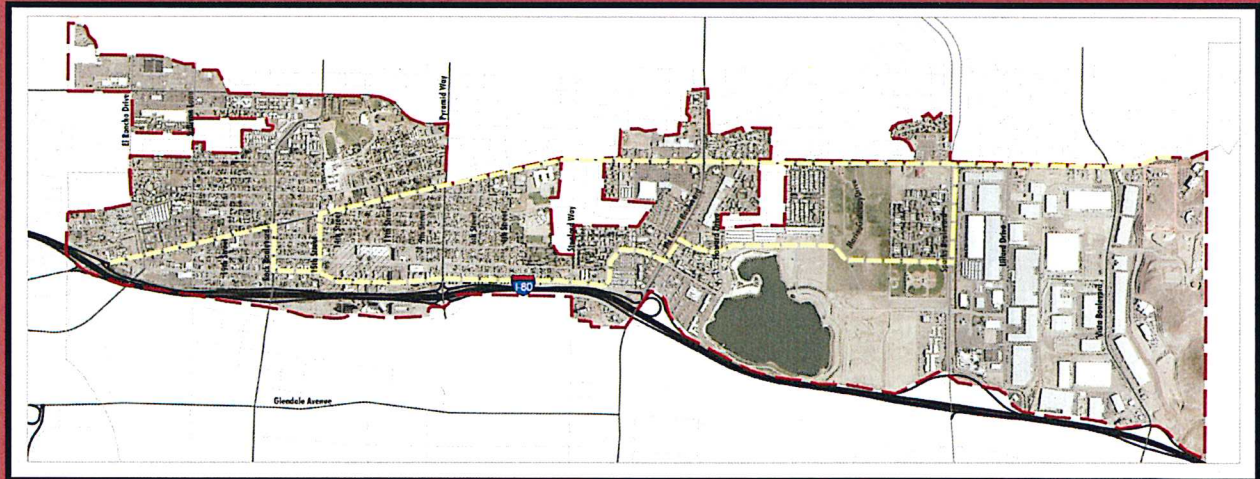


SPARKS TOD CORRIDOR

Employment Design Manual



ADOPTED JULY 2009

Chapter 1: Introduction..... 1

 PURPOSE OF THE EMPLOYMENT DESIGN MANUAL 1

 CONTENTS OF THIS DESIGN MANUAL 1

 APPLICABILITY 1

Chapter 2: Permitted/Prohibited Uses..... 5

 PERMITTED/PROHIBITED USES 5

 SPECIAL USE CRITERIA 7

Chapter 3: Intensity and Dimensional Standards..... 9

 GENERAL INTENT..... 9

Chapter 4: Design and Development Standards 11

 SITE PLANNING..... 11

 Site Layout and Building Organization..... 11

 Landscaping 13

 Streetscape Design and Character 13

 Community Amenities 14

 PARKING AND CIRCULATION..... 15

 Parking Location and Design 15

 Required Parking..... 17

 Pedestrian Circulation and Connections 18

 Utility and Mechanical Equipment 19

 BUILDING MASSING AND FORM 20

 Building Articulation 20

Chapter 5: Definitions 22



This page blank.

Chapter 1: Introduction

Purpose of the Employment Design Manual

The purpose of this Employment Design Manual is to implement the vision, goals, and policies established by the city's TOD Corridor Master Plan for targeted areas of the Employment District. This manual builds on the general direction established by the plan regarding the desired pattern and form of development within the Employment District, as defined by the Land Use Framework map, located on page 5. This manual specifically aims to:

- Encourage a more compact, pedestrian-friendly pattern of development along existing and proposed transit corridors within the Employment District;
- Protect the viability of existing industrial uses located within the Employment District as a major employment generator for the TOD corridor; and
- Increase the predictability of the development process within the corridor for applicants and the city.

Contents of this Design Manual

In addition to this introductory chapter, this Employment 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. While a mix of uses is not required, mixed-use development is permitted within the bounds of permitted uses in Table 2.

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 Employment District.

Chapter 4: Design and Development Standards

This chapter contains design standards—such as landscaping, streetscape design, and building materials—specific to the Employment District.

Chapter 5: Definitions

Chapter 5 provides a list of and definitions of key terms as used in the Employment Design Manual

Applicability

The standards in this manual are intended to apply to all new commercial, mixed-use, and industrial infill, redevelopment, exterior modifications and major renovation projects that occur within the Employment land use category as established on the Land Use Framework map on

page 3. However, the applicability of specific standards varies by location as noted in Table 1 below.

Table 1: Applicability Exceptions by Type of Requirement Areas within the Employment District identified as Mixed-Use Commercial on the Land Use Framework map should refer to the Mixed-Use and Commercial Design Manual for applicable requirements.

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.

	Type of Requirement		
	Permitted/Prohibited Uses	Intensity and Dimensional Standards	Design and Development Standards
Applicability Exceptions	No exceptions apply. Table 2 outlines Permitted/Prohibited Uses for the Employment land use category.	Standards vary by location as noted in Table 3.	Standards apply only to development located within proximity of Prater Way, Sparks Boulevard, or Vista Boulevard, with the exception of sidewalk standards as noted.

Insert Land Use Framework Map

~~This page blank.~~

Chapter 2: Permitted/Prohibited Uses

This chapter identifies land uses that are permitted or prohibited within the corridor by land use category. A mix of uses is not required for development within the Employment land use category; however, it is permitted within the bounds of permitted uses established in Table 2.

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. Allowed uses for the Employment land use category 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.

Table 2: Permitted/Prohibited Uses

P = Permitted; X = Not Allowed; S = Special Use Permit Required					
Type of Use	Land Use Category				
	MU-C	MR	DTC	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

P = Permitted; X = Not Allowed; S = Special Use Permit Required					
Type of Use	Land Use Category				
	MU-C	MR	DTC	RN	EMP
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
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	S	X	X	X	S
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

P = Permitted; X = Not Allowed; S = Special Use Permit Required					
Type of Use	Land Use Category				
	MU-C	MR	DTC	RN	EMP
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
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 Ave.

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 Corridor Master 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.

This page blank.

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 in the Employment District are highest in areas that are currently served by transit or are planned to be served by transit in the future such as along Prater Way, Sparks Boulevard, and Vista Boulevard. Lower minimums have been established for areas not within proximity of the corridors identified above where established patterns of industrial uses will likely remain.

General Intent

Table 3, below, establishes intensity and development standards for different locations of the Employment District. Table 3 includes standards intended to:

- Encourage concentration of the highest development intensities in the Employment District along existing and planned transit corridors; and
- Preserve opportunities to continue established industrial operations in the Employment District.

Table 3: Intensity and Dimensional Standards

Site Development Standards		Employment Land Use Category	
		Within Proximity of Prater Way, Sparks Boulevard, and Vista Boulevard	Not within proximity of Prater Way, Sparks Boulevard, and Vista Boulevard
Minimum Density (FAR)*		0.5 FAR	0.35 FAR
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, retail and employment demand, and related factors will be evaluated as part of the review process.	
Setbacks	Front yard	See Build-to-Zone, below.	15 ft.
	Rear yard		none
	Side yard		none
Build-to-Zone**		0 to 20 ft.; minimum of 60% of the Primary Street Frontage must be occupied by building wall.	N/A
Docking facilities	Setbacks	100 ft. from landscaping strip along main arterial	100 ft. from landscaping strip along main arterial
	Curb Radius	30 ft., continuous curb cuts not allowed	30 ft., continuous curb cuts not allowed
	Driveway Width	not to exceed 40 ft.	not to exceed 40 ft.
Maximum Height		none	none
Min. Build. Site Area		20,000 sq. ft.	20,000 sq. ft.
Min. Lot Width		100 ft.	100 ft.
*FAR is based on a cumulative project.			
**See Design and Development Standards for Site Layout requirements to be applied in conjunction with Build-to-Zone.			

Chapter 4: Design and Development Standards

The employment land use group includes those areas designated for Employment on the Land Use Framework map contained in the adopted TOD Corridor Master Plan. The primary role of the Employment land use category is to continue to provide opportunities for employment within the TOD corridor. Design standards contained in this section are primarily focused promoting a more compact, pedestrian friendly pattern for non-industrial development located within proximity of Prater Way, Sparks Boulevard, and Vista Boulevard. Where unique considerations exist and a particular design standard is intended to apply only to a specific type of development, the applicable type of development will be noted

Site Planning

Site Layout and Building Organization

Intent

- To promote a more compact, pedestrian-friendly and transit-supportive pattern of development along Prater Way, Sparks Boulevard, and Vista Boulevard;
- To minimize the visual impacts of parking along major corridors within the Employment District; and
- To establish a strong building edge at the street level for non-industrial development in high activity locations.

Design Standards

Building Organization—General

Non-industrial development located within proximity of Prater Way, Sparks Boulevard, and Vista Boulevard 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

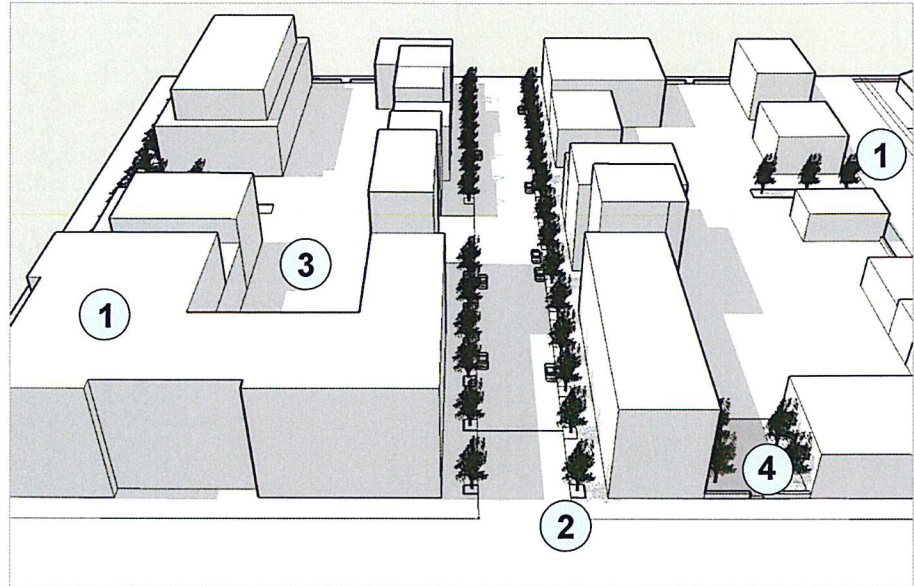
NOT THIS



THIS



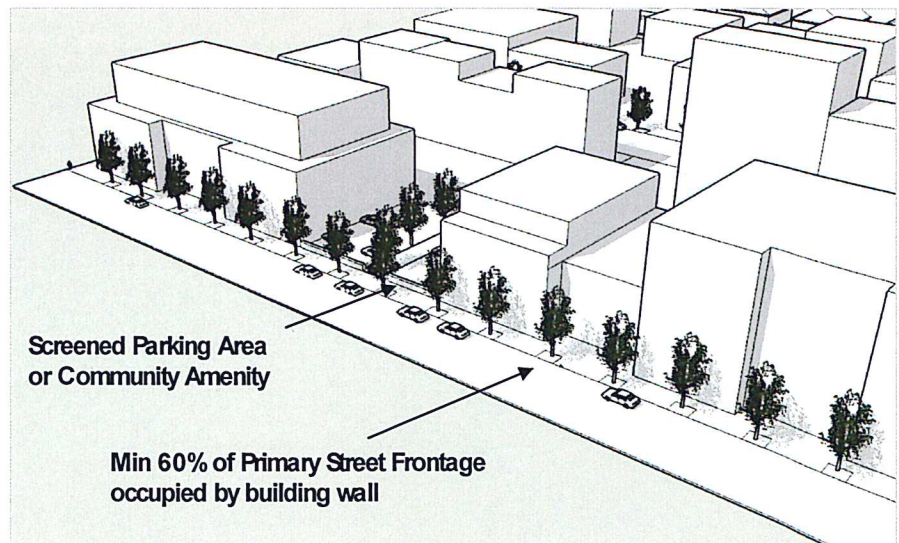
Developments along major corridors in the Employment District shall be organized to create pedestrian-friendly spaces



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.

Build-To Zone

Table 3 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; and
- To maintain the viability of industrial uses within the Employment District.

Design Standards

Minimum Landscape Requirements

The minimum portion of the site area to be landscaped shall be as

Table 4: Minimum Landscape Requirements

noted in Table 4 below.

Location	Minimum Landscaped Area*
Non-industrial development	10 percent; which shall include landscaping strips along street frontages.
Industrial development	6 percent; which shall include landscaping strips along street frontages.

**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.

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 distinguish industrial areas within the Employment District from development located along transit corridors where higher levels of pedestrian activity are desirable.

Design Standards

~~Sidewalks—Within Proximity of Transit Corridors~~

Development located within proximity of Prater Way, Sparks Boulevard, and Vista Boulevard shall provide a sidewalk a minimum of 8 feet in width along the street edge.

~~Sidewalks—Not Within Proximity of Transit Corridors~~

Development shall provide a sidewalk a minimum of 6 feet in width along the street edge.

Community Amenities

Intent

- To encourage the incorporation of more urban, pedestrian and transit-supportive site development patterns for non-industrial development; and
- To encourage the incorporation of a range of community amenities for non-industrial development 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, Sparks Boulevard, or Vista Boulevard 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.

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;
- Courtyard;
- Bike racks;
- Public art (e.g., sculptures, murals, water elements, carvings, frescos, mosaics, and mobiles);
- 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.

Parking and Circulation

Parking Location and Design

Intent

- To minimize the visual impacts of parking and maintain a pedestrian-friendly environment at the street edge in high activity areas of the Employment District for non-industrial development;
- To reduce infill and redevelopment barriers for non-industrial development 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 non-industrial buildings located within proximity of Prater Way, Sparks Boulevard, or Vista Boulevard shall be located to the side or rear of the building.

Parking Lot Screening—General

All surface parking lots for non-industrial development that are 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 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. 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. Alternative percentages 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.

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.

Off-Street Loading

In order to avoid undue interference with the public use of streets or alleys, there shall be provided and maintained adequate off-street space for standing, loading, or unloading for those uses involving receipt and distribution of vehicles or merchandise and materials off-street. Each such space shall be at least ten (10) feet by forty-five (45) feet with a fourteen (14) foot height clearance.

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.
- In all calculations of the minimum or maximum amount of parking, fractions shall be rounded down to the nearest whole number.

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 and/or requirement. In some instances a parking study may not be required. These instances are noted where applicable below.

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 employees. 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.

Employee Trip Reduction

Developments with more than 100 employees shall participate in an employee trip reduction program.

Maximum Reduction Allowed

Total cumulative reductions to the minimum off-street parking requirements through the application of any combination of the potential credits and reductions listed above shall not exceed 25%, as determined by the Administrator.

Pedestrian Circulation and Connections

Intent

- To provide a continuous and easily accessible pedestrian circulation network within the TOD corridor area; and
- To ensure that new development within the TOD corridor area provides an on-site pedestrian network that provides direct access to transit services and the corridor-wide pedestrian circulation network.

Design Standards

Connections to Transit Corridor

Developments located within proximity of Prater Way, Sparks Boulevard, or Vista Boulevard 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

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.

Utility and Mechanical Equipment

Intent

- To ensure that utility and mechanical equipment on non-industrial development 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.

Building Massing and Form

Building Articulation

Intent

- Enhance the appearance of development located along major transit corridors through the incorporation of architectural detailing, façade articulation, and other features designed to provide a more distinct character and pedestrian scale.

Design Standards

General

The perceived mass and scale of 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;
- Wall plane off-sets;
- Distinct changes in texture and color of wall surfaces;
- Ground level arcades and second floor galleries/balconies;
- Protected and recessed entries;
- Vertical accents or focal points; and
- Enhanced window treatments.

~~This page blank.~~

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 as identified 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 are planned for 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.

Articulation—To add interest to long blank walls that creates a complementary pattern or rhythm, dividing large buildings into smaller, identifiable parts.

Attached Sidewalk—Sidewalk that is built flush within the curb of the street.

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.

Façade—Any side of a building that faces a street 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.

BRT Route—The BRT Route for the corridor shall be as described 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.

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

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.”

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.

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.