desirable on a lot that is currently vacant, or a lot that has an existing home that is in poor condition and must be removed.

C Series—Two-Lots, New Construction

This series illustrates 4 alternative approaches to accommodate a mix of housing types on two combined, 50' x 140' lots. The alternatives illustrate the increased flexibility provided by the consolidation of lots.

D Series—Three-Lots, New Construction

This series illustrates 4 alternative approaches to accommodate a mix of housing types on three combined, 50' x 140' lots. The alternatives illustrate the increased flexibility provided by the consolidation of lots.

Single Lot - Retain Existing Unit

50' x 140' (7000 sf)

A-Series

Overview

In some cases, it may be desirable to retain an existing home at the front of the lot and incorporate additional units along the alley, rather than simply replacing the existing home with a new multi-unit building or buildings. This may be case if a home is historic or has other features that contribute to the neighborhood character and make it more viable to retain.

Examples A-1 through A-3 on the following pages illustrate ways in which additional units may be incorporated behind an existing home without detracting from the established character of the street frontage. Each of the examples is based on the design principles outlined below.

Key Design Principles

Key design principles include:

Reinforce Traditional, Pedestrian-Oriented Street Character

- Retain traditional street character by maintaining the established front setback, sidewalk and street trees;
- Ensure that infill units address the primary street in orientation and include the use of porches and prominent entrance features; and
- Locate garages and parking behind buildings and out of view of the primary street frontage.

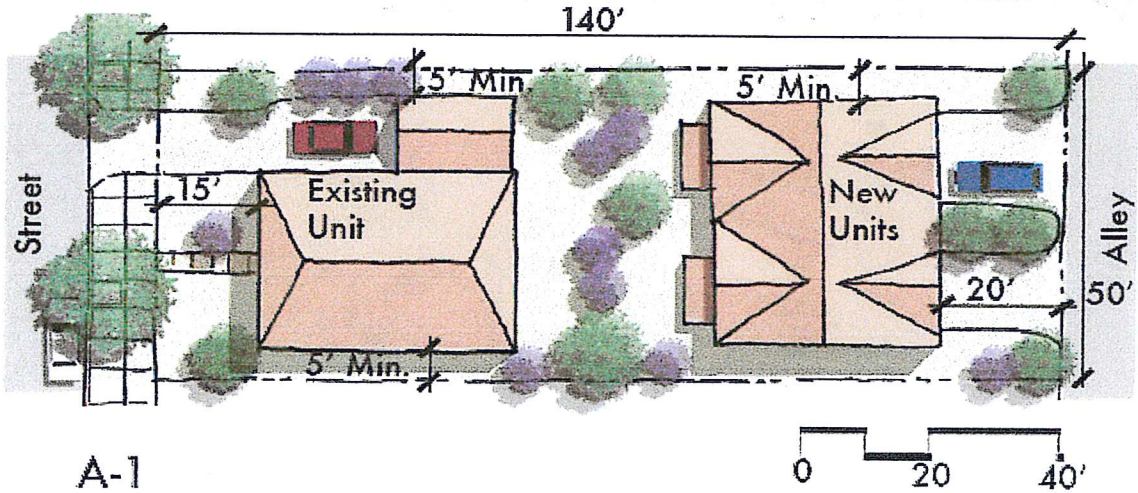
Use Functional Common Open Space as an Organizing Feature

- Organize units to maximize the availability of outdoor space for residents and maintain the appearance of traditional yards from the street.

Reduce Impacts to Adjacent Properties

- Articulate building façades to add variety and help to break down the scale and mass of new units.

Single Lot - Retain Existing Unit **Example A-1**
 50' x 140' (7000 sf)



A-1

Example A-1 Summary:

UNITS

- 2-3 units in two buildings – existing house and duplex (1,400 s.f.each)

SITE LAYOUT

- Retain existing home
- Incorporate new duplex on alley oriented towards primary street
- Private yards

REQUIRED SETBACKS

Front – 15'
 Side – 5'
 Rear – 18'

LOT COVERAGE

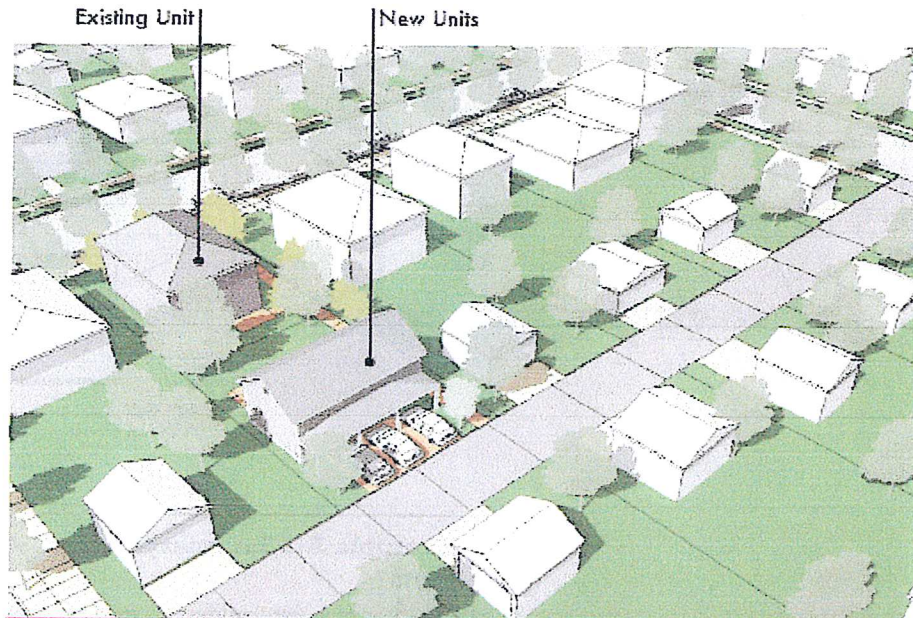
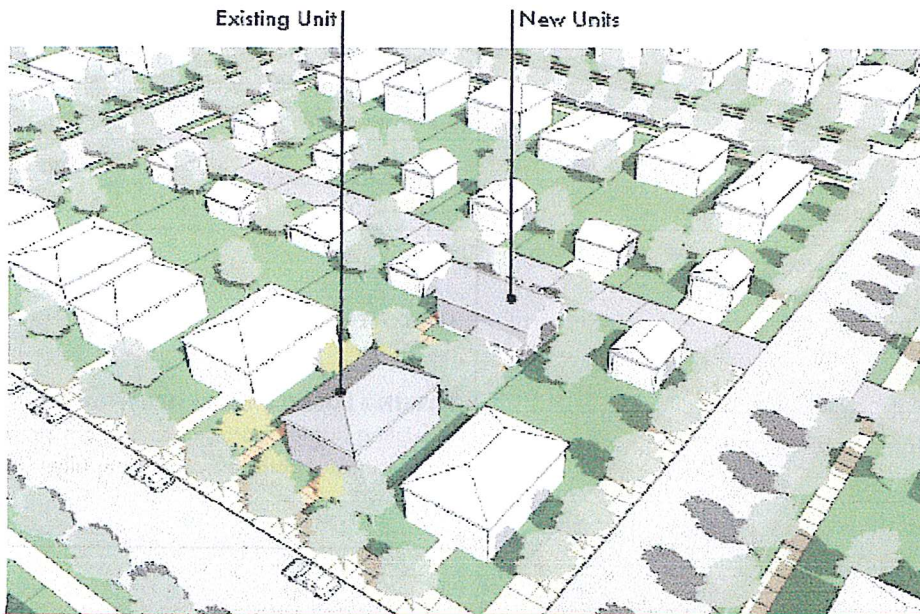
42%

PARKING LOCATION AND ORIENTATION

- Existing home– garage access from street
- New units – garage access from alley

Single Lot - Retain Existing Unit

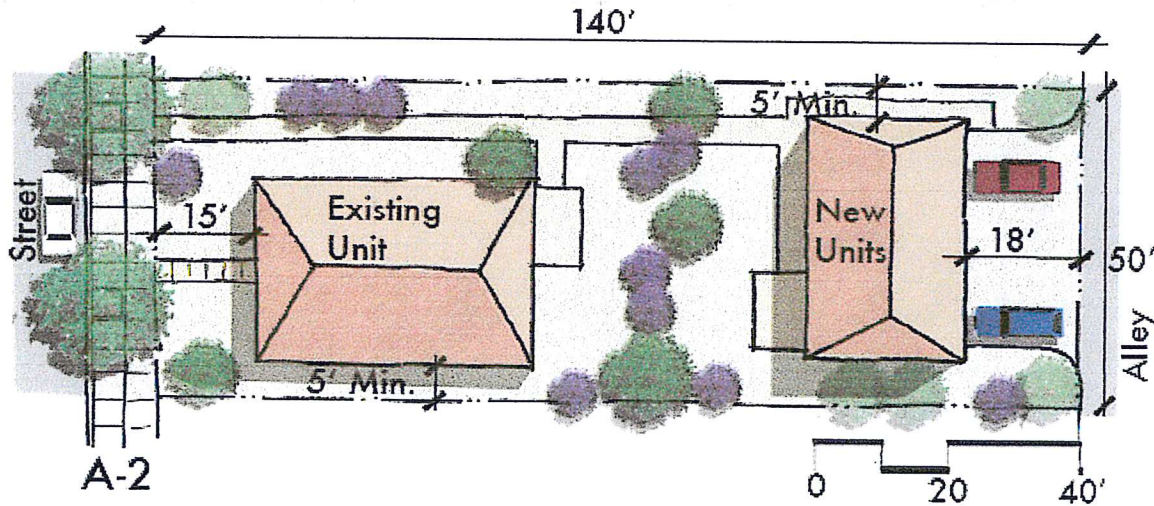
50' x 140' (7000 sf)

Example A-1*Neighborhood Context - Alley Frontage**Neighborhood Context - Street Frontage*

Single Lot - Retain Existing Unit

50' x 140' (7000 sf)

Example A-2



Built example demonstrating how 1 to 2 units can be accommodated above a shared garage without detracting from the character of the existing home or street frontage.

Example A-2 Summary:

UNITS

- 3 units in two buildings
- Existing home and carriage house with 1 apartment -or- 2 studio apartments above (1,000 s.f. apt or 500 s.f. studios ea)

SITE LAYOUT

- Retains existing house
- Private yard and shared yard (in instance of studio apts)
- Pedestrian connection to street

REQUIRED SETBACKS

Front – 15'
 Side 5'
 Rear – 18'

LOT COVERAGE

31%

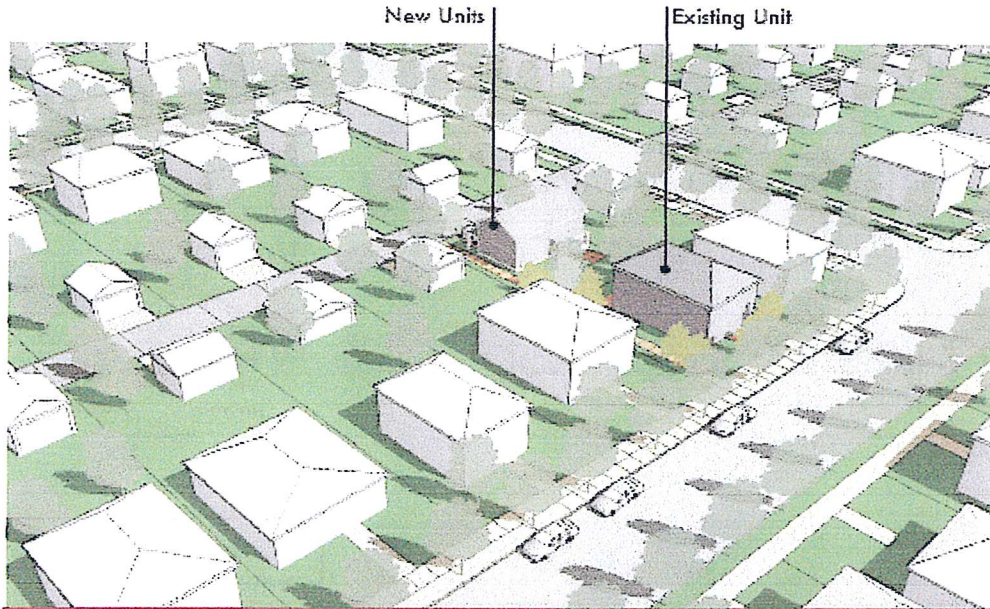
PARKING LOCATION AND ORIENTATION

- Shared garage accessed off alley

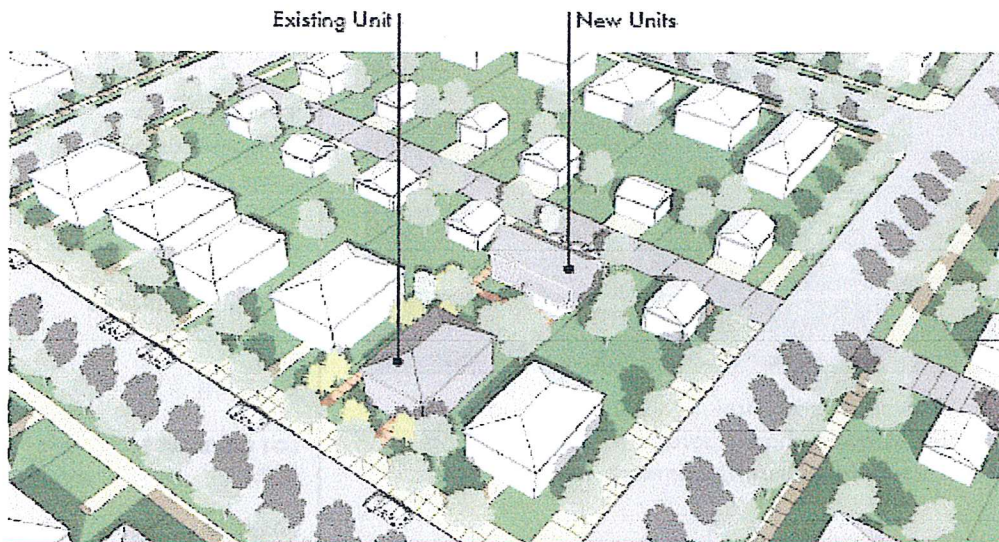
Single Lot - Retain Existing Unit

50' x 140' (7000 sf)

Example A-2



Neighborhood Context – Street Frontage

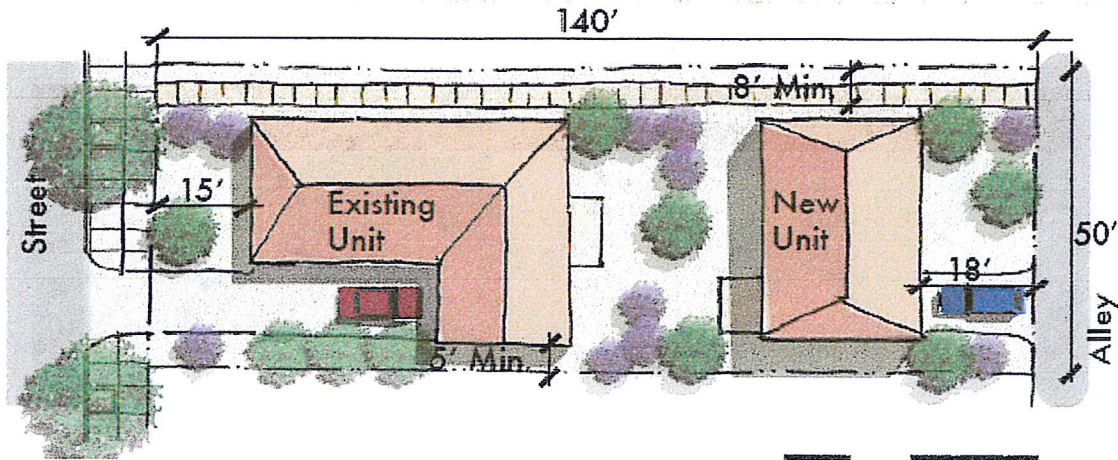


Neighborhood Context - Alley Frontage

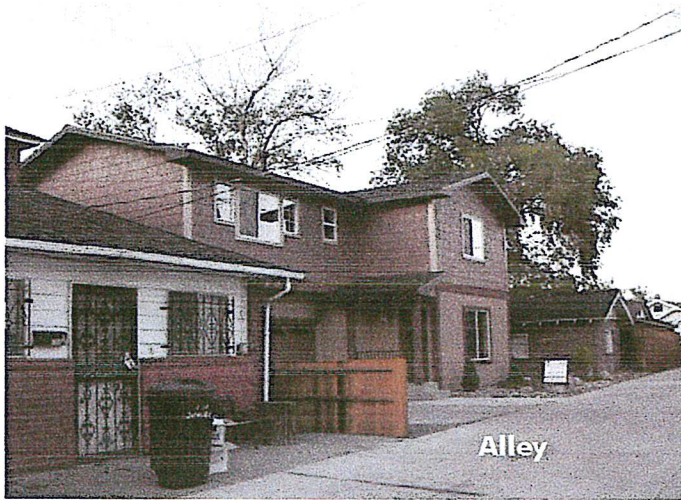
Single Lot - Retain Existing Unit

50' x 140' (7000 sf)

Example A-3



A-3



Example of alley homes in Reno, illustrating how additional homes may be accommodated in the rear yard of existing homes.

Example A-3 Summary:

UNITS

- 2 units in two buildings - existing house and alley house

SITE LAYOUT

- Retains existing house
- Pedestrian connection to street
- Private yards

REQUIRED SETBACKS

- Front - 15'
- Side - 5'
- Rear - 18'

LOT COVERAGE

35%

PARKING LOCATION AND ORIENTATION

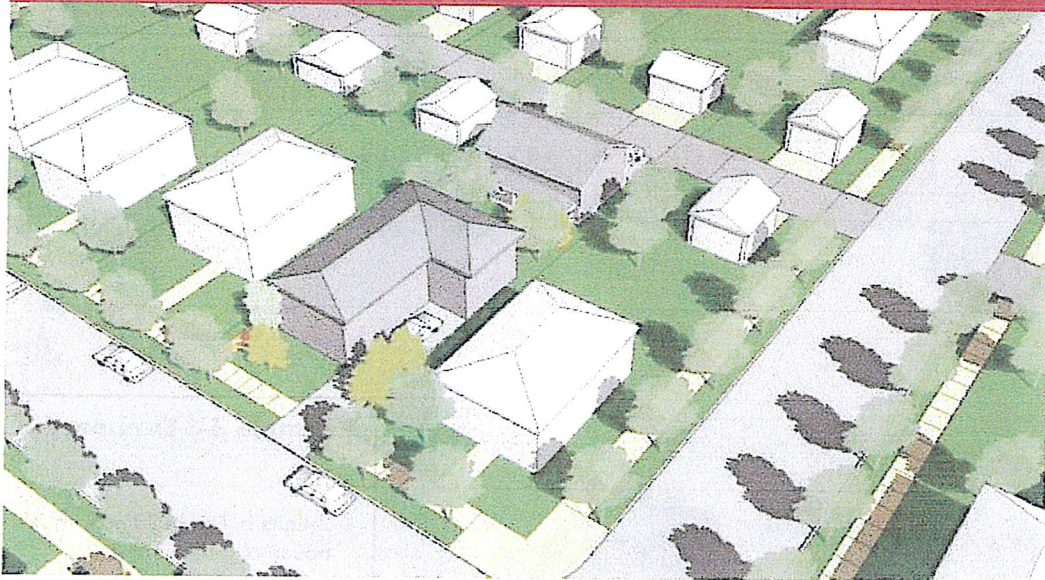
- Individual garages

Single Lot - Retain Existing Unit

50' x 140' (7000 sf)

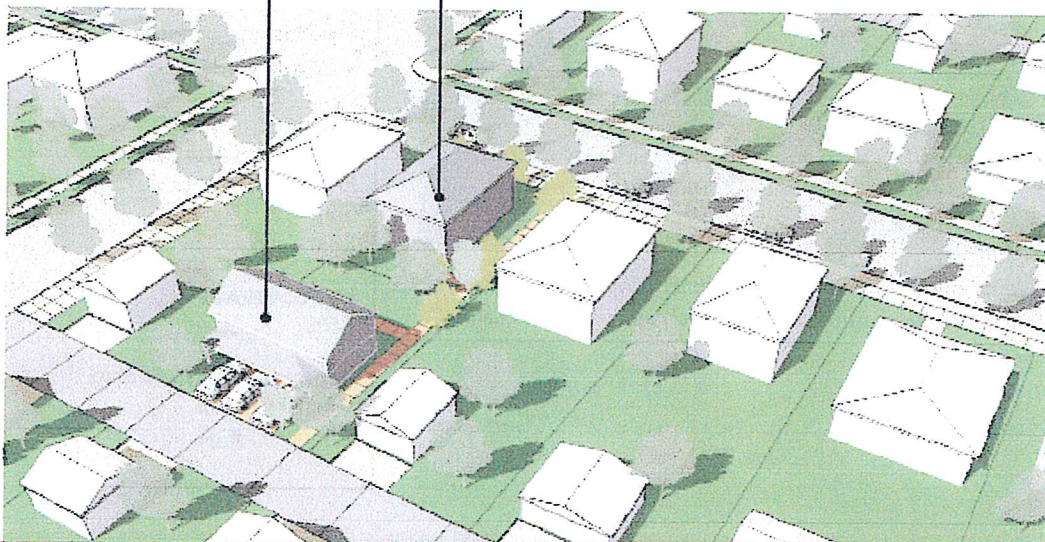
Example A-3

Neighborhood Context – Street Frontage



Existing Unit

New Units



Neighborhood Context - Alley Frontage

Single Lot – New Construction

B-Series

Overview

This series illustrates three alternative approaches to accommodating new multi-family units on a single lot within an established single-family neighborhood. This scenario has been occurring within the TOD Corridor in recent years and is anticipated to in accordance with the TOD Plan.

Examples B-1 through B-3 are based on the city's desire to accommodate additional housing within the TOD Corridor while protecting the character of established neighborhoods. Examples vary in the type and quantities of units provided, but have the design principles outlined below in common.

Key Design Principles

Key design principles for new construction on single lots include:

Reinforce Traditional, Pedestrian-Oriented Street Character

- Retain traditional street character by maintaining the front setback, sidewalk, and street trees;
- Orient homes to address the street and incorporate the use of porches and other prominent entrance features; and
- Locate garages and parking behind buildings and out of view of the primary street frontage.

Maintain Open Space for Residents

- Organize units to provide open space for residents, which in the case of Example B-3 could be delineated with low fencing for privacy.

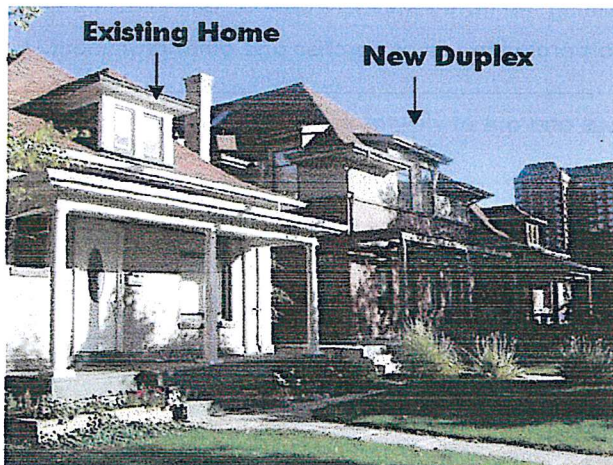
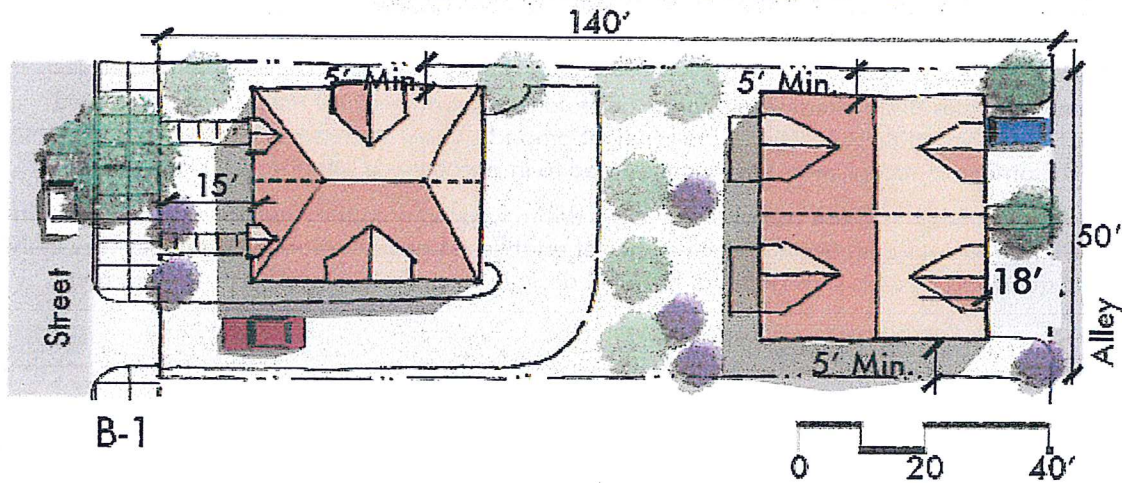
Provide Transitions to Adjacent Homes

- Provide variation in building massing and height along the primary street and shared lot lines to reduce the overall bulk of new units and promote compatibility.

Single Lot – New Construction

50' x 140' (7000 sf)

Example B-1



Example of a context-sensitive duplex added within an established neighborhood, as illustrated above. Similar proportions would be applied to the rear duplex or townhome as well.

Example B-1 Summary:

UNITS

- 4 units in two buildings – duplexes or townhomes (1,200 sf street-front, and 1,400 sf alley)

SITE LAYOUT

- Private yards

REQUIRED SETBACKS

- Front – 15'
- Side – 5'
- Rear – 18'

LOT COVERAGE

37%

PARKING LOCATION

- Street-oriented units have driveway access from street
- Rear garages for each set of units

Single Lot – New Construction

50' x 140' (7000 sf)

Example B-1



Neighborhood Context – Street Frontage

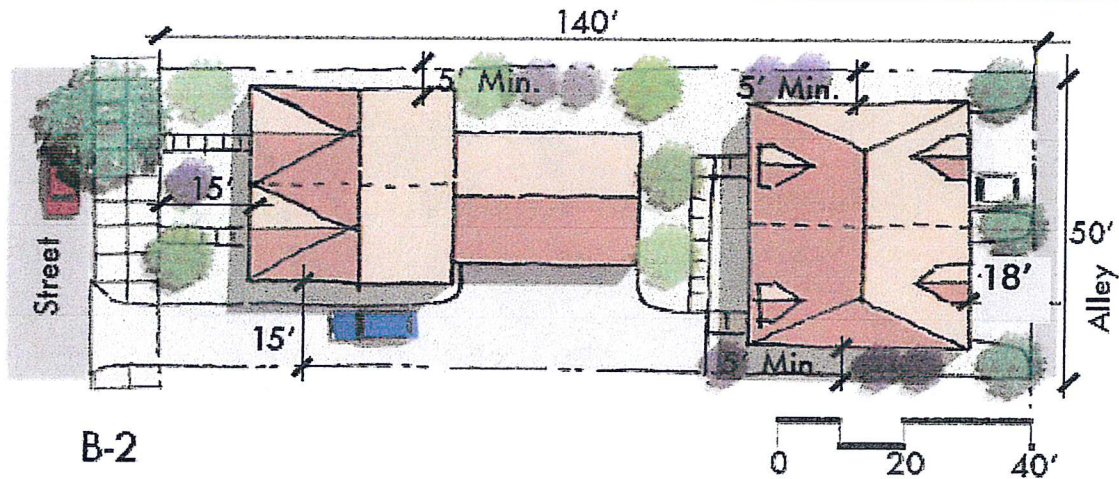


Neighborhood Context - Alley Frontage

Single Lot – New Construction

50' x 140' (7000 sf)

Example B-2



B-2



Example of a context-sensitive duplex added within an established neighborhood with a side-loaded garage, as illustrated above. Similar proportions would be applied to the rear duplex or townhome as well.

Example B-2 Summary:

UNITS

- 4 units in two buildings – duplexes/townhouses (1,200 sf street-front, and 1,400 sf alley)

SITE LAYOUT

- Maintains sight-lines from street to alley townhouse

REQUIRED SETBACKS

Front – 15'
Side – 5'
Rear – 18'

LOT COVERAGE

46%

PARKING LOCATION AND ORIENTATION

- Street-front duplex/townhomes have garage access from street
- Rear garage access for alley units

Single Lot – New Construction

50' x 140' (7000 sf)

Example B-2

Neighborhood Context – Street Frontage



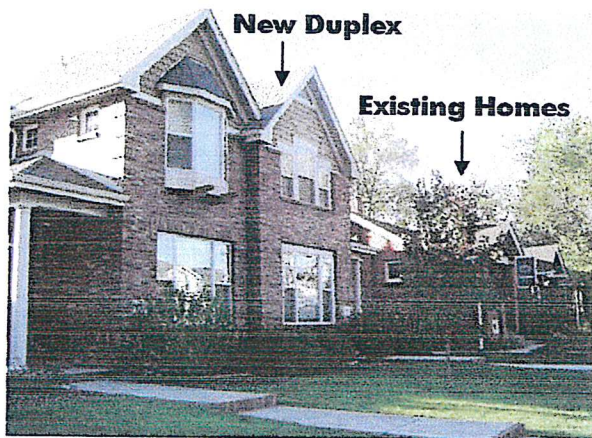
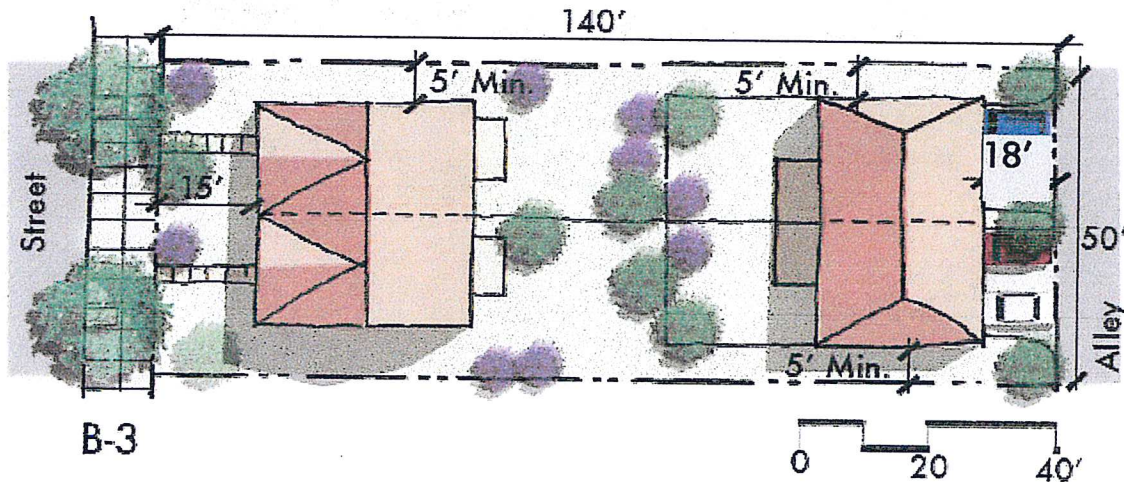
Neighborhood Context - Alley Frontage



Single Lot – New Construction

50' x 140' (7000 sf)

Example B-3



Example of a context-sensitive duplex added within an established neighborhood, as illustrated above. Similar proportions would be applied to the rear duplex or townhome as well.

Example B-3 Summary:

UNITS

- 4 units in two buildings – duplexes/townhouses (1,400 sf street-front and carriage house with either 1 apartment or 2 studio apartments)

SITE LAYOUT

- Private yards
- Significant open space

REQUIRED SETBACKS

Front – 15'
Side – 5'
Rear – 18'

LOT COVERAGE

32%

PARKING LOCATION

- Shared garage off alley

Single Lot – New Construction

50' x 140' (7000 sf)

Example B-3



Neighborhood Context – Street Frontage



Neighborhood Context – Alley Frontage

Two Lots – New Construction

Two Lots, 50' x 140' each (14,000 sf)

C-Series

Overview

This C-Series illustrates 4 alternative approaches to accommodate a mix of housing types on two combined 50' x 140' lots. The alternatives illustrate the increased flexibility provided by the consolidation of lots. As a result, the consolidation of lots is encouraged within the TOD Corridor. Examples vary in the type and quantities of units provided, but have the design principles outlined below in common.

Key Design Principles

Key design principles include:

Reinforce Traditional, Pedestrian-Oriented Street Character

- Retain traditional street character by maintaining the front setback, sidewalk, and street trees;
- Orient multi-unit buildings so they have entrances from the primary street and incorporate the use of porches and other prominent entrance features; and
- Locate shared garages and parking behind buildings and out of view of the primary street frontage.

Use Functional Common Open Space as an Organizing Feature

- Organize multi-unit buildings around shared courtyards or provide patios to maximize the availability of outdoor space for residents and increase the appearance of open space from the street.

Reduce Impacts to Adjacent Properties through Variation in Building Massing and Height

- Provide variation in building massing and height along shared lot lines to reduce the overall bulk of new multi-unit buildings and promote compatibility with adjacent homes.
- Articulate building façades when a continuous building is provided at the front of the lot to add variety and help to break down the scale and mass of multi-family buildings at the street edge.
- Organize multi-unit buildings around a central courtyard to provide a visual “break” at the street edge and give the appearance of two separate single-family homes rather than large multi-family buildings.

Two Lots – New Construction

Two Lots, 50' x 140' each (14,000 sf)

Example C-1

Example C-1 Summary:

UNITS

- 6 units in two buildings - townhouses (1250 sf)

SITE LAYOUT

- Interior shared courtyard
- Townhouses front both street and courtyard

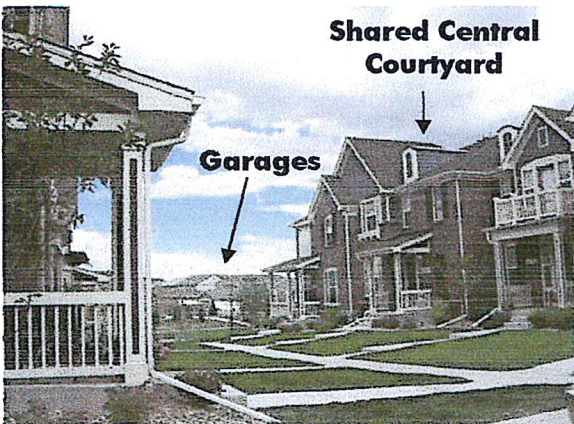
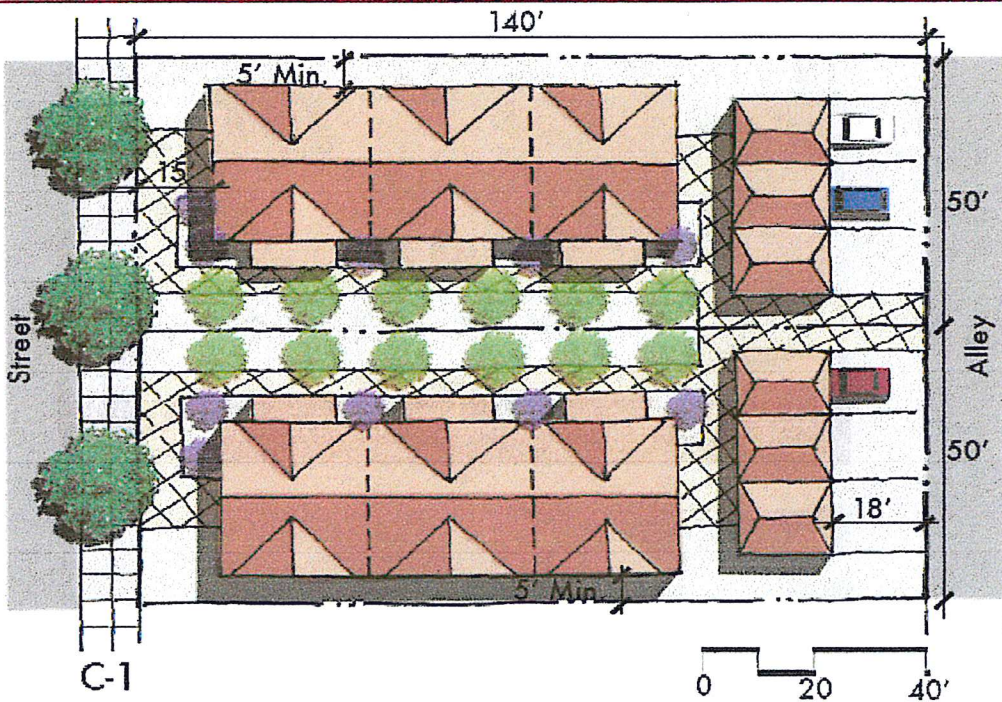
REQUIRED SETBACKS

- Front- 15'; Side – 5'; Rear – 10'

LOT COVERAGE: 36%

PARKING LOCATION

- Separate rear garages for each property.



Example of courtyard-oriented townhomes with rear parking, as illustrated above.

Two Lots – New Construction

Two Lots, 50' x 140' each (14,000 sf)

Example C-1*Neighborhood Context – Street Frontage**Neighborhood Context – Alley Frontage*

Two Lots – New Construction

Two Lots, 50' x 140' each (14,000 sf)

Example C-2

Example C-2 Summary:

UNITS

- 8 units in two buildings - (800 sf)

SITE LAYOUT

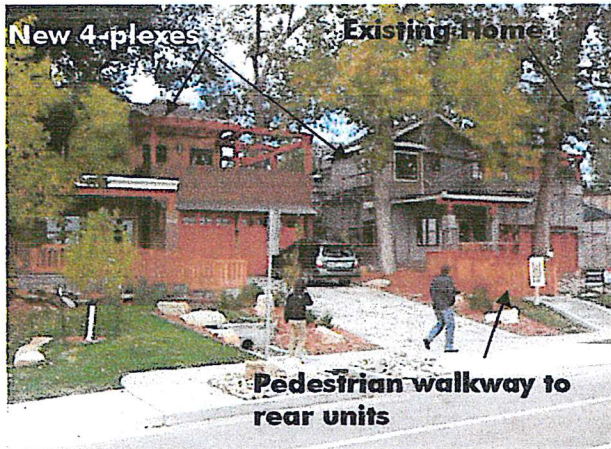
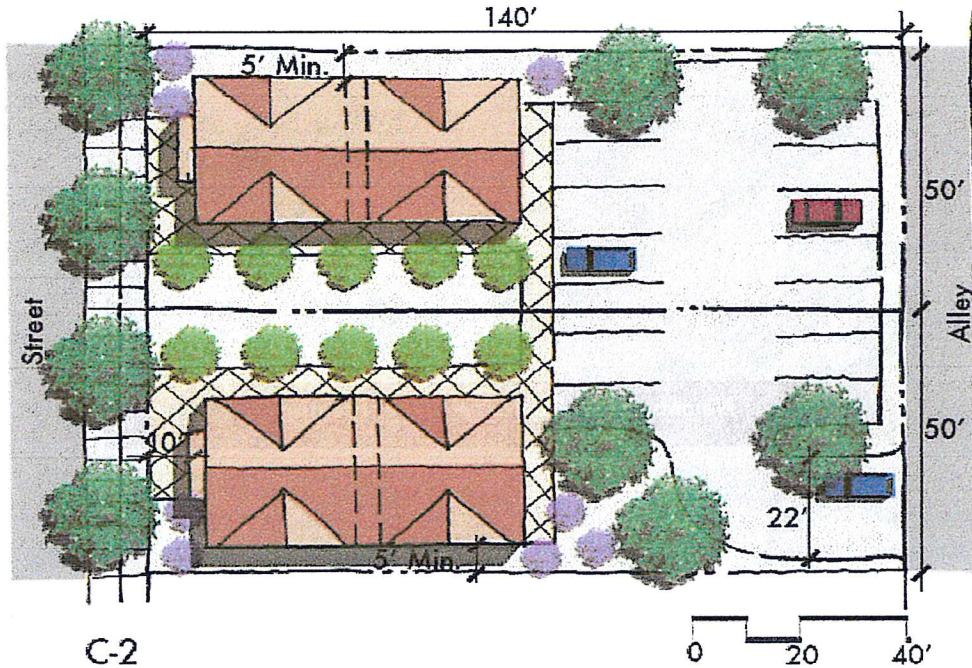
- Interior shared courtyard
- Units front both street and courtyard

REQUIRED SETBACKS

- Front – 10’;
- Side – 5’
- Rear – 10’

LOT COVERAGE

22%



Example of new multi-unit buildings with both street access and courtyard access. Although this example features front-loaded garages for street-oriented units, the example above illustrates the preferred rear-parking orientation.

Two Lots – New Construction

Two Lots, 50' x 140' each (14,000 sf)

Example C-2



Neighborhood Context – Street Frontage

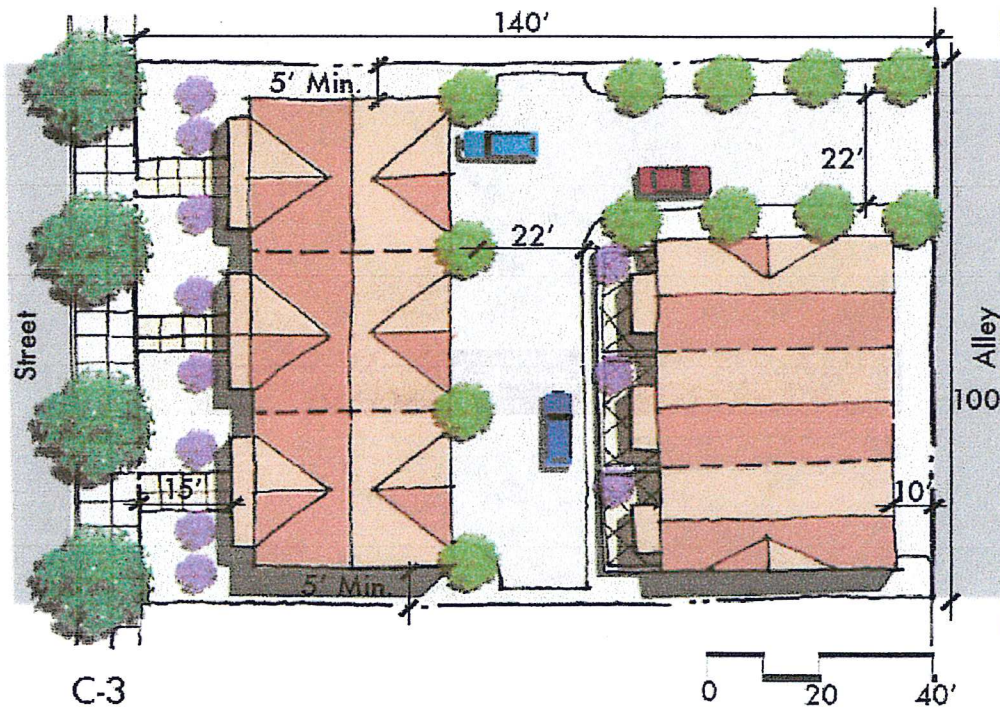


Neighborhood Context – Alley Frontage

Two Lots – New Construction Example C-3

Two Lots, 50' x 140' each (14,000 sf)

<p>Example C-3 Summary:</p> <p>UNITS</p> <ul style="list-style-type: none"> 6 units in two buildings – townhouses (1700 sf street-front and 1400 sf alley) <p>SITE LAYOUT</p> <ul style="list-style-type: none"> Private courtyards for alley units 	<p>REQUIRED SETBACKS</p> <p>Front – 15' Side – 5' Rear – 10'</p> <p>LOT COVERAGE</p> <ul style="list-style-type: none"> 25% <p>PARKING LOCATION</p> <ul style="list-style-type: none"> Parking in integrated garages
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Example of new townhomes on block of established single-family homes of varying scale and character.

Two Lots – New Construction

Two Lots, 50' x 140' each (14,000 sf)

Example C-3



Neighborhood Context – Street Frontage

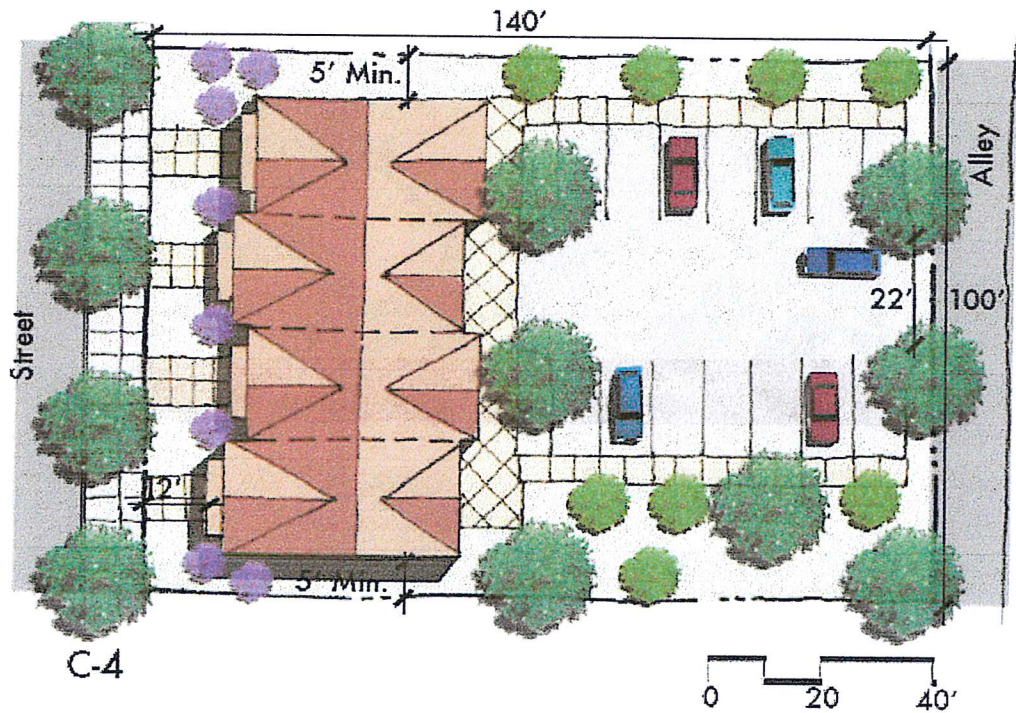


Neighborhood Context – Alley Frontage

Two Lots – New Construction Example C-4

Two Lots, 50' x 140' each (14,000 sf)

Example C-4 Summary:		
Units	Setbacks	Lot Coverage
<ul style="list-style-type: none"> 8 units in one building - apartments (900 sf) 	Front – 12' Side – 5' Rear – 40+'	25%
Site Layout		Parking Location and Orientation
<ul style="list-style-type: none"> Shared open-space in rear 		<ul style="list-style-type: none"> Parking in rear lot w/alley access (14 cars) Two cars parked on street meets 2 car/unit



C-4



Example of new townhomes with a varied front setback that helps break up the overall mass of the units and provide the impression of multiple single-family homes. Distinct variations in color also provide a clear distinction between units.

Two Lots – New Construction

Two Lots, 50' x 140' each (14,000 sf)

Example C-4*Neighborhood Context – Street Frontage**Neighborhood Context – Alley Frontage*

Three Lots – New Construction

Three Lots, 50' x 140' each (21,000 sf)

D-Series

Overview

This series illustrates four alternative approaches to accommodate a mix of housing types on three combined 50' x 140' lots. The alternatives illustrate the even greater flexibility provided by the consolidation of lots. As a result, the consolidation of lots is encouraged within the TOD Corridor. Examples vary in the type and quantities of units provided, but have the design principles outlined below in common.

Key Design Principles

Key design principles include:

Reinforce Traditional, Pedestrian-Oriented Street Character

- Retain traditional street character by maintaining the front setback, sidewalk, and street trees;
- Orient multi-unit buildings so they have entrances from the primary street and incorporate the use of porches and other prominent entrance features; and
- Locate shared garages and parking behind buildings and out of view of the primary street frontage.

Use Functional Common Open Space as an Organizing Feature

- Organize multi-unit buildings around shared courtyards or provide patios to maximize the availability of outdoor space for residents and increase the appearance of open space from the street.

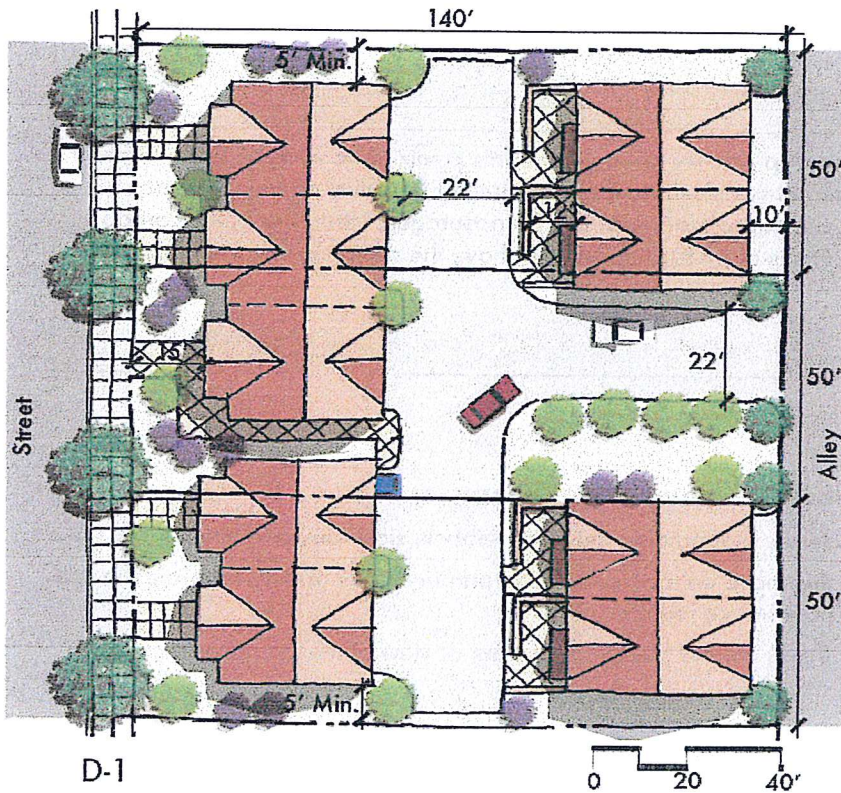
Reduce Impacts to Adjacent Properties through Variation in Building Massing and Height

- Provide variation in building massing and height along shared lot lines to reduce the overall bulk of new multi-unit buildings and promote compatibility with adjacent homes.
- Articulate building façades and front setbacks when a continuous building is provided at the front of the lot to add variety and help to break down the scale and mass of multi-family buildings at the street edge.
- Organize multi-unit buildings around a central courtyard to provide a visual “break” at the street edge and give the appearance of two separate single-family homes rather than large multi-family buildings.

Three Lots – New Construction

Three Lots, 50' x 140' each (21,000 sf)

Example D-1



Example D-1 Summary:

UNITS

- 9 units in four buildings - townhouses (1350 sf)

SITE LAYOUT

- Shared open-space in rear

REQUIRED SETBACKS

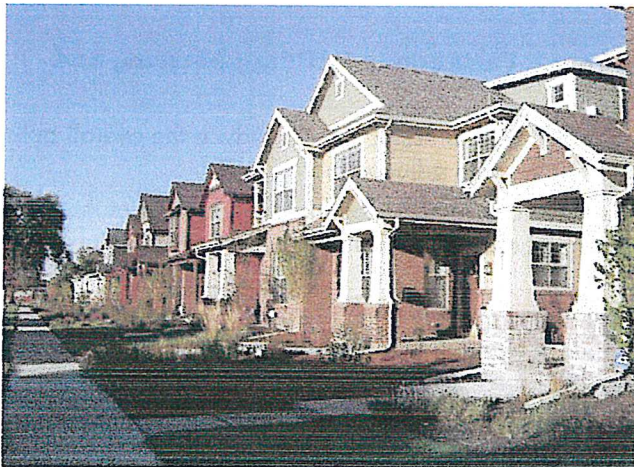
- Front – 15'
- Side – 5'
- Rear – 10'

LOT COVERAGE

34%

PARKING LOCATION

- Parking in integrated garages w/alley access



Example of row of duplexes and triplexes designed to reflect traditional single-family lotting patterns.

Three Lots – New Construction

Three Lots, 50' x 140' each (21,000 sf)

Example D-1



Neighborhood Context – Street Frontage

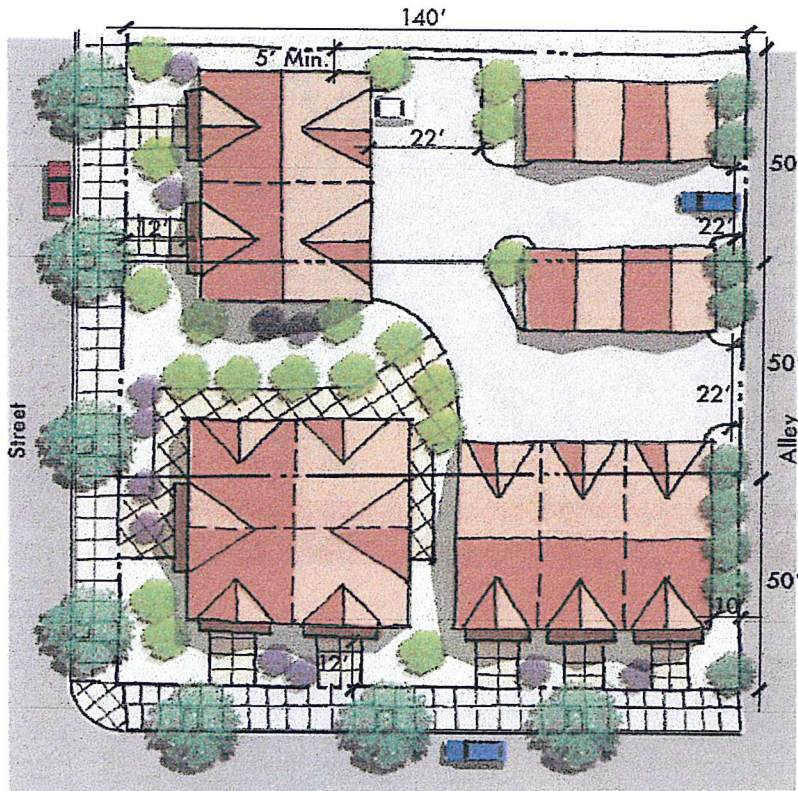


Neighborhood Context – Alley Frontage

Three Lots – New Construction

Three Lots, 50' x 140' each (21,000 sf)

Example D-2



D-2

Example D-2 Summary:

UNITS

- 9 units in three buildings - fourplex (1250 sf), townhouses (1750 sf)

SITE LAYOUT

- Ideal for corner lot scenario
- Building separation maintains residential character

SETBACKS

- Front – 12'
- Side – 5', 12'
- Rear – 10'

LOT COVERAGE

34%

PARKING LOCATION

- Parking in separate garages for fourplex and integrated garages for townhomes w/alley access.



Example of corner four-plex with massing and architectural features intended to give it the appearance of a large single-family home, as illustrated above.

Three Lots – New Construction

Three Lots, 50' x 140' each (21,000 sf)

Example D-2



Neighborhood Context – Street Frontage

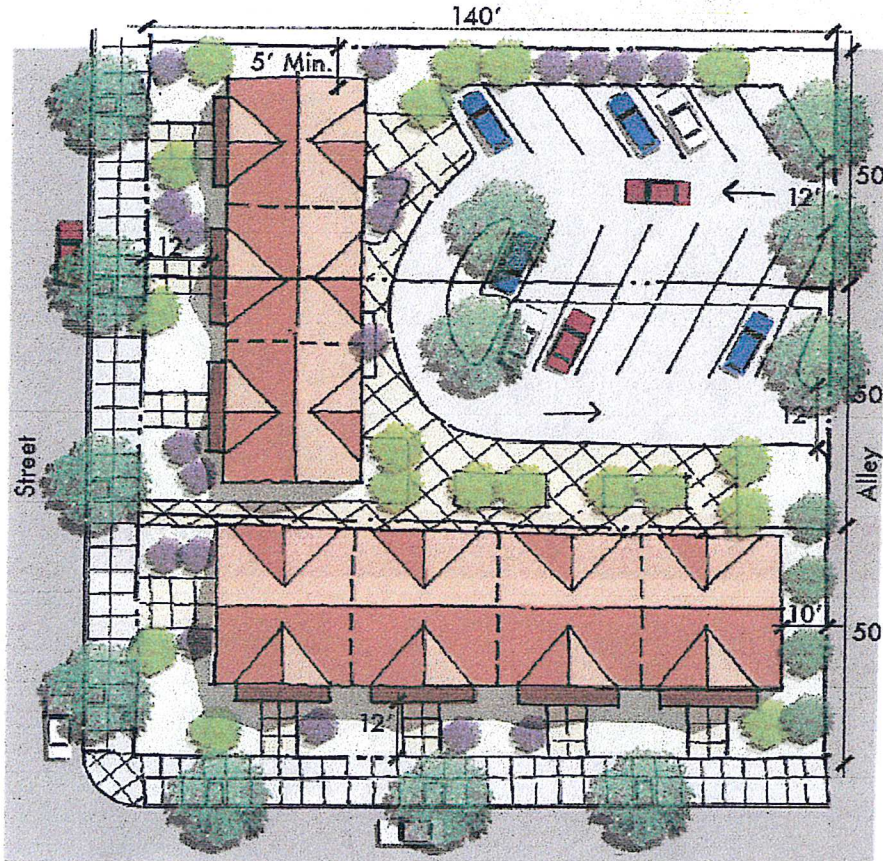


Neighborhood Context – Alley Frontage

Three Lots – New Construction

Three Lots, 50' x 140' each (21,000 sf)

Example D-3



Example D-3 Summary:

UNITS

- 14 units in two buildings - apartments (900 sf)

SITE LAYOUT

- Ideal for corner lot scenario
- Shared courtyard/plaza in rear

SETBACKS

- Front – 12'
 - Side – 5', 12'
 - Rear – 10'
- (Requires variance for reduced front setback)

LOT COVERAGE

30%

PARKING LOCATION

- Parking in rear lot w/alley access (21 cars), assumes some on-street parking

D-3

0 20 40'



Example of apartment-style building that provides architectural elements and modulation on the front façade to break up the overall bulk of the building.

Three Lots – New Construction

Three Lots, 50' x 140' each (21,000 sf)

Example D-3



Neighborhood Context – Street Frontage

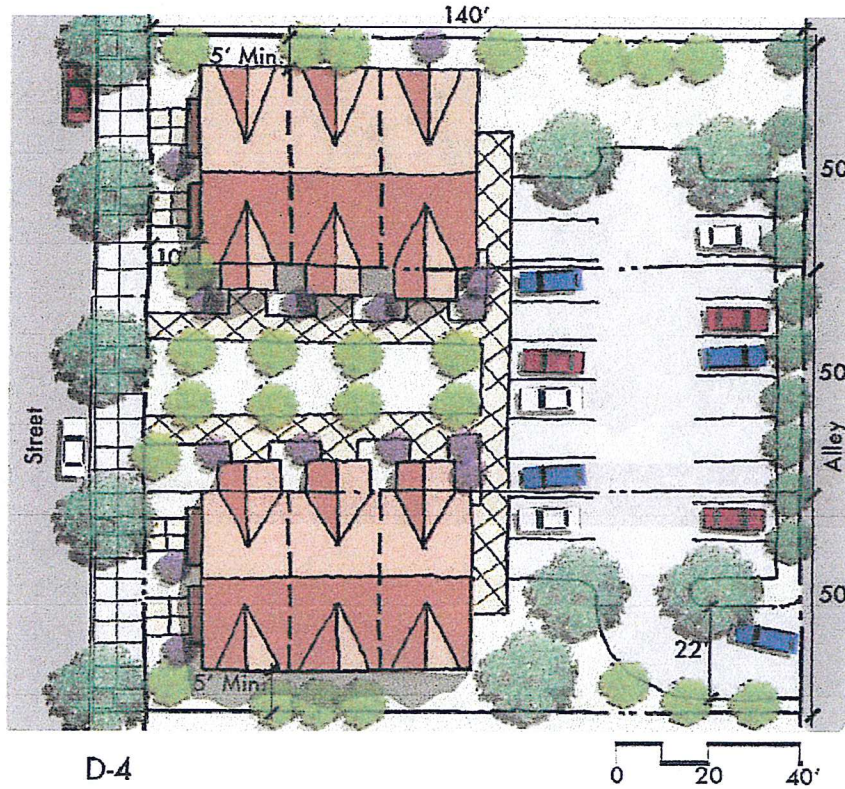


Neighborhood Context – Alley Frontage

Three Lots – New Construction

Three Lots, 50' x 140' each (21,000 sf)

Example D-4



Example D-4 Summary:

UNITS

- 12 units in two buildings - apartments (900 sf)

SITE LAYOUT

- Interior shared courtyard
- Apartments front both street and courtyard

SETBACKS

- Front – 10'
- Side – 5'
- Rear -40'+
(Requires variance for reduced front setback)

LOT COVERAGE

- 25% lot coverage

PARKING LOCATION

- Parking in rear lot w/alley access (20 cars), assumes minimal on-street parking

D-4



Example of courtyard-oriented townhomes with rear parking, as illustrated above.

Three Lots – New Construction

Three Lots, 50' x 140' each (21,000 sf)

Example D-4



Neighborhood Context – Street Frontage



Neighborhood Context – Alley Frontage

Chapter 6: 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 in the Future 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.

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.

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 or other open space. The “front façade” is the front of a building.

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.

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 proposed future 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.

Proposed 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 and as identified on the Land Use Framework map.

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.

Residential Streets—Local streets intended to serve predominantly residential uses and that have not been designated as Major Transit Corridors.

Setback—The open space between the property line of the lot and the nearest projection of a structure, not including front porches, balconies, stoops, and other unenclosed structures.

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

Stucco—A cement mixture used for siding on homes. The cement is combined with water and inert materials such as sand and lime. Usually, wooden walls are covered with tar paper and chicken wire or galvanized metal screening. This framework is then covered with the stucco mixture. Sometimes, the cement mix is applied directly to specially prepared masonry surfaces.

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.

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.