DOC # 4693216
04/05/2017 10:38:29 AM
Requested By
SPARKS CITY
Washoe County Recorder
Lawrence R. Burtness - Recorder
Fee: $154.00 RPTT: $0.00
Page 1 of 138

APN: (Not required
Per NRS 111.312.1)

When recorded, mail to
City of Sparks
431 Prater Way
Sparks, Nevada 89431
ATTN: Community Services Dep't

(Space above for recorder's use only)

NOTICE OF ADOPTION OF DEVELOPMENT PLAN
(NRS Chapter 278A)

Name of Development: Spanish Springs Town Centre

Name of Plan: Spanish Springs Town Centre Amendment to Development Plan, Design Standards and Regulations

City No. PCN15066

Date of Approval August 8, 2016

NOTICE IS HEREBY GIVEN that on the above indicated date, the City Council of the City of Sparks, Nevada, gave final approval to the above described plan as the development plan for the above named development, whose legal description is attached as **Exhibit A.**

Pursuant to NRS 278A.570 (2) after this plan is recorded, all zoning and subdivision regulations applicable to the property described in Exhibit A cease to apply and are replaced with the plan attached as **Exhibit B** hereto.

A table of approvals and amendments to the Plan is set forth below.

Dated this 3rd day of April, 2017

City of Sparks, Nevada

By Teresa Gardner
Teresa Gardner
City Clerk

State of Nevada)
)
County of Washoe)

Acknowledgement in representative capacity
(NRS 240.1665)

This instrument was acknowledged before me on April 3, 2017
By TERESA GARDNER as City Clerk of Sparks, Nevada

C. BROOKS
Notary Public - State of Nevada
Appointment Recorded in Washoe County
No: 09-9466-2- Expires January 14, 2021

C Brooks
Notary Public

Table of Approvals and Amendments

City File #	Item Approved	Approval Date	Recorded in Official Records of Washoe County
PCN02075 PCN03069 PCN03088	Spanish Springs Town Center PD Handbook	02-14-05	Recorded on May 6, 2005 DOC# 3210496
PCN07060	Spanish Springs Town Centre Amendment to Development Plan Design Standards and Regulations	01-14-08	Recorded on May 7, 2008 Doc# 3647661
PCN15066	Spanish Springs Town Centre Amendment to add a new use of Self Storage and associated standards	08-08-2016	

Exhibit A

LEGAL DESCRIPTION FOR
SPANISH SPRINGS TOWN CENTER

All that certain real property situate within the North One-Half (N 1/2) of the Southeast One-Quarter (SE 1/4) of Section 21, Township 20 North, Range 20 East, Mount Diablo Base and Meridian, City of Sparks, County of Washoe, State of Nevada, being more particularly described as follows:

BEING Parcels 1B and 1C per Parcel Map No. 4935, recorded July 31, 2008 as File No. 3674793 in the Official Records of Washoe County, Nevada.

TOGETHER WITH Parcels 2A and 9A per Parcel Map No. 4775, recorded May 18, 2007 as File No. 3534274 in the Official Records of Washoe County, Nevada.

TOGETHER WITH Parcel 6 per Parcel Map No. 5433, recorded March 17, 2006 as File No. 3362360 in the Official Records of Washoe County, Nevada.

TOGETHER WITH Parcels 7, 8 and 9 per Parcel Map No. 5434, recorded March 17, 2006 as File No. 3362361 in the Official Records of Washoe County, Nevada.

TOGETHER WITH Parcels 3C, 5A, 5B and 10B per Parcel Map No. 4952, recorded November 14, 2008 as File No. 3705378 in the Official Records of Washoe County, Nevada.

TOGETHER WITH Parcel 4A per Boundary Line Adjustment Grant Deed Document No. 3522571 and shown on Record of Survey No. 4888, File No. 3522572, both recorded April 19, 2007 in the Official Records of Washoe County, Nevada.

TOGETHER WITH Parcel 1 per Parcel Map No. 4412, recorded June 29, 2005 as File No. 3238577 in the Official Records of Washoe County, Nevada.

TOGETHER WITH Parcels A, B and C per Parcel Map No. 4584, recorded June 27, 2006 as File No. 3406479 in the Official Records of Washoe County, Nevada.

TOGETHER WITH the parcel of land described in that Grant, Bargain, Sale Deed Document No. 4051211 recorded October 19, 2011 in the Official Records of Washoe County, Nevada.

TOGETHER WITH Parcels 6, 7 and 8 per Parcel Map No. 5108, recorded October 29, 2013 as File No. 4294328 in the Official Records of Washoe County, Nevada.

TOGETHER WITH Parcels 1 and 2 per Parcel Map No. 4514, recorded February 14, 2006 as File No. 3348734 in the Official Records of Washoe County, Nevada.

TOGETHER WITH Parcel 1 per Parcel Map No. 4585, recorded June 27, 2006 as File No. 3406480 in the Official Records of Washoe County, Nevada.

TOGETHER WITH Parcels 2A and 3A per Boundary Line Adjustment Quitclaim Deed Document No. 3815353 and shown on Record of Survey No. 5194, File No. 3815354, both recorded October 26, 2009 in the Official Records of Washoe County, Nevada.

TOGETHER WITH Parcel 10 per Parcel Map No. 5154, recorded February 27, 2015 as File No. 4440066 in the Official Records of Washoe County, Nevada.

TOGETHER WITH Parcels A and B per Parcel Map No. 5252, recorded September 2, 2016 as File No. 4628894 in the Official Records of Washoe County, Nevada.

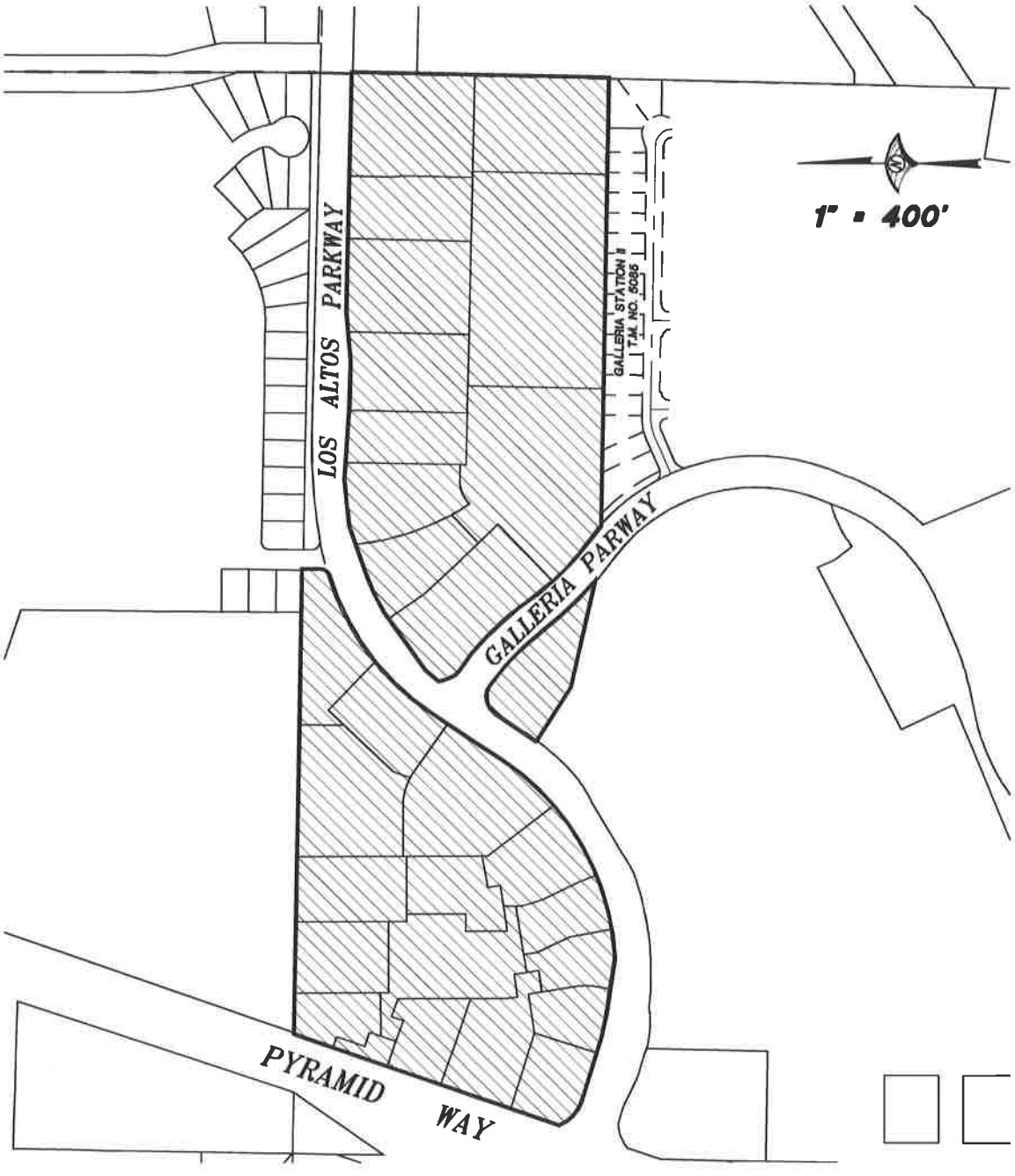
Prepared by:
Wood Rodgers, Inc.
5440 Reno Corporate Dr.
Reno, NV 89511

Daniel A. Bigrigg, P.L.S.
Nevada Certificate No. 19716

Exhibit B

EXHIBIT
PLAT TO ACCOMPANY

HANDBOOK EXHIBIT



JOB NO. 3321.001
SHEET 1 OF 1

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Blvd
Reno, NV 89502
Tel 775.823.4068
Fax 775.823.4066

SPANISH SPRINGS TOWN CENTRE

Amendment to
Development Plan
Design Standards and Regulations

Sparks, Nevada

Prepared for:
Rialto, LLC

February 14, 2005

Amended and Approved by City Council
January 14, 2008

Job Number
21351-05

PLACES Consulting Services, Inc.
1380 Greg Street, Suite 210 Sparks, Nevada 89431-6070
phone: (775) 355-7721 facsimile: (775) 355-7795

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Spanish Springs Town Centre

CHAPTER 1
PROJECT DESCRIPTION

I. INTRODUCTION

The intent of the Spanish Springs Town Centre (refer to ***Figure 1-1: Location Map,*** and ***Figure 1-2: Vicinity Map***) is to provide the community of Sparks with a community shopping center located along a high access controlled arterial roadway, Pyramid Highway. This shopping center may contain several national chain store operations functioning as primary anchors. These primary anchors may be composed of general merchandise stores, apparel stores, home improvement, hardware/garden centers, warehouse clubs, furniture and home furnishing centers, and variety/drug stores. The primary anchors may be complimented by a tenant mix consisting of: other general merchandise stores; apparel stores; financial services; supermarket; food services, including bar/restaurant and fast food establishments; medical offices; and specialty stores.

The primary land use will be general commercial, retail, services, and offices. Total area of this Planned Development will consist of 41.65± acres.

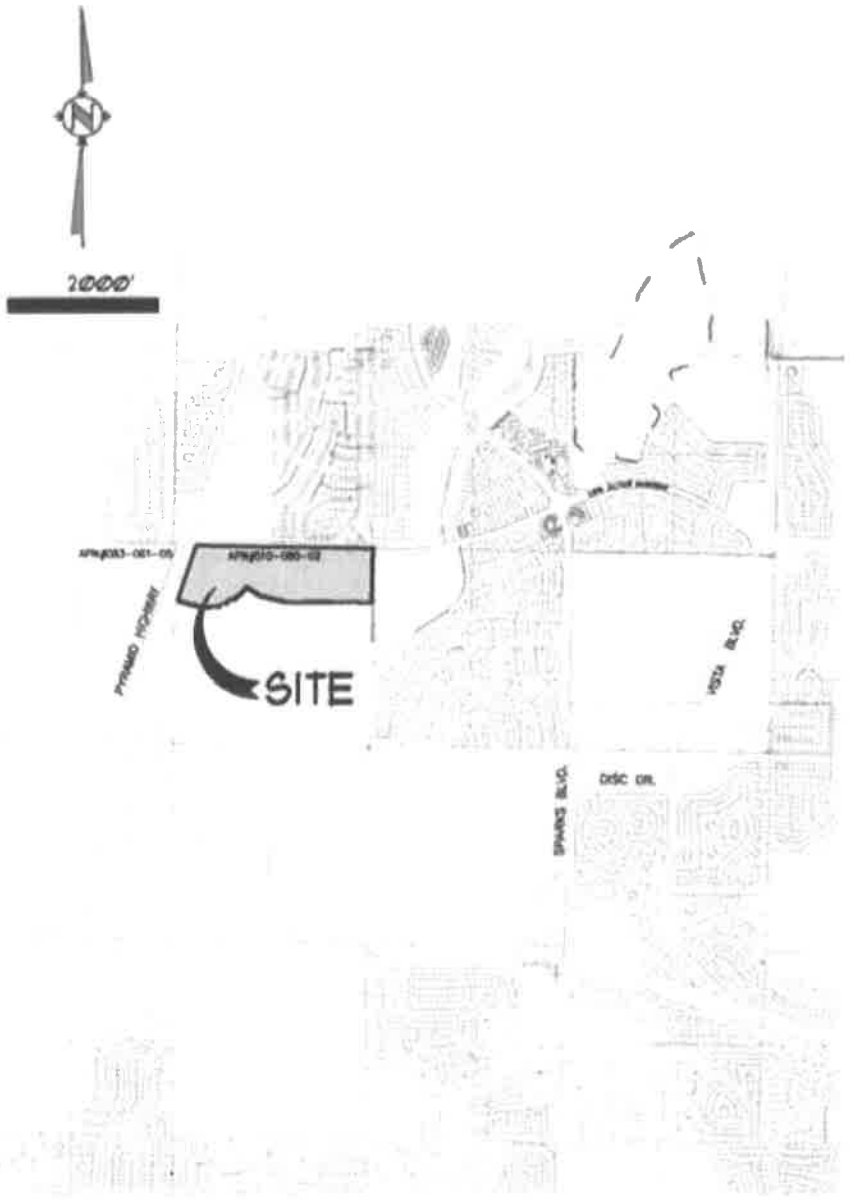


Figure 1-1
Location Map

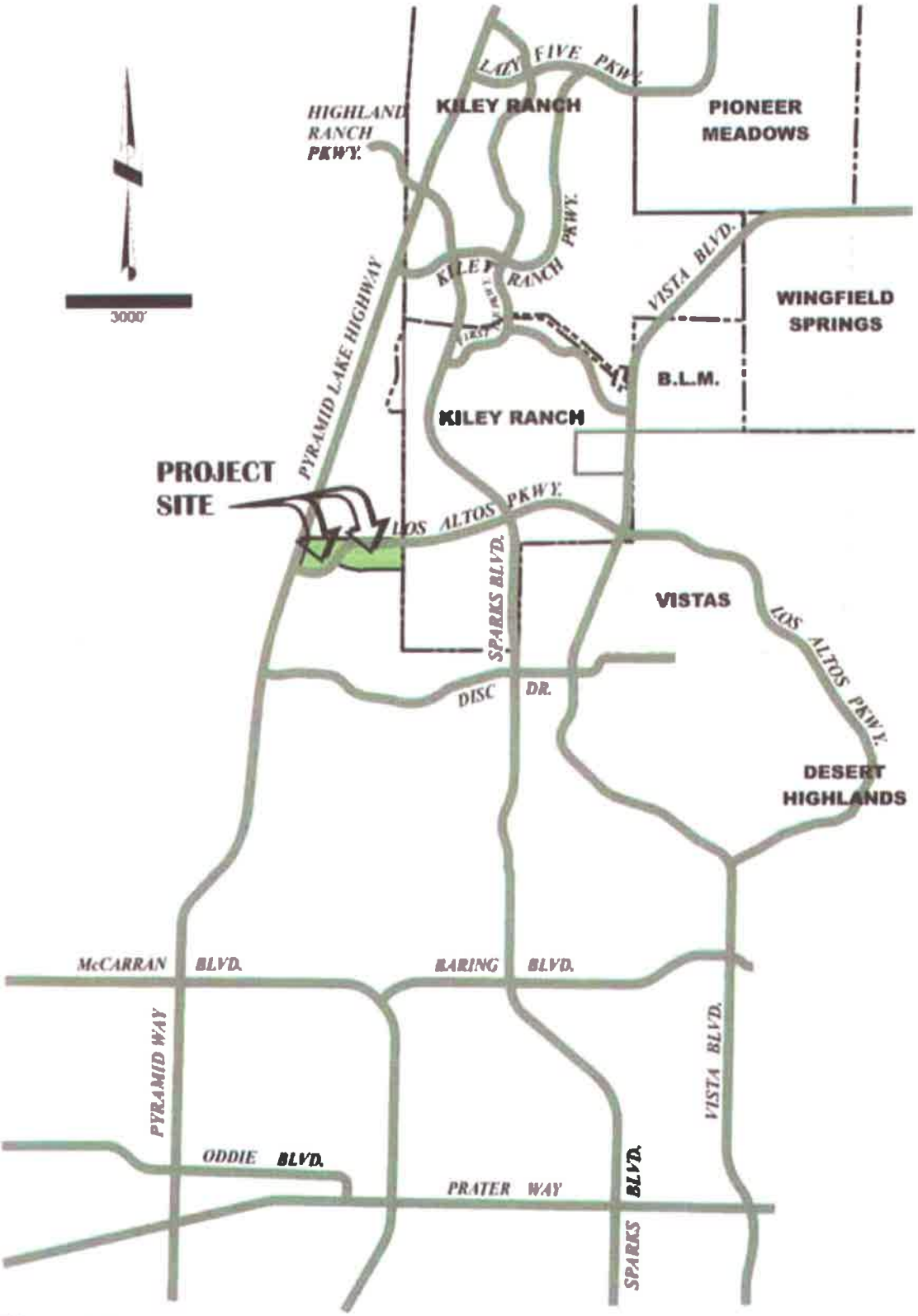


Figure 1-2
Vicinity Map

1. Annexation

Assessor's Parcel No 510-080-02 was annexed into the City of Sparks in 1998.

2. Master Plan

Master Plan land use designation of APN 510-080-02 is Mixed Use (MX). A Master Plan Amendment from 3-7 DU/AC to MX occurred on June 10, 2003, as approved by the City of Sparks, as specified by Case Number PCN 02075. On May 28, 2003, the Regional Planning Commission determined that the above mentioned Master Plan Amendment conformed with the Regional Plan, as specified by TMRPA 03-009. (Refer to ***Figure 1-3***)

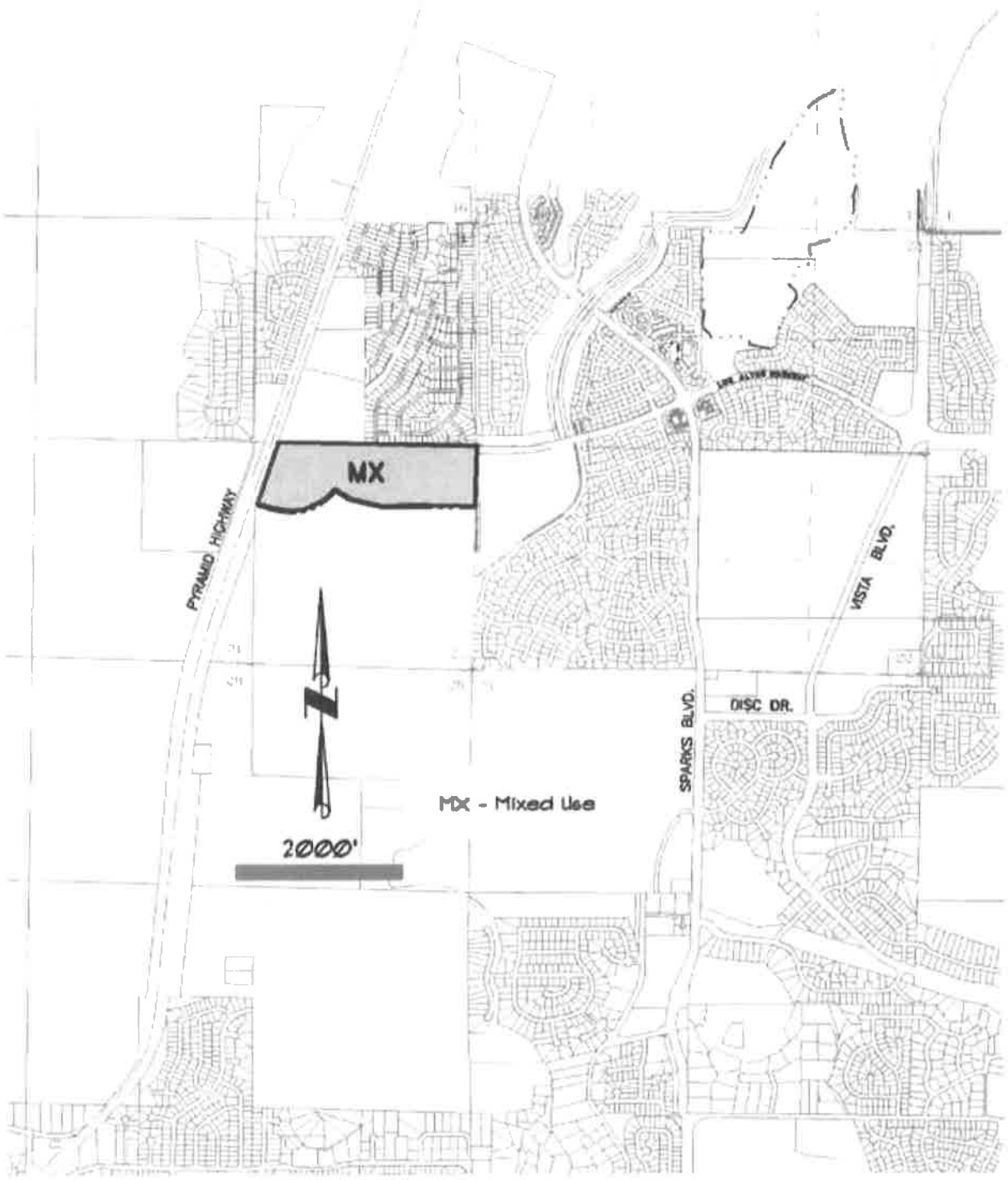


Figure 1-3
Master Plan Land Use Designation

3. Zoning

The original zoning of APN 510-080-02 was A-40. Current zoning of parcel APN 510-080-02 is New Urban District (NUD). Rezoning of this parcel from A-40 to NUD occurred on June 10, 2003, as approved by the City of Sparks, as specified by Case Number PCN02075. ***(Refer to Figure 1-4 Current Zoning)***

Figure 1-4
Current Zoning

II. PROJECT LOCATION

Spanish Springs Town Centre is situated within the incorporated area of the City of Sparks. The project site consists of one parcel APN 510-080-02. The project, APN 510-080-02 is located easterly of Pyramid Highway, along the proposed future extension of Los Alto Parkway. This parcel is situated within a portion of Section 21, T20N – R20E (refer to ***Figure 1-1: Location Map***, and ***Figure 1-2: Vicinity Map***).

The parcel that constitutes the proposed site is: APN 510-080-02 at 41.65 gross ± acres.

III. PROJECT GOALS AND POLICIES

This proposal addresses the following goals and policies contained in the Northern Sparks Sphere of Influence Plan and those in NRS 278A.020.

A. NORTHERN SPARKS SPHERE OF INFLUENCE PLAN FINDINGS

Conservation

Cultural and Scenic Resources

SIP 1.1 Ensure that the primary scenic views of the planning area from the Pyramid Highway and Spanish Springs Road are protected.

SIP 1.1.1 A minimum 25-foot buffer should be provided between all property lines and pavement along arterial streets. Fences, walls, or structures should be discouraged in these areas. Development designs shall be encouraged to maintain a compatible landscaping theme for buffer areas throughout the planning area.

A 25-foot wide landscape corridor is being provided along Pyramid Highway. A 25-foot wide landscape corridor is being provided along Los Altos Parkway.

SIP 1.1.2 Require the underground placement of distribution, secondary and service lines and other utilities for any new development at urban densities in the master plan.

All future service and utility lines entering, or contained within this project shall be placed underground.

SIP 1.1.3 The development design should be encouraged to provide open space linkages to establish a trail network system throughout the planning area.

The proposed project provides a trail link along the north side of Los Altos Parkway to assist in creating this trail link.

Land Resources

SIP 2.1.1 Soils and vegetation beyond the limits of construction identified on an approved plan shall not be disturbed.

SIP 2.1.2 Disturbed areas should be revegetated or mechanically stabilized and fills slopes should not exceed a 3:1 slope.

An erosion control plan and Storm Water Pollution Prevention Plan (SWPPP) is required in the City of Sparks

Design Standards for all developments within the proposed project.

SIP 2.2 The development on steep slopes should be minimized and designed to "fit in".

SIP 2.2.1 Discourage any development on slopes greater than 30 percent.

SIP 2.2.2 Development should be in accordance with the City of Sparks hillside ordinance. Development proposals which include land where site-specific analysis identifies slopes of 25 percent or greater shall preserve a specified percentage of the land in a natural state (without clearing, grading or other construction-related disturbance).

SIP 2.1.3 Grading of any hillside should be required to establish an undulating naturalistic appearance by creating varying curvilinear contours.

Based on specific site analysis (refer to Figure 1-6 page 20 of this chapter: APN 510-080-02 Slope Analysis) the site does not trigger the need for a review under the Hillside Ordinance.

SIP 2.3.1 Development designs shall be encouraged to maintain a compatible landscaping theme for buffer areas throughout the master planning area.

The Landscape Design Standards implement the design theme.

SIP 2.5 Require detailed soils and geotechnical studies to determine construction requirements, locations of active faults and soil stability.

SIP 2.5.1 Ensure structural integrity of roads and buildings.

SIP 2.5.2 Provide adequate setbacks from potentially active faults.

SIP 2.5.3 Minimize erosion potential.

SIP 2.5.4 The recommendations of the detailed geotechnical study will be followed for development proposals on areas which have been identified geological hazards.

SIP 2.6 Require erosion protection measures for all construction activities and any slopes identified as needing stabilization.

The Geotechnical Report addresses each of these issues and implements these objectives through detailed construction mitigation refer to appendix for details.

Storm Drainage/Flood Control

SIP 3.1 Restrict development on floodplains in the City of Sparks Sphere of Influence planning area that would increase the 100-year floodwater levels or peak flows. Flood flows from the planning area will not exceed the capacity of the downstream drainage facilities on the North Truckee Drain.

The Hydrology Report addresses peak flows and concludes that the capacity of the downstream drainage facilities on the North Truckee Drain will not be exceeded.

Wetlands

SIP 3.5 All areas shown as potential wetlands on Plate 9 shall have studies performed to determine the actual extent of classified wetlands prior to development. Those areas not designated on the map shall not be required to obtain detailed studies.

Based on the Wetland Delineation Report contained in the Appendix of this application, no identified, delineated wetlands are present on the property, except adjacent to the existing North Truckee Drain, which will be avoided.

Orr Ditch

SIP 3.7 Provide for the interim use of the Orr Ditch to serve agriculture and the eventual use for wetlands supply and groundwater recharge by:

SIP 3.7.1 Minimizing crossings and impacts on ditch functioning for the interim period.

SIP 3.7.3 Investigate use for trails between activity centers and neighborhoods.

SIP 3.7.4 Require easement dedications on all subdivision or parcel maps to the satisfaction of the Orr Ditch and Extensions Company.

A trail link is proposed east of the project to perpetuate the Orr Ditch Trail.

Air Resources

Air Quality

SIP 4.1 Maintain or exceed federal, state and local carbon monoxide ambient particulates (PM10) and ozone air quality standards.

SIP 4.1.6 To minimize traffic impacts on air quality, a minimum level of service "D" shall be maintained on roadways in the planning area.

All proposed roadways within the project will meet or exceed a level of service "C" standard based on proposed improvements.

Public Services and Facilities

SIP 5.1.1 Consider the use of treated effluent for public landscape irrigation purposes through the evaluation of health implications, the quality of effluent available, and cost of the effluent as irrigation water.

Effluent will be utilized for landscape irrigation in this project.

SIP 5.4 Provide linked open space corridors throughout the area planned for development to accommodate pedestrian, equestrian, and bicycle movement between residential and employment areas and major recreation nodes.

SIP 5.5 Encourage water conservation within new development through design guidelines which mandate water conservation landscape practices and water saving plumbing fixtures.

SIP 5.5.1 New development in the planning area will use water conserving landscape principles.

The Design Standards limit the use of turf and promotes the use of drip irrigation.

Land Use

SIP 6.1 Support master planned developments and master development agreements.

SIP 6.1.1 Require developers to prepare development standards handbooks for all residential, commercial and restricted industrial/business park projects which outline architectural guidelines and performance standards in accordance with the policies in this plan.

SIP 6.1.2 Encourage the creation of a separate community identity for the area.

SIP 6.2 Encourage a mix of land uses and densities to promote a balanced community with residential, commercial, through architectural guidelines, signage and development standards restricted industrial, business and recreational.

SIP 6.2.2 Prohibit strip commercial development. Support noding of commercial development around the intersections of major arterials.

SIP 6.3.3 Require buffer between residential and non-residential uses.

SIP 6.4 Require walls or fences backing streets to be offset with the landscaping and/or meandering pathways to provide visual relief.

SIP 6.5 Encourage variations in building setback lines to promote visual relief.

SIP 6.6 Establish criteria for signage.

SIP 6.7 Prohibit off premises signs.

SIP 6.8 Building heights shall be reviewed and approved through the City's development review process. The general intent is for structures to be two stories in height excluding basements.

SIP 6.9 Encourage the City of Sparks to monitor development in the Sphere of Influence to ensure population and employment guidelines are meet.

SIP 6.9.1 The City of Sparks should monitor building permit activity in the Sphere of Influence Planning Area regarding existing population and employment guidelines.

The Design Standards Handbook provides for a mixed use development with a unique visual character established through architecture and signage. The project will provide a large, regional based, node of retail service and office uses. The design standards provide buffers to minimize impacts between differing land use. The standards control vehicular access to major roadways while creating landscaped pedestrian corridors along them.

Transportation

SIP 7.1 Require property owners/developers to dedicate right-of-way for the ultimate widths of streets within the planning area. At proposed area plan buildout, as outline on Plate 6.

SIP 7.1.1 Support the use of alternative street sections with medians, bike lanes and pathways as outlined on Plate 17.

SIP 7.2 Encourage the use of design features to support the use of public transportation.

SIP 7.2.1 Encourage higher density development along transit routes.

SIP 7.2.2 Support designated park and ride lots in or adjacent to commercial areas.

SIP 7.3 Prohibit direct access onto major arterial, limit turning movements through the use of raised medians, acceleration and deceleration lanes, signals etc. Prohibit curb parking on arterials and collectors.

SIP 7.3.1 Require the use of joint driveways for commercial and other non-residential developments where feasible. Maintain adequate driveways separation spacing to at least 235 feet from other driveways and intersections.

SIP 7.3.2 Limit the number of signals allowed on arterial streets and encourage intersection spacing to be ¼ mile or greater.

SIP 7.4 Encourage curvilinear street designs to fit with topographic constraints.

The Design Standards provide for the development of Los Altos Parkway and Galleria Parkway, both designated arterials on the RTC Capital Improvements Plan. The RTC access

management standards are to be utilized in the final design for these arterials. Landscape corridors, on both sides, will provide a pleasant pedestrian environment, separated from the roadway, while establishing a unique frontage image for the project, with landscaped medians, and entry monument signage.

Financing

SIP 9.1 Develop a detailed financing plan and establish a mechanism for fee collection, credit provisions and reimbursement potential based on the Improvement Cost Sharing-Financing Plan outline in this plan. Plan to consider financing for roads, sanitary sewer, parks, public facilities water storm drainage and gas and electric.

B. Planned Development Findings

PD1 The Plan is/is not consistent with the objectives of furthering the public health, safety, morals, and general welfare by providing/not providing for housing of all types and design.

Not Applicable.

PD2 The plan is/is not consistent with the objective of furthering the public health, safety, morals, and general welfare by providing/not providing for necessary commercial and industrial facilities conveniently located to the housing.

The plan is consistent with the above criteria by fulfilling the communities' need for commercial facilities in the Spanish Springs area.

PD3 The plan is/is not consistent with the objective of furthering the public health, safety, morals, and general welfare by providing/not providing for the more efficient use of land and public or private services.

The plan is consistent with the above criteria by providing a higher intensity of land use in an area that can be considered in-fill due to the availability of existing major infrastructure and the efficient use of that infrastructure without the need to extend major facilities.

PD4 The plan is/is not consistent with the objective of furthering the public health, safety, morals, and general welfare by providing/not providing for changes in technology of land development so that resulting economies may be available to those in need of homes.

Not Applicable

PD5 The plan is/is not consistent with the furthering the public health, safety, morals, and general welfare by providing/not providing for flexibility of substantive regulations over land development so that proposals for land development are disposed of without undue delay.

The plan is consistent with the above criteria by providing for a Site Plan Review process that reduces paperwork, shortens time lines for review of commercial portions of the project, thereby reducing delays in construction of the retail, commercial, office portions of the project.

PD6 The plan does/does not depart from zoning and subdivision regulations otherwise applicable to the property, and these departure are/are not in the public interest for density.

The plan does not depart from the zoning and subdivision regulations in terms of density.

PD7 The plan does/does not depart from zoning and subdivision regulations otherwise applicable to the property, and these departures are/are not in the interest for bulk.

The plan does not depart from the zoning and subdivision regulations in terms of bulk.

PD8 The plan does/does not depart from zoning and subdivision regulations otherwise applicable to the property, and these departures are/are not in the public interest for use.

The plan does not depart from the zoning and subdivision regulations in terms of use.

PD9 The ratio of residential to nonresidential use in the planned development is:

Not applicable, project is 100% nonresidential.

PD10 Common open space in the planned development exists for what purpose, is located where within the project, and compromises how many acres (or what percentage of the development site taken as a whole).

The project common open space exists for the use of the residents of the homes and visitors to the commercial facilities. The common open space comprises approximately 7.2± acres or 22 percent of the site.

PD11 The plan does/does not provide for the maintenance and conservation of the common open space and by what method.

The common open space will be maintained by a joint use and maintenance agreement.

PD12 Given the plan's proposed density and type of residential development, the amount and/or purpose of the common open space is determined to be adequate/inadequate.

Not applicable, entire project is nonresidential.

PD13 The plan does/does not provide for public services. If the plan provides for public services, then these provisions are/are not adequate.

The plan does provide for adequate public services by the construction of water system, sewer system, and storm drainage system improvements.

PD14 The plan does/does not provide control over vehicular traffic.

The plan provides for control over vehicular traffic with the extension of Los Altos Parkway from its westerly existing terminus to Pyramid Highway, including improvements to Pyramid Highway at its intersection with Los Altos Parkway. Controlled access to Los Altos Parkway from the proposed development will be provided.

PD15 The plan does/does not provide for the furtherance of access to light, air, recreation and visual enjoyment.

The plan provides for access to light, air, recreation and visual enjoyment by providing a centralized natural open space along Los Altos Parkway.

PD16 The relationship of the proposed development to the neighborhood in which it is proposed to be established is/is not beneficial.

The relationship to the neighborhood is beneficial based on the location of the development adjacent to Pyramid Highway and within the Spanish Springs area where services are needed.

PD17 To the extent the plan proposed development over a number of years, the terms and conditions intended to protect the interests of the public, residences and owners of the planned development in the integrity of the plan are/are not sufficient.

The planned development time line is relatively short, less than 5 years. The integrity of the plan can be maintained to protect the interest of the public, residents and owners, given the short development time line.

PD18 The project as submitted and conditioned, is consistent with the City of Sparks Master Plan.

The project as submitted and conditioned is consistent with the City of Sparks Master Plan. Subject parcels are designated as Mixed Use.

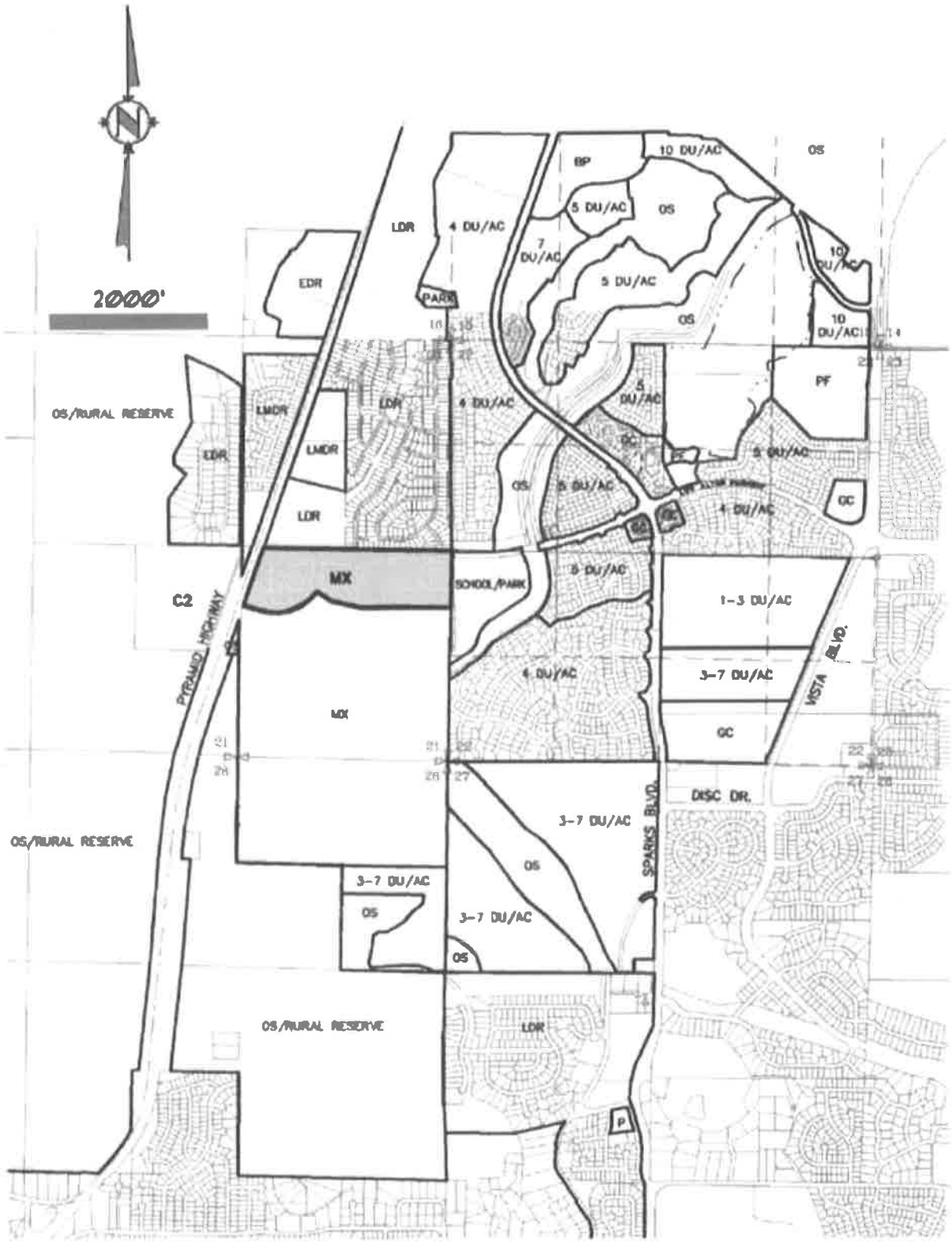
PD19 The project is consistent with the surrounding existing land uses.

IV. SURROUNDING LAND USES

Surrounding Existing Zoning Designation and Proposed Land Uses

APN 510-080-02: The northerly border of this parcel is bound by developed land uses. To the northeast, this parcel is adjacent to the Spring Creek Subdivision Unit 2D, situated within the Sparks Sphere of Influence, having a Land Use of Low Density Residential (LDR), which has yet to be assigned zoning. In addition, to the northwest, APN 510-080-02 is bound by the existing Oasis Mobile Home Estates, also within the Sparks Sphere of Influence, having a Land Use of LDR, which has yet to be assigned zoning. To the west of this parcel lies the existing Pyramid Highway. Southerly of the subject parcel is vacant land situated within the Sparks Sphere of Influence, having a proposed Land Use of Mixed Use, and zoning of NUD. Easterly of APN 510-080-02 is vacant land reserved as a future school site within the Kiley Ranch Southern Development Division. This vacant parcel is within the Northern Sparks Sphere of Influence, has a Land Use of School/Park, with A-40 zoning.

Refer to ***Figure 1-5 Existing Surrounding Master Plan Designations.***



MX = MIXED USE

Figure 1-5
Existing Surrounding Master Plan Designations

V. SITE ANALYSIS

A. Floodplain/Floodway

There are no designated FEMA floodplains or floodways on the property. The existing drainage patterns create a concentrated flow under the Pyramid Lake Highway, through the existing cattle crossing. This flow will require piping through the site, to discharge into an existing channel that flows to the North Truckee Drain. Refer to Section VIII, Chapter One (1).

B. Wetlands

There are no designated wetlands, potential wetlands, or waters of the U.S. identified on this property. The Wetland Identification and Delineation report prepared for this project (refer to the appendix) noted that some existing wetlands may exist along the North Truckee Drain, which is designated waters of the U.S., but the drain is approximately 1000 feet east of this property.

C. Slope Analysis

A slope analysis was prepared for this property. (Refer to ***Figure 1-6***) Based on this analysis 95.8% of Assessor's parcel no. 510-080-02 contains slopes of 10% or less. Therefore, the Hillside Development Ordinance and its criteria is **not** triggered for this project.

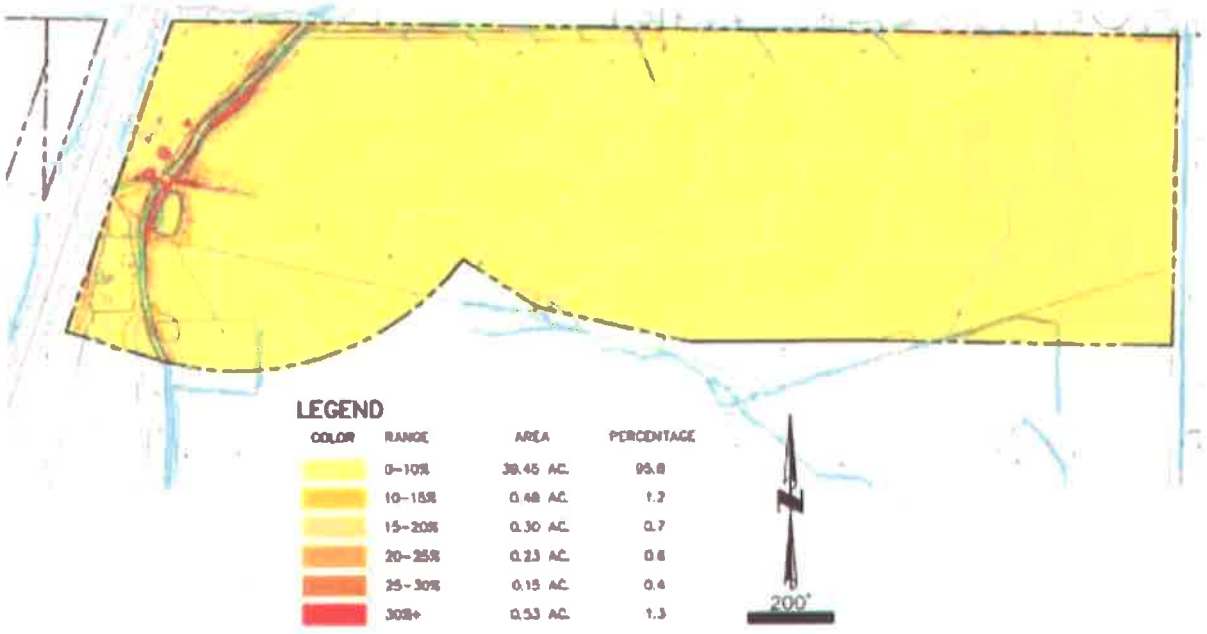


Figure 1-6
Slope Analysis - East

D. Drainage/Hydrology

Refer to Section VIII, Chapter One (1) for a summary of the drainage and hydrology of this parcel.

E. Soil Conditions

Refer to Preliminary Geotechnical Report in the appendix for specific soil condition information.

F. Vegetation

A majority of these parcels have been used historically for ranching purposes. Flood irrigation has been used to create pasture area, while some of the property has been used for grazing without irrigated pasture land. Therefore, a large portion of the property is currently vegetated with pasture grasses and a smaller portion with native plant species.

There are no identified threatened or endangered plant species on the project site. Refer to Appendix for the summary report.

G. Wildlife

There are no identified threatened or endangered animal species or their habitat on the project site. Refer to Appendix for the summary report.

VI. PROJECT DESCRIPTION

The following summarizes the specific project size, proposed land use breakdown, building and parking area, and Floor Area Ratio (FAR) for the proposed project.

Table 1-1
Land Specifications

APN 510-080-02
Size
41.65 ac

Existing Zoning
NUD

Proposed Zoning
NUD

Existing Use
Vacant

Master Plan Use
MX – Mixed Use

Table 1-2

Land Use	Approximate Acres	Approximate Percent of Total	Percent of Total Net of Public Right-of-way
Developed Area	28.64	68.8%	80.0%
Streetscape - Landscape Easement on Private Property	2.64	6.3%	7.4%
Landscape Common Area	4.52	10.9%	12.6%
Public Street Right-of-Way Los Altos Parkway & Galleria Parkway	5.85	14.0%	-
TOTAL	41.65	100.0%	100.0%
Total Net of Public Right-of-way	35.8		

*Refer to Figure **1-7a** (same as 2-1)*

Table 1-2A

Land Use	Approximate Acres
RCSO 1	11.95±
RCSO 1A	1.5±
RCSO 1B	2.5±
TOTAL RCSO 1	**15.95±**
RCSO 2	10.00±
RCSO 2A	5.41±
RCSO 2B	4.42±
1CSO 2C	1.0±
TOTAL RCSO 2	**20.83±**

*Refer to Figure **1-7a** (same as 2-1)*

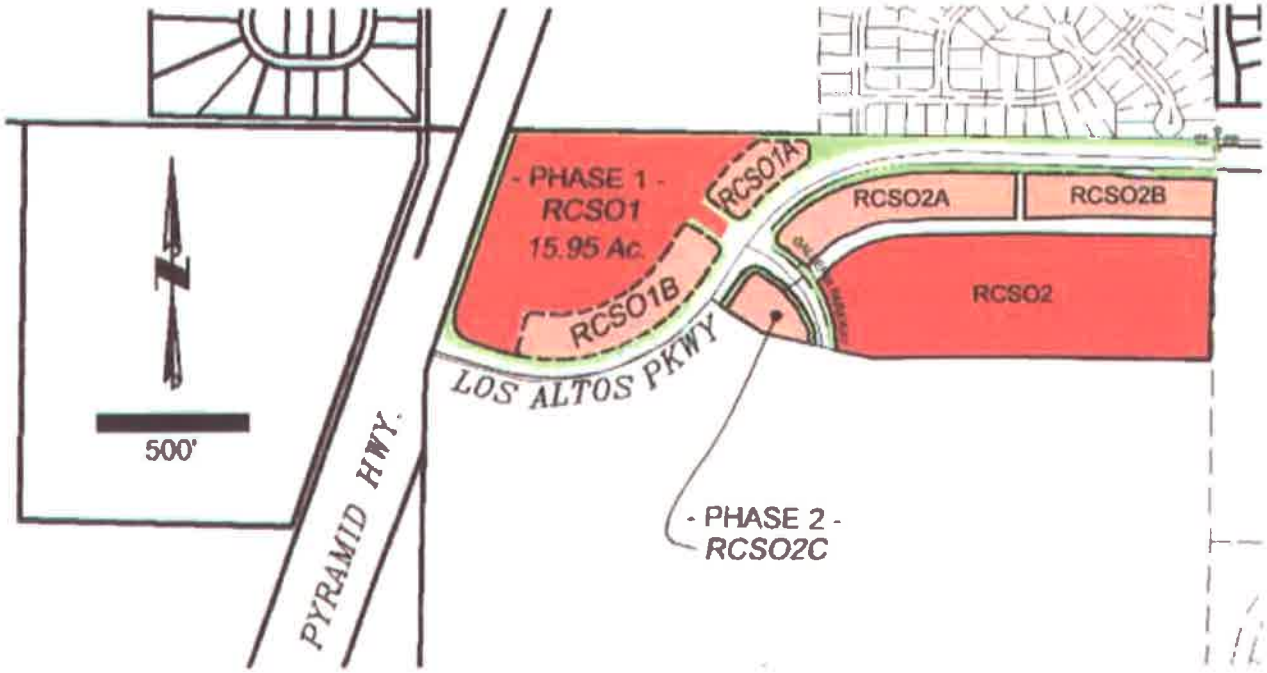


Figure 1-7a
Development Phase Designation

VII. ARCHITECTURAL THEME

The chosen architectural theme and style for all buildings within phases one and two shall have one theme and shall be adhered to by all the initial builders of each phase, and all subsequent builders within the planned development. Refer to Chapter 2, Section V, Phase I & II Architecture.

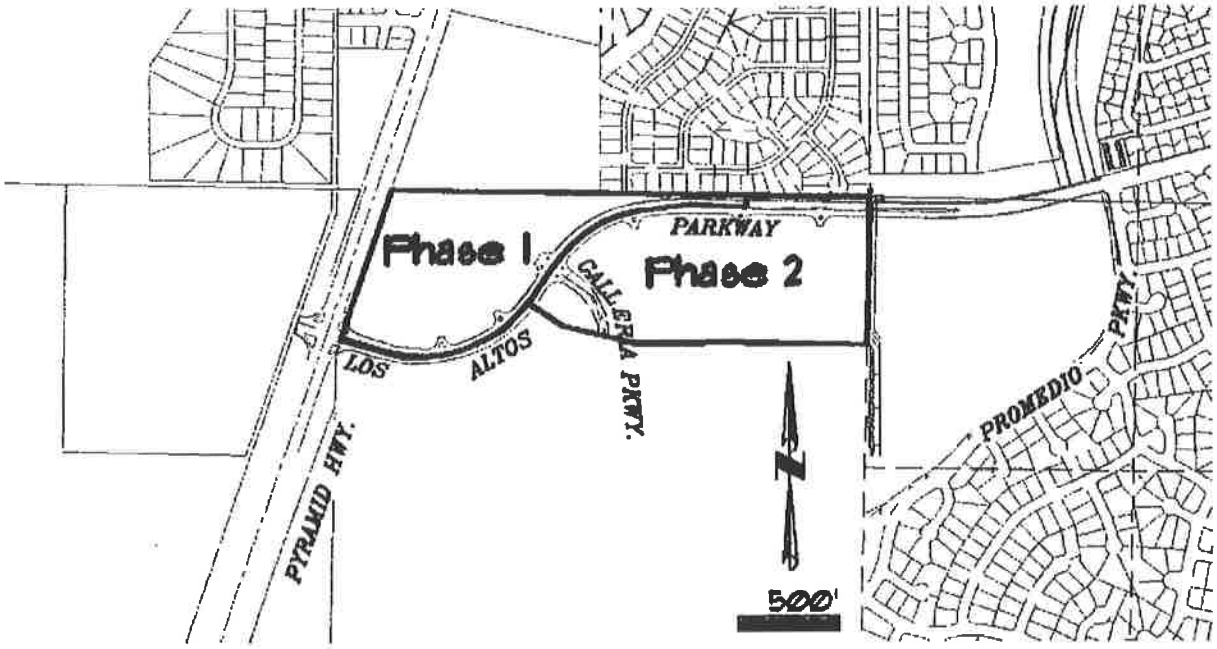


Figure 1-7
Commercial Centers

VIII. INFRASTRUCTURE

A. Summarized Sewer Report

The City of Sparks will provide sanitary sewer service. An existing 30-inch diameter trunk sewer (Northwest Interceptor) is located at the current terminus of Los Altos Parkway. The construction of a 10-inch sanitary sewer line through the proposed project will connect with the Northwest Interceptor at the current terminus of Los Altos Parkway. (Refer to Preliminary Sewer Report for Spanish Springs Town Centre)

B. Summarized Hydrology Report

A preliminary drainage report was prepared for the Spanish Springs Town Centre project to accompany this handbook. This report presents abbreviated and conceptual drainage information for this 41± acre mixed-use project and includes preliminary analyses and information for the 133-acre Sparks Galleria project to the south. Also covered in the report is the 64-acre portion of land located between the Spanish Springs Town Centre site and the Sparks Galleria property – formerly a portion of the "Flora Springs" project. Detailed hydrologic and hydraulic analyses for off-site or on-site drainage conditions for each project are not included but will be provided with the improvement plans for these developments following the entitlement processes.

The project site (including the Sparks Galleria and Flora Springs lands) is located in the northern region of the City of Sparks along the Pyramid Lake Highway. A segment of the Orr Ditch traverses the westerly side of the project (north/south). Currently, the subject site consists of largely undeveloped pasturelands that slope moderately (2% to 5%) from the west to the east (see Current Drainage Conditions, Exhibit D-1 in Appendix).

The project site lies in the lower area of the large (69 square mile) Spanish Springs Valley watershed. Major flood control improvements within this watershed include: the Spanish Springs Detention Facility and Dam, the Wetlands Detention Facility, the Sparks Boulevard Temporary Detention Dam, the Sun Valley Diversion Channel, the West Side Diversion Channel, and the North Truckee Drain (A.K.A., the Kiley Ranch Main Drain or the Spanish Springs Creek). The subject site is situated down-gradient or below all of these facilities except for the North Truckee Drain.

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Community-Panels Number 32031C3003 E, effective date September 30, 1994, and the 1999 LOMR for the region prepared by Nimbus Engineers, the majority of the site is located within a FEMA Zone 'X' with a small Zone 'A' area straddling the North Truckee Drain along the easterly project edge (see FEMA Map Exhibit in Appendix). Zone 'X' is described as an area determined to be outside of the 500-year floodplain.

Zone 'A' is described as a special flood hazard area inundated by 100-year flood waters. The LOMR for the region reduced the width of the Zone 'A' band through the future Sparks Galleria site but it did not remove the zone. The Spanish Springs Town Centre site is entirely within a Zone 'X' area.

Several major hydrologic studies and master drainage planning efforts have been undertaken for the Spanish Springs Valley and its flood control facilities. For this project, the "Flood Control Master Plan for Kiley Ranch" and the "Flood Control Master Plan North Kiley Development" prepared by Nimbus Engineers in August 1999 and May 2003, respectively, were reviewed. The current conditions and proposed conditions analyses in the preliminary drainage report for this project were based on the latest US Army Corps of Engineer's HEC-1 hydrologic models from the "Flood Control Master Plan North Kiley Development."

The HEC-1 model for the Spanish Springs Valley watershed has several control points of vital interest to the City of Sparks. Chief among these is the flow in the North Truckee Drain at Shadow Lane. At this location, the peak 100-year storm flow is regulated to a maximum of 856 CFS (858 CFS in some references). Given the project's location in the lower portion of this watershed, the Shadow Lane control point is the only one impacted by the project site. The other major flood control facilities are upstream of the project and unaffected by possible flow increases from the development of the site.

A Current Conditions HEC-1 analysis was prepared for the preliminary drainage report to evaluate the flow at the Shadow Lane control point prior to the development of the project (see the HEC-1 input and output data in Appendix). In this condition, the 100-year peak flow in the North Truckee Drain at Shadow Lane (control point 28229 in the HEC-1 model) was determined to be 858 CFS. This flow meets the maximum regulation of the Shadow Lane control point.

A Proposed Conditions HEC-1 analysis was also prepared for the preliminary drainage report to evaluate the flow at the Shadow Lane control point following the development of the project site, including full development of the Sparks Galleria and Flora Springs properties (see the HEC-1 input and output data in Appendix). In the developed condition, the 100-year peak flow in the North Truckee Drain at Shadow Lane (control point 28229 in the HEC-1 model) was determined to be 835 CFS. The reduction in the peak flow is best described by the fact that the site sits at the bottom of this very large watershed and runoff from the developed site peaks sooner than the undeveloped site – thus passing by the Shadow Lane control point before the large regional flows detained upstream by the flood control facilities.

This analysis indicates the site can be developed as proposed, without on-site detention, and the maximum regulated flow at Shadow Lane will not be exceeded. The proposed on-site improvements for this project will meet the City of Sparks drainage regulations. Once constructed, the runoff from the project will not adversely affect upstream or downstream properties adjacent to this site and will not increase the flows in the North Truckee Drain at Shadow Lane.

The development of this site for the uses proposed will not significantly increase upstream or downstream storm runoff rates, volumes, velocities, or depths, and will not influence floodplain boundaries.

C. Summarized Traffic Report

The Spanish Springs Town Centre development is expected to generate 27,764 average daily trips with 1,174 trips occurring during the AM peak hour and 2,730 trips occurring during the PM peak hour.

Pyramid Highway is an existing four-lane roadway with two lanes in each direction in the vicinity of the site. The speed limit is posted for 55 miles per hour. Roadway improvements include paved travel lanes with graded shoulders and bicycle lanes.

Los Altos Parkway is a four-lane roadway with two lanes in each direction in the vicinity of the site. The speed limit is posted for 35 miles per hour west of Sparks Boulevard and 30 miles per hour east of Sparks Boulevard. Roadway improvements include curb, gutter and sidewalks. Los Altos Parkway currently ends approximately 1,500 feet west of Sparks Boulevard. Los Altos Parkway will be extended to Pyramid Highway with the development of Spanish Springs Town Centre.

It is recommended that a traffic signal be constructed at the Pyramid Highway/Los Altos Parkway intersection when warranted. The signalized intersection shall contain dual left turn lanes and exclusive right turn lanes at all approaches and one through lane at the east and west approaches.

It is recommended that a traffic signal be constructed at the Los Altos Parkway/North-South Connector Galleria Parkway intersection when warranted and that the intersection be located a minimum of one-quarter mile from Pyramid Highway. It is recommended that the intersection contain one left turn lane, one through lane and a shared through-right turn lane at the east approach and one left turn lane, two through lanes and a right turn lane (right turn lane to be constructed when APN 510-080-09 develops) at the west approach and one left turn lane, one through lane and a right turn lane at the north and south approaches.

It is recommended that a southbound right turn lane be constructed on Pyramid Highway at the northwest driveway. It is recommended that a southbound right turn lane be constructed on Pyramid Highway at the southwest driveway. It is recommended that a northbound right turn lane be constructed on Pyramid Highway at the northeast driveway.

It is recommended that the project driveways located on Los Altos Parkway west of the north-south connector street (Galleria Parkway) be designed to operate with limited right-in/right-out movements only and meet RTC spacing requirements for moderate access control arterials. A left in only is recommended eastbound, approximately 600 feet west of Galleria Parkway.

It is recommended that the project driveways located on Los Altos Parkway east of the north-south connector street be designed to operate with full turning movements and meet RTC spacing requirements. The driveway just east of the connector street will need to be located 500 feet east of the intersection in order to serve the left turn ingress movement

It is recommended that eastbound right turn lanes be constructed on Los Altos Parkway at the two driveways located just east of the north-south connector street.

IX. PROJECT PHASING

A. Preliminary Development Phasing Plan

The phasing plan is the developer's best estimate of the phasing of the project. It generally anticipates construction starting at the west end of the Town Centre Phase I project. (Refer to ***Figure 1-8***). Utilities would then be extended in a logical progression north, south, and west. Phase 2 would initiate development at the east portion, with infrastructure being extended within the Los Altos Parkway Improvements.

Development of property is based on market conditions and market needs for certain types of projects. This fluctuates over time and is difficult to predict. Therefore, development phasing and extension of infrastructure may vary from what is shown here. The variations may include such potential changes as utilities being constructed in phase II and I simultaneously, or some infrastructure in a future phase being constructed in advance of earlier phases.

1. Infrastructure Phasing

Figure 1-8 illustrates a preliminary phasing plan for the development of Town Centre. The following infrastructure phasing is intended to provide adequate infrastructure, in two phases of construction to support the proposed development phasing. Specific infrastructure improvements will be constructed as needed, but should generally follow this two-phased progression.

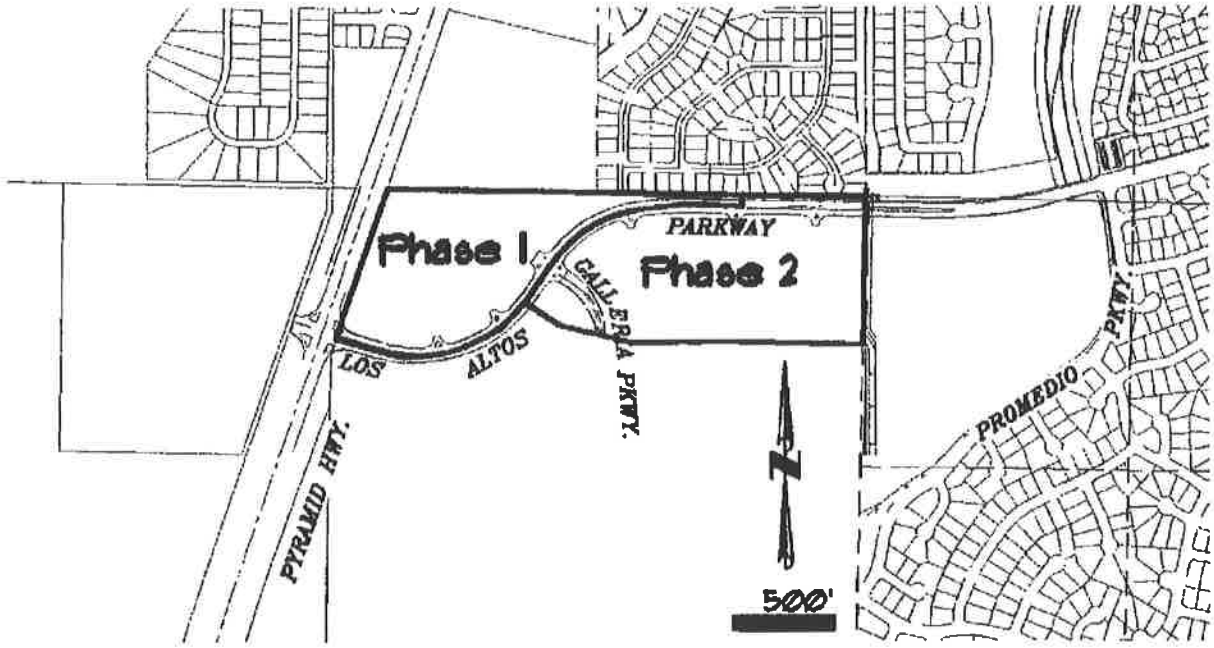


Figure 1-8
Phasing Plan

2. Sanitary Sewer

a. Service-Line Facilities

The Town Centre shall utilize capacity in a proposed 10" sewer draining from west to east to the 30" Northwest Trunk line in the Kiley Ranch, on the east side of the Central Channel. 10" lines shall be stubbed and extended to serve future Town properties. Refer to ***Figure 1-9*** Sanitary Sewer Improvements.

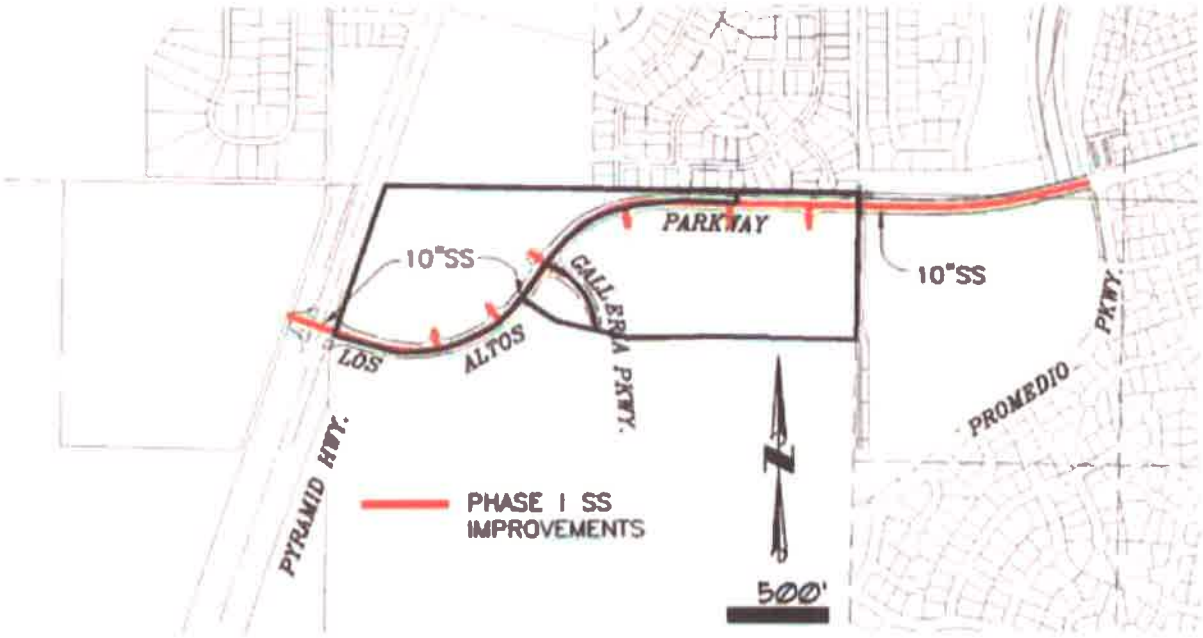


Figure 1-9
Sanitary Sewer Improvements

3. Potable Water

a. Service Provider

The Truckee Meadows Water Authority (TMWA) has determined on a preliminary basis to serve Town Centre. This property has been annexed into its service territory. All of the Town Centre will be served from the Pyramid Tank Zone. Construction to service Phase I and II includes extending 10" stubs off of the existing 24" main line that was previously constructed in the proposed Los Altos alignment.

b. Service Line Facilities

Service lines shall be extended off the 24" transmission line to serve Phase I and II. Each phase shall be served with a private service line system, based on TMWA design criteria.

c. Reclaimed Water

The City of Sparks has provided a main trunk line to deliver reclaimed water to the Spanish Springs Valley, including the Town Centre. ***Figure 1-10*** illustrates a preliminary master plan for the initial phase of construction of service lines to serve Town Centre. The extension of 6" service lines to serve Phase I and Phase II may be part of the financing for the reclaimed improvements. Should this be the case in the future, any credits or reimbursements shall be allocated to the Rialto LLC or its assigns who may be funding construction of these facilities.

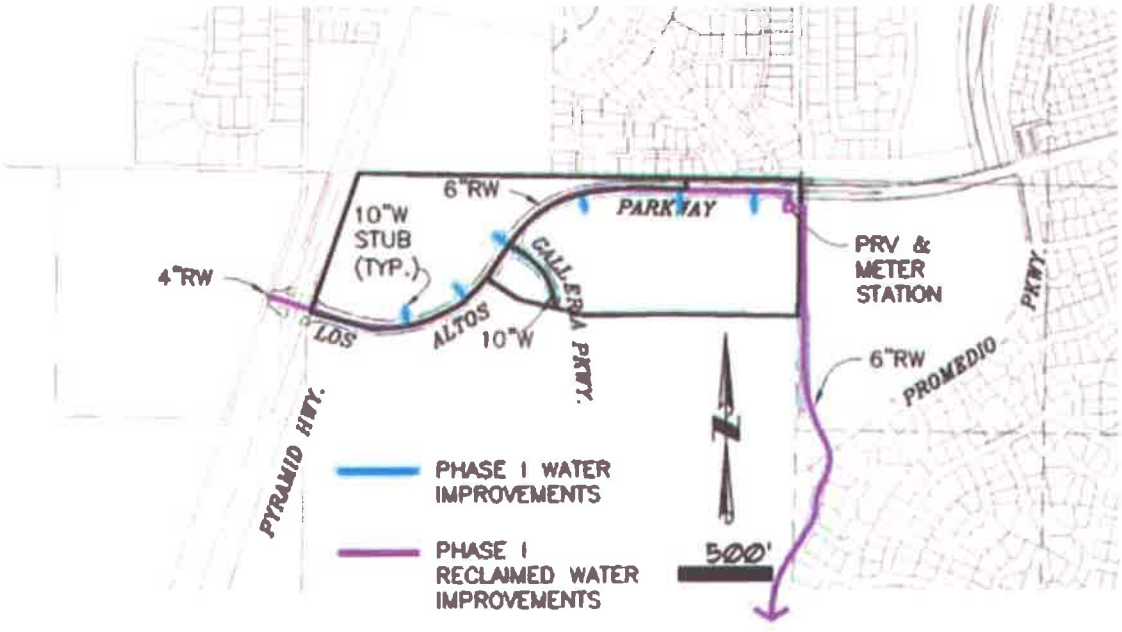


Figure 1-10
Phase I Water & Reclaim Water System

4. Storm Water Management

The initial phase of development shall utilize existing drainage ways within Town Centre. Storm drain piping and temporary ditching may be required to convey the storm water to the North Truckee Drain Channel. Refer to Chapter 1, Section VIII Hydrology/Drainage Summary for details and ***Figure –1-11*** for general location.

Temporary drainage swales shall be constructed to direct drainage to proposed pipes under Los Altos Parkway and existing drainage ways within the existing ranch.

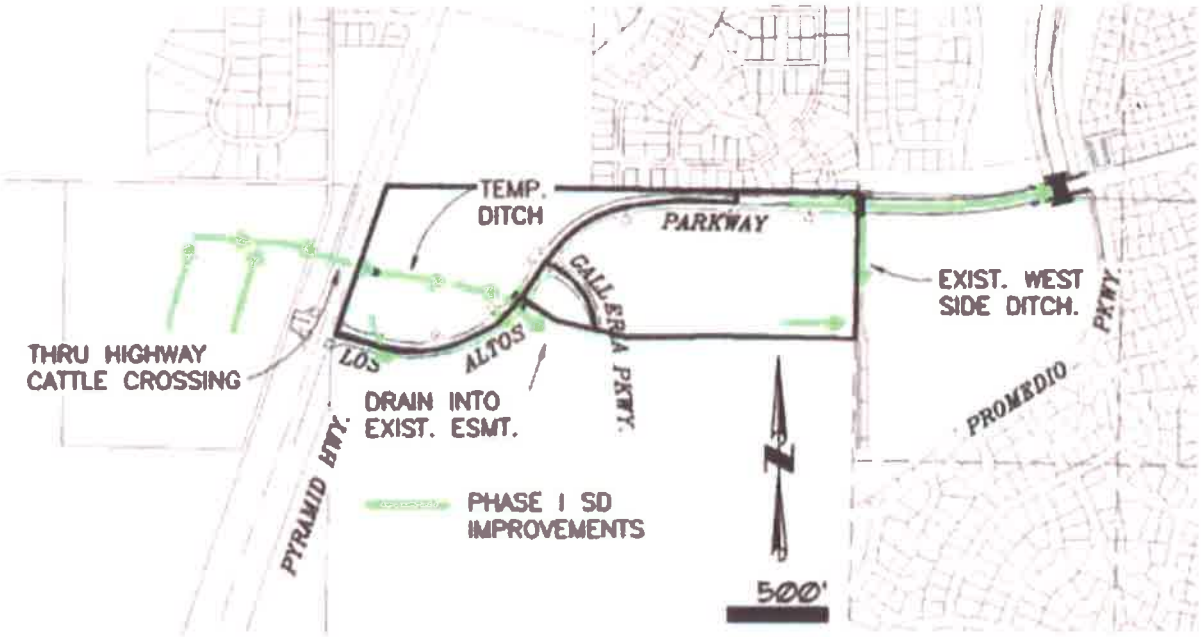


Figure 1-11
Phase I Storm Drain Improvements

5. Roadways

Refer to ***Figure 1-12*** and the following paragraphs for preliminary details on which roadways would be constructed within Phase I and 2. Refer to the Chapter 2 Section III for details on the type, size and phased construction of roadways to be provided within Phase I infrastructure improvements.

a. Los Altos Parkway

One 4200-foot portion of Los Altos Parkway shall be constructed as a function of development of the first and second phase. Full buildout right-of-way shall be dedicated as part of the development. Four lanes shall be developed to maximize the efficient use of the Pyramid Highway Intersection. (Refer to Chapter 2 for details.) This roadway is subject to reimbursement/credit as an RTC facility, and subject to approval by City of Sparks Engineering Department. Refer to Chapter 2 Section XIII, S.O.I. Financing Plan, for details.

b. Pyramid Highway

Pyramid Highway access consists of all right-in/right-out access points and the future signalized intersection at Los Altos Parkway. The three right-in/right-out access' north and south of Los Altos will be constructed with phase I improvements. Signalization of the Los Altos Parkway/Pyramid Highway intersection shall occur with completion of the Los Altos Parkway improvements and the intersection improvements. A right turn out only at the northwest corner of Phase I shall also be constructed with Phase I improvements, subject to NDOT approval.

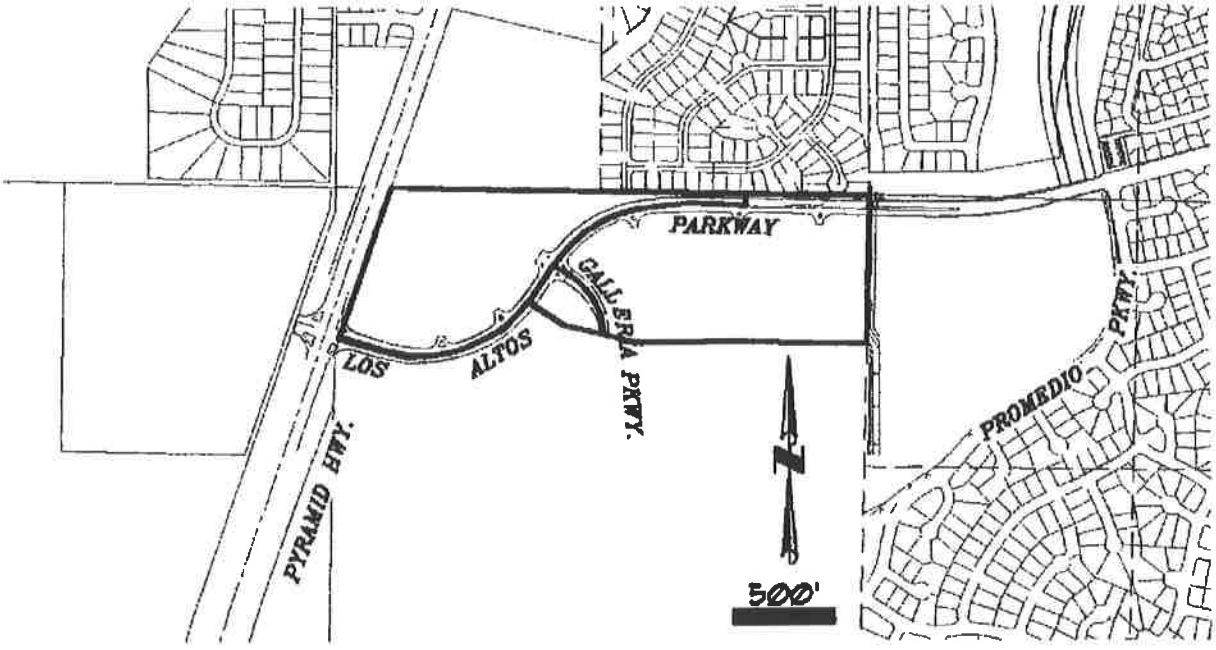


Figure 1-12
Roadways

6. Utilities (Gas/Electric/Phone/Cable)

Gas and electric services shall be extended to all parcels developed adjacent to the first phase of infrastructure.

A gas distribution line exists in the right of way of Los Altos Parkway. Gas will be extended from the existing four inch (4") main to serve Phase I and portions of Phase 2. (Refer to ***Figure 1-13***)

All new electric lines shall be undergrounded within all phases of infrastructure development.

Phase I and 2 will be served from service line extensions of Electric/Phone/Cable in Los Altos Parkway.

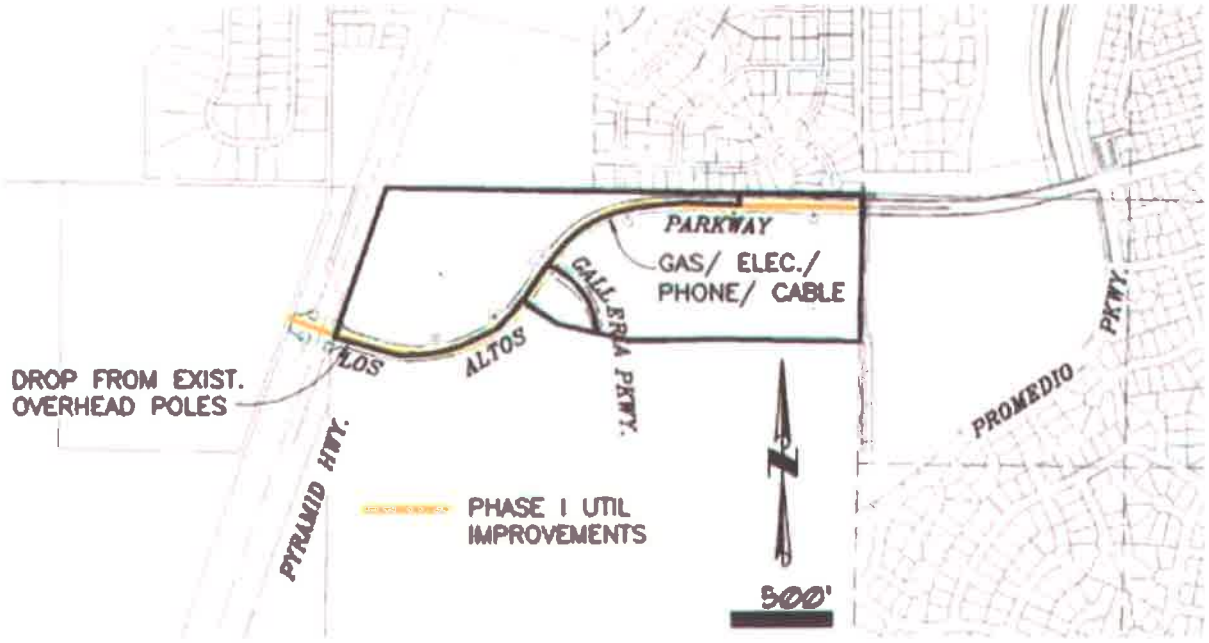


Figure 1-13
Phase I Utility Improvements

B. Phase One (1)

1. Storm Water Management

The construction of additional storm drainage pipes to discharge to this main storm drain piping will be part of the improvements for Phase 1 and 2 of the development plan. (Refer to ***Figure 1-11***)

2. Roadways

Construction of Galleria Parkway will be built at a later date by either Town Centre, Bruin, or SGI, depending on who is ready first. The actual alignment of the southern extension of this roadway is not currently known. A finalized development plan for the property to the south of Town Centre will be required to finalize the southern most alignment of this roadway.

3. Gas/Electric

Gas and electric services shall be stubbed in Galleria Parkway to serve all parcels to be developed in Phase 2 adjacent to Galleria Parkway.
A four inch (4") gas distribution line was constructed in Los Altos Parkway that would allow extension of a four inch (4") line south within Galleria Parkway, which will be stubbed into the right-of-way.

All new electric lines shall be undergrounded within the first and second phases of infrastructure development.

X. ADMINISTRATION

Submittal Requirements for Projects within Spanish Springs Town Centre

A. Site Plan Review

The development shall be approved and adopted by the City of Sparks as a Planned Development project with the Design Standards and Regulations as the controlling documents for project design. Each Parcel Developer's project within Town Centre will initially require a Commercial Subdivision or Parcel Map to be submitted and reviewed. After the initial map is recorded, subsequent legal descriptions and Record of Survey will be required to further divide the property. A Site Plan Review will be required in conjunction with the development of any parcel within the Town Centre Development. Refer to Title 20, Site Plan Review Requirements for specific submittal requirements. The adopted standards form the framework for development. Utilizing a checklist format, the Town Centre Owners and Town Centre Association shall certify conformance with the standards to the City of Sparks.

All development projects will be required to conform to the Final Planned Development Plan and this Design Standards and Regulations. Each parcel will be required to submit to the City of Sparks a Site Plan Review application per City of Sparks submittal requirements. With each Site Plan Review, the applicant shall demonstrate how the request conforms to the design standards, circulation plan, landscaping, architecture and common open space. Projects shall be required to submit all plans for review and approval through the Town Centre Association certification process and the City of Sparks Site Plan Review process. The City of Sparks and the future Town center Association shall determine the project's conformance to the Standards set forth for development.

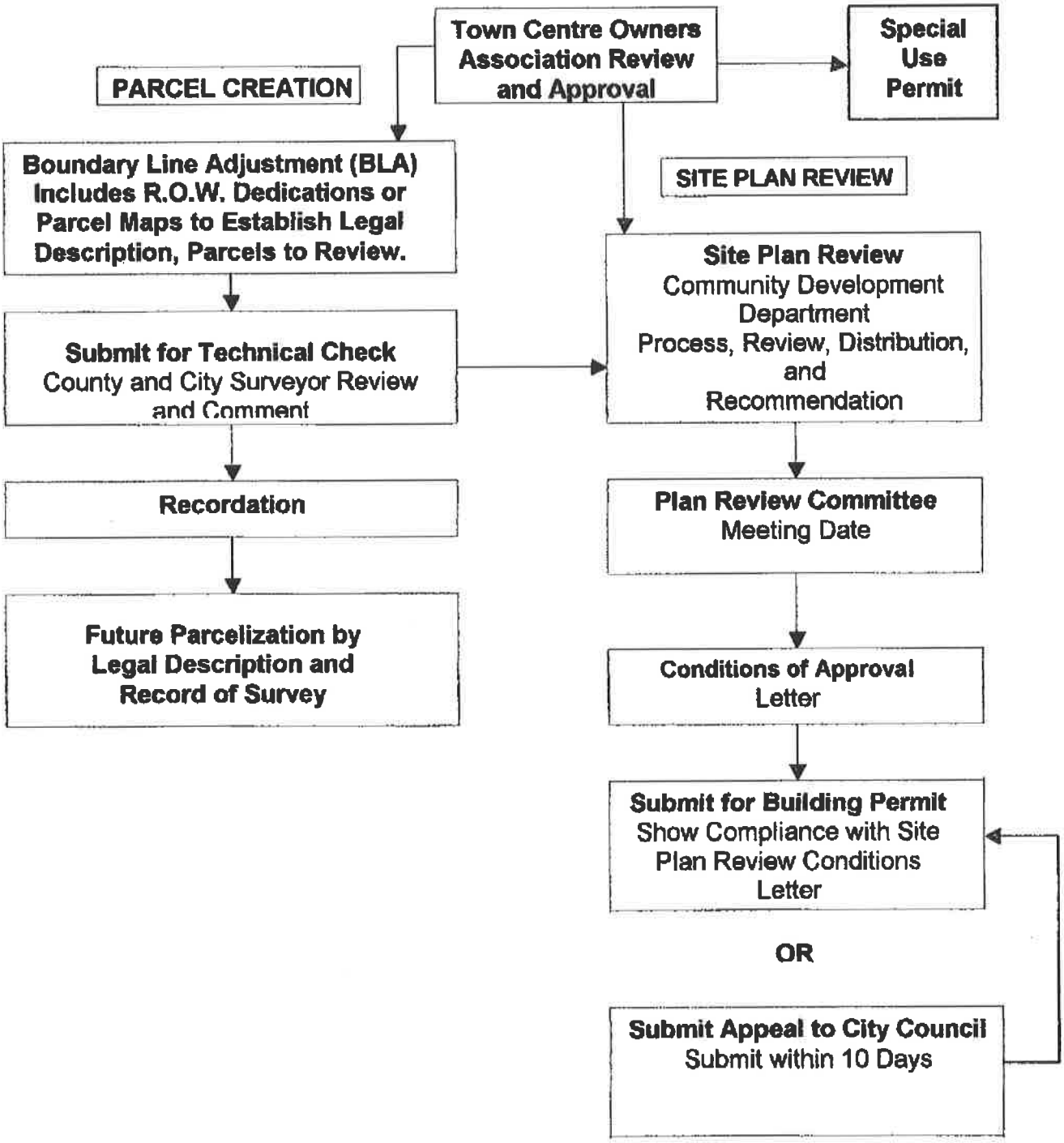
For direction pursuant to the final approvals required for each parcel it is recommended these Design Standards and Regulations be reviewed in their entirety. Special attention should be given to Chapter 2 Design Standards and the Appendix "Building Permit Application Checklist".

B. NUD Standards and Planned Development Shall Apply

The standards set forth within these NUD Design Standards and Regulations and the Final Development Plan supersede any government zoning statutes, codes, ordinances or regulations that may also apply to this project. In case of a conflict the more restrictive shall apply. When an item is not addressed, SMC, Sparks Design Standards Manual, State or Federal regulations shall apply.

C. Process Flow Chart

The following flow chart clearly depicts the process to be followed for submittal and approval of any project within the Town Centre.



D. SITE PLAN REVIEW and SPECIAL USE PERMIT REQUIREMENTS – The site plan review and special use permit shall use the Sparks forms and application, complying with the submittal requirements for Site Plan Review and Special Use Permit.

1. Administrative Approval for Minor Revisions

The Administrator shall have the authority at his/her discretion to administratively approve minor deviations of up to 20%, in the plans, standards, and guidelines as requested by the Developer prior to the submission of a final development plan for each phase. Minor deviations include but are not limited too such items as parcel configurations, parcel sizes, irregular lots, and setback conditions, and height. Any deviation or modification that exceeds 20% shall require an amendment of the final planned development.

2. Amendment of Final Planned Development – shall comply with NRS and SMC for amendment.

Spanish Springs Town Centre

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Spanish Springs Town Centre

CHAPTER TWO

DEVELOPMENT STANDARDS

I. DEVELOPMENT STANDARDS

A. Purpose and Compliance

The purpose of Chapter Two is to set regulatory requirements for Land Use, Density/Intensity, Signage, Landscaping, Architecture, and Parking. All development shall comply with the text, policies, standards, and the various tables and exhibits of this Development Plan. ***Figure 2-1, and Figure 2-1a*** is the Conceptual Plan for this project. This concept plan is intended to illustrate the developer's best guess of how the site may develop. The building placement, size and configuration will likely change as tenants are determined in the future. Parking, landscaping, access and circulation, and architecture will all change once tenants are determined.

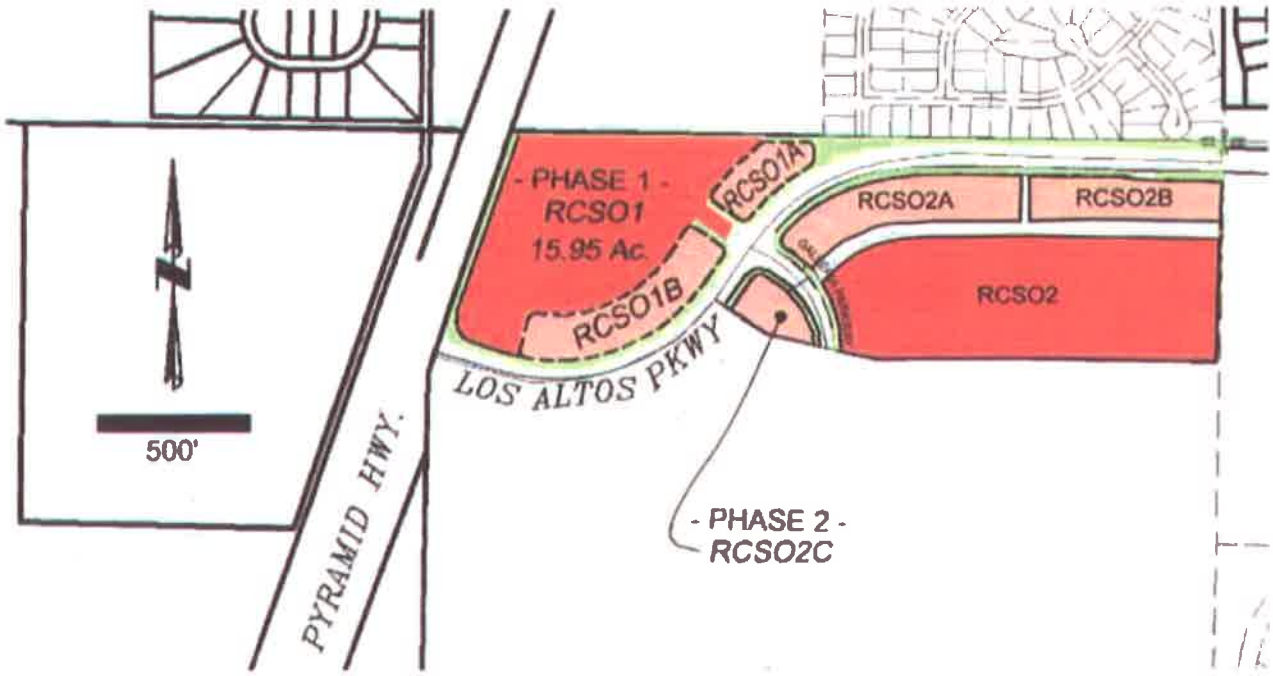


Figure 2-1
Development Phase Designations

Figure 2-1a
Conceptual Site Plan

II. REGULATORY LAND USES

Development Designation Phases

A. Purpose

The purpose of these land use designations is to provide for general commercial, office and service uses that take advantage of the area's prominent Pyramid Highway location and exposure, at its intersections with Los Altos Parkway. These uses will serve the adjoining residential and employment areas, as well as providing for the commercial needs of the greater Spanish Springs Valley.

The proposed Retail, Commercial, Service, Office (RCSO) (Refer to Figure 2-1) areas provide four (4) general types of commercial/office categories: Community commercial, Neighborhood commercial, Arterial commercial, and Office. The categories vary in size, location preference, goods, and services that together represent a regional commercial center that serves a "region wide" population base. Community commercial generally provides the "buying" market of the greater community with a larger depth of merchandise and is supported by discount or junior department/variety stores. Neighborhood commercial offers retail and services to the immediate residential neighborhoods and is most commonly anchored by a supermarket and/or drugstore. Arterial commercial is dependent upon the convenience of the site location where it can easily provide services often found in corner or convenience centers. They require no anchor store to function viably.

B. Land Use – Permitted and Special Use Permitted

The permitted uses and uses requiring a Special Use Permit are contained in the following Land Use Matrix Table in this Section. All new construction and remodeling (not tenant improvement) shall require a site plan review and approval process, from the Site Plan Review Committee, as specified in Chapter 20.31, Sparks Municipal Code and Section 278.315 and .317 of NRS (Nevada Revised Statutes).

C. Permitted Conditional and Not Permitted Land Uses

Permitted uses, uses requiring a Special Use Permit, and prohibited uses within the Development Plan, are provided in the following Land Use Matrix Table 2 -1. This matrix organizes potential uses within the land use categories presented within the Development Plan. The following symbols are used in the matrix to indicate whether a proposed use is permitted, not permitted, or requires a Special Use Permit:

P	**Permitted by right within the Development Plan**
SP	**Special Use Permit required**
-	**Not Permitted**

Those uses not specifically listed in the Land Use Matrix table are subject to review and approval by the Administrator.

The following pages discuss the development standards associated with Retail Commercial Service and Office uses. (Refer to ***Table 2-2)***

Table 2-1

Land Use Designations [-] Not Permitted [P] Permitted [SP] Special Use Permit	RCSO1	RCSO1A	RCSO1B	RCSO2	RCSO2A	RCSO2B	RCSO2C
Commercial Land Uses, including, but not limited to, the following uses:							
Family fun centers (indoor only)	SP	-	-	SP		-	-
Appliance sales and repair, provided repair services shall be incidental to retail sales (no outside storage or repair)	P	P	P	P	P	P	P
Art galleries and artists' supply stores	P	P	P	P	P	P	P
Athletic Club, Gymnasiums & Health Clubs (under 3,000 sq. ft.)	P	P	P	P	P	P	P
(over 3,000-sq. ft.)	SP	SP	SP	SP	SP	SP	SP
Automobile supply stores (no auto repair; service for minor parts and accessories allowed)	P	P	P	P	P	P	P
Automobile washing, including use of mechanical conveyors, blowers and steam cleaners	P	P	P	P	P	P	P
Bar, sports bar	P	P	P	P	P	P	P
Bicycle shops	P	P	P	P	P	P	P
Book stores	P	P	P	P	P	P	P
Bowling alleys	P	-	-	P		-	-
Building materials and supplies sales; no outside sales or storage	P	-	-	P		-	-
Businesses operating between 11pm and 6am	P	P	P	P	P	P	P
Carpet, drapery and floor covering stores	P	P	P	P	P	P	P
Drive-thru Facilities (Refer to Design Standards in Section XI)	P	P	P	P	P	P	P
Catering establishments	P	P	P	P	P	P	P
Catering establishments in conjunction with restaurant	P	P	P	P	P	P	P
Childcare centers	P	P	P	P	P	P	P
Clothing, shoe and accessory stores	P	P	P	P	P	P	P
Consumer research center	P	P	P	P	P	P	P
Copying and related duplicating services not including lithographing, engraving or such similar reproduction services	P	P	P	P	P	P	P
Dance studios	P	P	P	P	P	P	P
Delicatessens	P	P	P	P	P	P	P
Department stores	P	P	P	P	P	P	P
Department stores with associated tire, battery and accessory shops	P	P	P	P	P	P	P
Drugstores and prescription pharmacies	P	P	P	P	P	P	P
Fast food restaurants/service	P	P	P	P	P	P	P
Financial institutions including banks, finance companies, credit unions, and related services	P	P	P	P	P	P	P
Florist and plant shops (not plant nursery)	P	P	P	P	P	P	P
Food markets, convenience markets, and specialty stores	P	P	P	P	P	P	P
Garden centers including plant nurseries	P	-	-	P		-	-
Gift Shops	P	P	P	P	P	P	P
Hardware stores including garden centers (completely screened by elements That are architecturally compatible with building)	P	-	-	P		-	-

Land Use Designations - Not Permitted P Permitted SP Special Use Permit	RCSO1	RCSO1A	RCSO1B	RCSO2	RCSO2A	RCSO2B	RCSO2C
Hospital equipment sales and rental (indoor only)	P	P	P	P	P	P	P
Household goods repair shops (indoor only)	P	P	P	P	P	P	P
Ice cream shops	P	P	P	P	P	P	P
Laundries and dry cleaners where customer service is provided as primary function	P	P	P	P	P	P	P
Leather goods and luggage stores	P	P	P	P	P	P	P
Liquor stores	P	P	P	P	P	P	P
Locksmiths	P	P	P	P	P	P	P
Lodging (Unlimited Gaming not allowed)				P		P	
Medical and orthopedic appliance stores (no outside storage)	P	P	P	P	P	P	P
Motorcycle sales (not motor cycle repair – service for minor parts and accessories; No outdoor sales and storage)	P	P	P	P	P	P	P
Mortuaries	SP	-	-	SP	-	-	-
Movie theaters	P	-	-	P	-	-	P
Newsstand	P	P	P	P	P	P	P
Office supply and business machine stores	P	P	P	P	P	P	P
Outlet stores and centers	P	P	P	P	P	P	P
Paint, glass and wallpaper stores (retail)	P	P	P	P	P	P	P
Packing, wrapping, handling, and mailing stores	P	P	P	P	P	P	P
Park-n-Ride lots as joint use in compliance with RTC	P	-	-	P	-	-	P
Personal service such as barber shops, beauty shops, shoe repair, etc.	P	P	P	P	P	P	P
Photographic studios	P	P	P	P	P	P	P
Photographic supply stores	P	P	P	P	P	P	P
Plumbing, heating and ventilating equipment showrooms with storage of floor sample only (retail) (no outside storage)	P	P	P	P	P	P	P
Radio and television broadcasting studios	P	P	P	P	P	P	P
Recorded music and sound equipment stores	P	P	P	P	P	P	P
Recording studios	P	-	-	P	-	-	-
Restaurants drive-ins and drive-thru window establishments (fast food) Refer to Design Criteria in Section XI	P	P	P	P	P	P	P
Restaurants, sit-down with full bar	P	P	P	P	P	P	P
Retail Sales and Services - General	P	P	P	P	P	P	P
Service stations not including trailer rental, provided all operations except the sale of gasoline and petroleum products (max. 12 nozzles) and the washing of cars shall be conducted within an enclosed building; sales shall be limited to petroleum products and automotive accessories, tobacco and convenience foods. If 12+ nozzles a Special Use Permit will be required.	P	P	P	P	P	P	P
Specialty stores	P	P	P	P	P	P	P
Sports goods stores (no outdoor sales and storage)	P	P	P	P	P	P	P
Stationery stores	P	P	P	P	P	P	P
Supermarkets	P	-	-	P	-	-	P
Electronic sales and repair shops (no outside storage)	P	P	P	P	P	P	P
Tires, batteries and auto accessories, sales and service (no outside storage or service)	P	P	P	P	P	P	P
Toy stores	P	P	P	P	P	P	P
Video stores, sales and rental	P	P	P	P	P	P	P

Land Use Designations [-] Not Permitted [P] Permitted [SP] Special Use Permit	RCSO1	RCSO1A	RSCO1B	RCS02	RCS02A	RCS02B	RCS02C
Watch and clock repair shops	P	P	P	P	P	P	P
Office Land Uses, including, but not, limited to, the following uses:							
Banks and financial institutions	P	P	P	P	P	P	P
Blueprinting, photostating, photoengraving, printing, publishing, and bookbinding	P	P	P	P	P	P	P
Community and regional service, commercial travel service, industrial support and business and professional office uses	P	P	P	P	P	P	P
Corporate offices, regional offices, general offices, medical/dental offices and professional offices	P	P	P	P	P	P	P
Public/Institutional Land Uses including, but not limited to, the following uses:							
Arboretums and horticultural gardens	P	P	P	P	P	P	P
Clubs and lodges including, but not limited to, community facility buildings, YMCA, Boys and Girls clubs, and other similar youth group uses	SP	-	-	SP	-	-	-
Cultural and Education	SP	SP	SP	SP	SP	SP	SP
Fire Stations	P	P	P	P	P	P	P
Governmental services	P	P	P	P	P	P	P
Historical and cultural monuments: interpretive sites	P	P	P	P	P	P	P
Library	P	P	P	P	P	P	P
Meeting halls	P	P	P	P	P	P	P
Outdoor festivals and fairs, temporary (per Sparks Municipal Code)	P	P	P	P	P	P	P
Police or sheriff station and sub-stations	P	P	P	P	P	P	P
Public utility facilities and equipment used for transmission or distribution above ground	SP	SP	SP	SP	SP	SP	SP
Residential Land Uses including, but not limited to, the following uses:							
Apartments	SP	-	-	SP	-	-	-
Condominiums	SP	-	-	SP	-	-	-
Residential uses above the first floor	SP	-	-	SP	-	-	-
Townhouse	SP	-	-	SP	-	-	-
Community/Park Land Uses including, but not limited to, the following uses:							
Bike rentals (no outside storage without screening)	P	P	P	P	P	P	P
Indoor/Outdoor recreation facilities (such as bowling, ice skating, indoor golf, etc.)	SP	SP	SP	SP	SP	SP	SP
Open Space Land Uses including, but not limited to, the following uses:							
Outdoor seating; Plazas	P	P	P	P	P	P	P
Pedestrian and Bicycle trails and bikeways	P	P	P	P	P	P	P
Industrial – Warehousing, Storage and Distribution Land Uses including and limited to the following uses:							
Mini-Warehouse (with or without office and second floor caretaker residence)	-	-	-	P	-	-	-

*Table 2-2 Development Intensity Standards**

BUILDING INTENSITY

Building Coverage Building Height Building Separation	**25% max.** **60' max** **0' or 20' min**
Landscaping	
Landscape Requirement	20% min of Total Site
Building Setbacks from R. O. W.	
Pyramid Highway Los Altos Parkway Galleria Parkway Interior /Driveways/Streets	**35' min.** **25' min.** **15' min.** **10'min.**

*Mini-warehouse projects shall follow all requirements for building intensity, landscaping and building setbacks as outlined in Chapter 2. V. Architecture B. Mini-warehouse.

III. STREET AND PEDESTRIAN SYSTEM

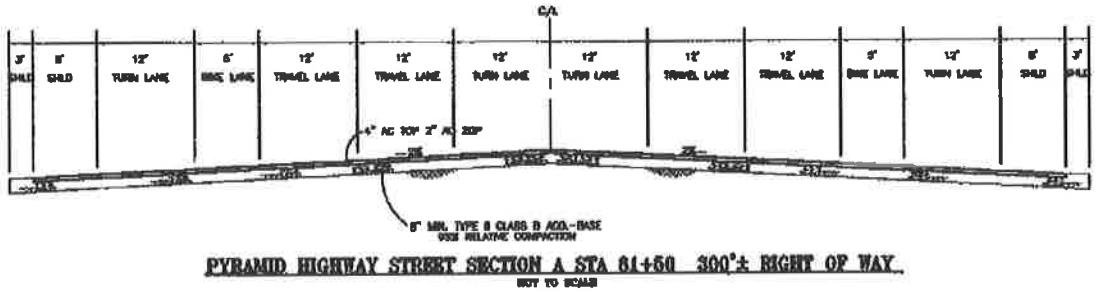
A. Hierarchy of Proposed Street Network

Streets in the development have the following classifications:

Pyramid Highway – Arterial - High Access Control
Los Altos Parkway –Arterial – Moderate Access Control
Galleria Parkway – Low Access Control

The proposed street network for the Spanish Springs Town Centre can be seen on ***Figure 2- 15 Circulation & Free Standing Sign Locations***. The site is located on the east side of the Pyramid Highway, an arterial highway. See ***Figure 2-2 and 2-16*** for a Pyramid Highway cross-section.

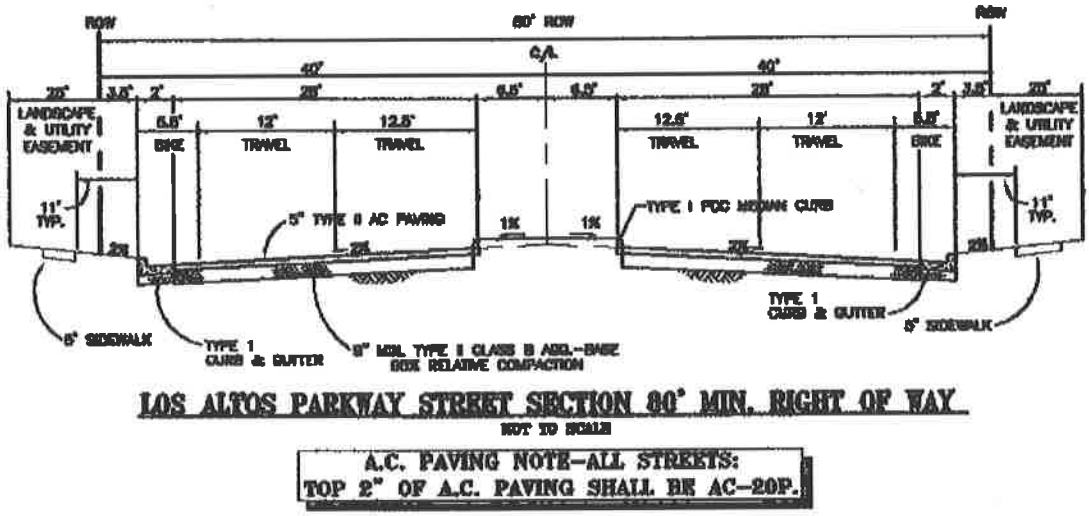
Landscape easements are provided as illustrated in the street cross sections. Landscaping will be installed on or before September 2005. Initially a Landscape Maintenance Association will be used and converted to Landscape Lighting Maintenance District at a later date. A lighting and landscape maintenance agreement will be used for maintenance.



PYRAMID HIGHWAY STREET SECTION A STA 61+50 300'± RIGHT OF WAY

Figure 2-2
Pyramid Highway Street Section

East of Pyramid Highway, Los Altos Parkway provides the spine from which Phases 1 and 2 are accessed. Los Altos Parkway will be designed as a four-lane divided parkway, with bicycle lanes on each side and a landscaped median. See ***Figures 2-3, 2-18, 2-19, 2-20, 2-21, 2-22, and 2-23*** for typical cross sections of Los Altos Parkway.



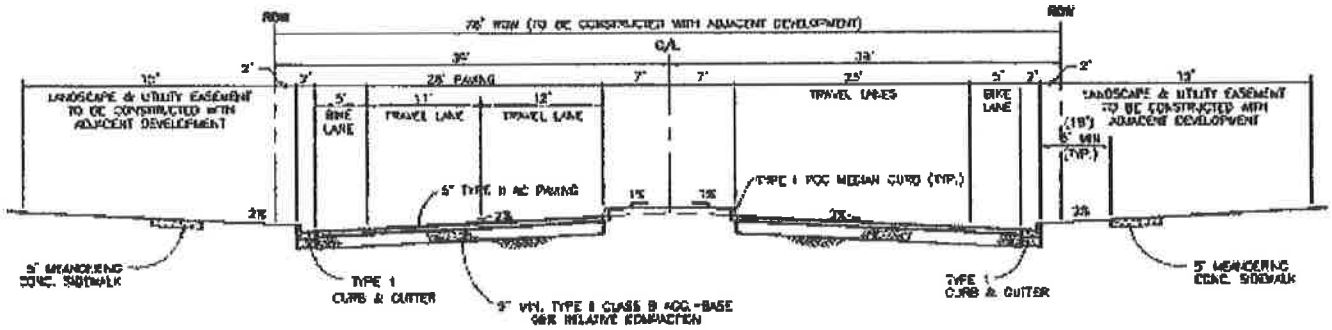
LOS ALTOS PARKWAY STREET SECTION 80' MIN. RIGHT OF WAY

NOT TO SCALE

A.C. PAVING NOTE-ALL STREETS:
TOP 2" OF A.C. PAVING SHALL BE AC-20P.

Figure 2-3
Los Altos Parkway Street Section

Galleria Parkway will connect to Los Altos Parkway and to the south. This street provides access to Phase 2. Galleria Parkway will be designed as a four-lane roadway with bike lanes each side and a landscaped median in Phase 2. See ***Figures 2-4, 2-24 and 2-25*** for a typical cross section of Galleria Parkway.



GALLERIA PARKWAY STREET SECTION – 78' MIN. RIGHT OF WAY

NOT TO SCALE

A.C. PAVING NOTE-ALL STREETS:
TOP 2" OF A.C. PAVING SHALL BE AC-20P.

Figure 2-4
Galleria Parkway Street Section

B. Streets

Street plan view and cross section graphics can be seen, as integrated with the streetscape design, as follows:

Pyramid Highway	-	***Figure 2-16 & 2-17***
Los Altos Parkway	-	***Figures 2-18 to 2-23***
Galleria Parkway	-	***Figures 2-24 to 2-25***

C. Pedestrian Access and Circulation

Pedestrians will be accommodated in numerous ways along the street corridors in the Spanish Springs Town Centre. See ***Figure 2-15*** Circulation & Freestanding Sign Locations.

Along Los Altos Parkway an five foot (5') wide detached concrete path will be provided within a landscaped easement. This will provide primary pedestrian access west from Pyramid Highway and east to the project boundary, collecting pedestrians from residential neighborhoods. A five foot (5') wide detached concrete path will be provided on the south side of Los Altos Parkway within a landscaped easement. Along Galleria Parkway five foot (5') wide detached concrete paths will be provided on both sides of the roadway within landscaped easements.

Bicycle lanes are provided on both sides of Los Altos Parkway and Galleria Parkway.

IV. PARKING STANDARDS

The following parking requirements are minimums for the following typical Retail Commercial Service, Office uses. Joint-use parking should be considered within each planning area at Site Plan Review. All other general parking requirements and number of stalls required shall comply with the Sparks Municipal Code as specified in Chapter 20.49. Alternative parking requirements are permitted with parking studies approved by administrator. Refer to Section 3 for design requirements.

Table 2-3 Required Number of Spaces

USES	REQUIRED SPACES	NOTES
RETAIL USES		
General Retail/Commercial	1 space/200 sq.ft. of Gross Floor Area (GFA)	
RESTAURANTS – Sit Down or Fast Food	1 space/100 sq.ft. of GFA	
SERVICE/OFFICE USES		
Financial Institutions	1 space/250 sq.ft. of GFA	
General/Professional Offices	1 space/225 sq.ft. of GFA	
Medical Office	1 space/180 sq.ft. GFA	
Childcare Facility	1 space/staff member	+ 1 drop-off space/6 children
ENTERTAINMENT		
Movie Theaters	1 space/3 seats	
PUBLIC/INSTITUTIONAL USES		
Recreation Center	1 space/200 sq.ft. of GFA	
Clubs and Lodges	1 space/250 sq.ft. of GFA	
Library	1 space/200 sq.ft. of GFA	
INSTITUTIONAL & COMMUNITY SERVICE		
Art Gallery or Museum	1 space/330 sq.ft.	
Post Office	1 space/500 sq.ft.	
Public or Private School	1 ½ spaces/classroom	+ 5 visitor parking
LODGING	1 space/room under 50 0.80/room over 50	

USES	REQUIRED SPACES	NOTES
RECREATION, ENTERTAINMENT, & AMUSEMENT		
Community Center, Country Club	1 space/275 sq.ft.	
Fitness Center	1 space/165 sq.ft.	
RETAIL, PERSONAL SERVICE, COMMERCIAL, AUTO & BUSINESS SERVICES		
Auto Service	2 spaces/bay	
Bar	1 space/100 sq.ft.	
Commercial, Retail	1 space/220 sq.ft.	
Building and Landscaping Materials	1 space/550 sq. ft.	
Car Wash	3.6 per bay or stall	
Drive-thru Facility (not including drive-up teller machines)		-40 lineal feet of stacking area in front of each window or bay plus one off-street stacking area of 140 lineal feet in length (measured from the window), including 40 If in front of window.
Freestanding Automatic Teller	-4 spaces	Drive-up automatic teller shall accommodate stacking for at least 4 vehicles.
Personal Service	-1 space/220 sq.ft.	
Service Station	-1 space/275 sq.ft.	
INDUSTRIAL, WAREHOUSNG, STORAGE & DISTRIBUTION		
Mini-Warehouse	1 space/500 sq.ft of office plus 2 spaces for caretaker residence.	Parallel parking is allowed in front of roll up doors as long as 25 ft. aisle widths are provided.

Parking shall be provided on-site and in accordance with SMC 20.49

V. ARCHITECTURE

Design Criteria/Standards for Phase 1 & 2

The following standards are outlined for commercial uses (A) and mini-warehouse projects (B). Note that all standards required for mini-warehouse projects including setbacks, parking, signage, lighting, trash, walls, fences, landscaping and architecture are included in this section of the handbook. Requirements in other sections of the handbook therefore do not apply to mini-warehouse projects as they are covered in a comprehensive manner in Section B.

A. Commercial

1. Purpose

The written Design criteria/standards and supporting documents {plans, illustrations, photographs) herein are intended to provide a visualization of the projects size, density, scale and theming. These are standards and supporting documents are not intended to limit or mandate the final design, but to provide in the process of developing a final design that is functional, aesthetically appealing and conforms to the City of Sparks Design Standards Manual.

2. General Design Standards

Within this text all "large" buildings will be considered to be over 25,000 S.F. including lodging, all "small" buildings will be considered 25,000 S.F., or less. The architecture concept drawings ***(Figures 2-7 through 2-12)*** shall establish the design theme and architectural detailing.

The most desirable qualities and design elements for this project shall include the following ideas, and as illustrated in ***Figures 2-7 through 2-12***.

1. Logical use of surface color and texture, consistent with architectural theme·.
2. Wall articulation (insets, canopies, arcades, colonnades) on all building elevations.
3. Multiple height, pitched roofs or cornice detail at parapet.
4. Articulated mass on all exterior elevations.
5. Buildings shall not look the same, but instead express the same architectural style.
6. Place for the public to stop or rest such as at fountains, benches, and landscape nodes, etc., and visual interests (decorative street lamps, trees, lights, kiosks (consistent with architectural theme], signs, canopies and other landscaping) shall be incorporated.
7. All buildings shall include design elements as illustrated in ***Figure 2-7***.

DESIGN ELEMENTS

- (A) WALL ARTICULATION
- (B) MULTIPLE HEIGHT, PITCHED ROOFS WITH CORNICE DETAIL
- (C) ARTICULATED MASS
- (D) DIFFERENT BUILDING EXPRESSING THE SAME ARCHITECTURAL STYLE
- (E) LANDSCAPED AREAS INCORPORATED INTO DESIGN
- (F) DECORATIVE ELEMENTS MATCHING ARCHITECTURAL THEME

FIGURE 2-7

3. Architectural Design Standards

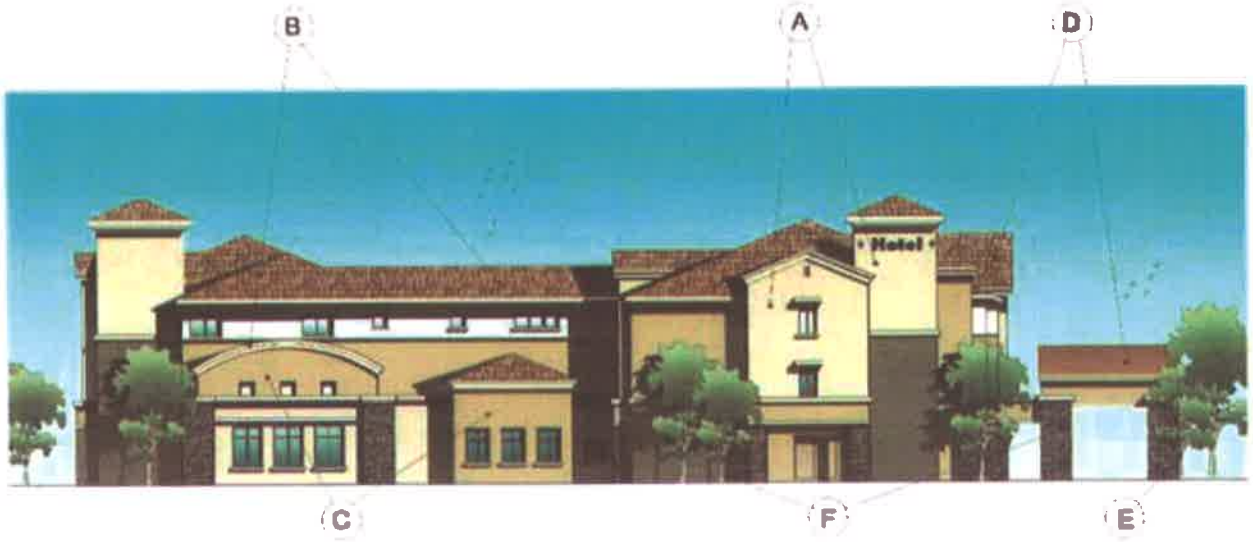
A. Height

Building heights shall relate to open spaces to allow maximum sun and ventilation as well as provide protection from prevailing winds, and enhance public views of surrounding scenery and mountains. The height of the building shall lend itself to a personal scale and enhance the pedestrian feeling to the interior spaces as well as the streetscape.

1. Taller structures shall be reserved for distinguishing landmarks and nodes. These structures could include clock towers, entry features, identification devices (excluding signs) and shall be limited to 60 feet in height.

2. Large Retail Structures shall have a height limit of 50 feet.

3. Small or Infill Structures shall have a height limit of 35 feet.



DESIGN ELEMENTS

- A) WALL ARTICULATION
- B) MULTIPLE HEIGHT-PITCHED ROOFS WITH CORNICE DETAIL
- C) ARTICULATED MASS
- D) DIFFERENT BUILDING EXPRESSING THE SAME ARCHITECTURAL STYLE
- E) LANDSCAPE AREAS INCORPORATED INTO DESIGN
- F) DECORATIVE ELEMENTS MATCHING ARCHITECTURAL THEME

LEFT SIDE ELEVATION

DESIGN ELEMENTS

FIGURE 2-7L LODGING

B. Exterior Wall Massing and Scale

Buildings, which give the appearance of "square box" are generally unattractive and detract from the overall scale and characteristics of the design. All exterior walls of all buildings shall be consistent with the overall architectural theme. The following items, and as illustrated in ***Figure 2-8 through 2-11***, shall be included on all exterior walls. Articulation of the different parts of a buildings façade shall be by arrangement of Architectural elements or a change in materials. Maximum length between major building offsets shall be limited to 62'-0"(typical economic structure grid).

1. Varying the horizontal and vertical planes of the exterior walls, minimum of 4' 2'-0", in depth and/or direction.

2. Varying the height of the building, minimum of 4'-0", so that it appears to be divided into distinct massing elements.

3. Use architectural detailing such as columns, towers, trellises, decorative features, projections/recesses, scoring, banding and/or changes in materials to lessen the impact of an otherwise bulky building.

4. Color and/or material change consistent with architectural theme.

5. The scale of buildings shall be reduced to a pedestrian scale as to better relate to adjacent pedestrian areas, streets and buildings. This can be accomplished with low level or base material changes, decorative banding (not paint) or other projections below 8'-0".

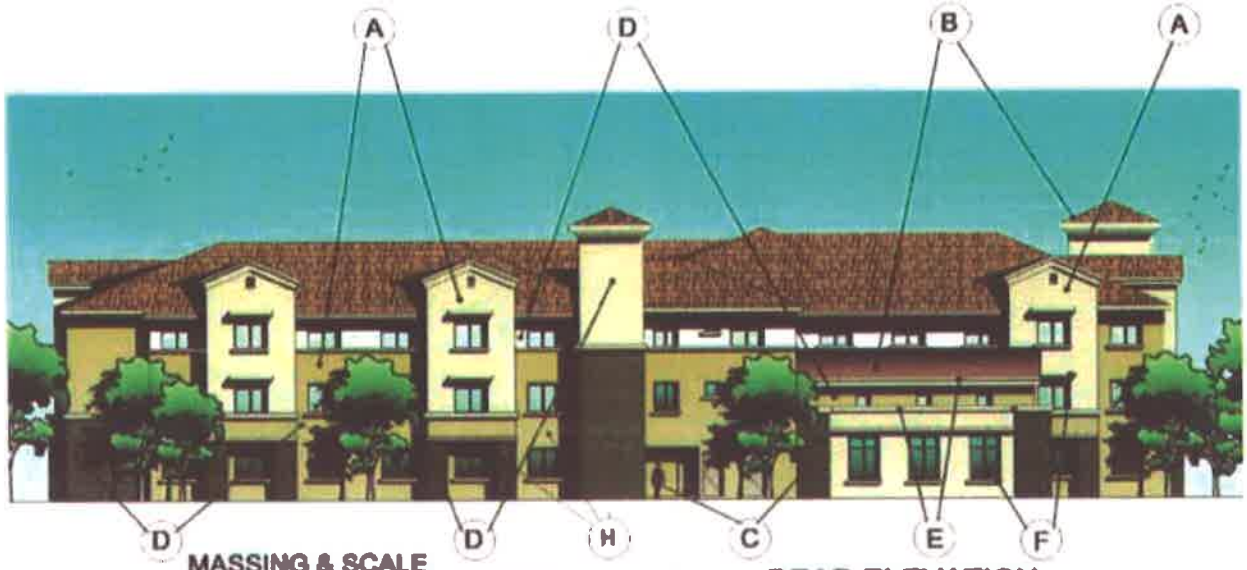
6. Window and door trim consistent with architectural theme.

7. Buildings shall be designed to avoid a simple "boxlike" structure. Horizontal or vertical wall articulation shall be expressed through the use of varied roofs lines, varied parapet heights, column/tower features, cornices, projections/recesses, entries and covered arcades. This articulation shall be established through the use of varying front wall setbacks, multi-planed roofs, arcades, recessed entries, balconies, etc.

MASSING & SCALE

- (A) VARYING PLANES
- (B) VARYING HEIGHTS
- (C) HUMAN SCALE ELEMENTS AT GROUND LEVEL
- (D) LIMIT BLANK WALLS (MAX. LENGTH 62')
- (E) SCORING OR BANDING (RAISED) OR RECESSED OR TEXTURE CHANGE
- (F) DOOR & WINDOW TRIM CONSISTANT WITH THEME
- (G) ARCHITECTURAL DETAILING SUCH AS TOWERS OR COLUMNS

FIGURE 2-8



MASSING & SCALE

- A VARYING PLANES
- B VARYING HEIGHTS
- C HUMAN SCALE & ELEMENTS AT GROUND LEVEL
- D LIMIT BLANK WALLS (MAX. LENGHT 6')
- E SCORING OR BANDING (RAISED OR RECESSED OR TEXTURE CHANGE
- F DOOR & WINDOW TRIM CONSISTANT WITH THEME
- G ARCHITECTURAL DETAILING SUCH AS TOWERS OR COLUMNS
- H COLOR & MATERIAL CHANGE

REAR ELEVATION

MASSING & SCALE

FIGURE 2-8L LODGING

C. Entryways

Entryway design elements and variations shall provide orientation and aesthetically pleasing character to the building. These standards identify entryway design features.

1. Each building on a site shall have clear and highly visible customer entrances that are consistent with the architectural theme and shall include a minimum of 6 of the following as illustrated in ***Figure 2-9***.

    a. Recesses/projections, minimum 6 ft.
    b. Arcades, minimum 6 ft depth.
    c. Raised corniced parapets over the door, minimum 4 ft. which is part of building design.
    d. Complete roof forms peaked, minimum 6 ft. depth.
    e. Outdoor patios with planters and decorative paving.
    g. Architectural details such as tile work and moldings, which are part of the building design and consistent with the architectural theme.
    h. Planters that incorporate landscaped areas and /or places to rest.
    i. Colored door and window frame /or trim.
    j. Trellis work, consistent with the architectural theme.
    k. Substantial change in decorative building materials.

    1.1 Specific to Lodging

    Each building on a site shall have clear and highly visible customer entrances that are consistent with the architectural theme and shall include a minimum of 6 of the following as illustrated in ***Figure 2-9L***.

    a. Raised cornices and parapet over doors
    b Covered arcade
    c. Shaped parapet min. 6' depth with cornice
    d. Colored door and window frame
    e. Height change from typical building
    f. Substantial change in decorative building material
    g. Recesses, projections & building plane change min. 2'
    h. Complete roof form
    i. Planter with seating
    j. Architectural Detail such as trim, moldings, finerals, etc.
    k. Porte Cochere (optional)

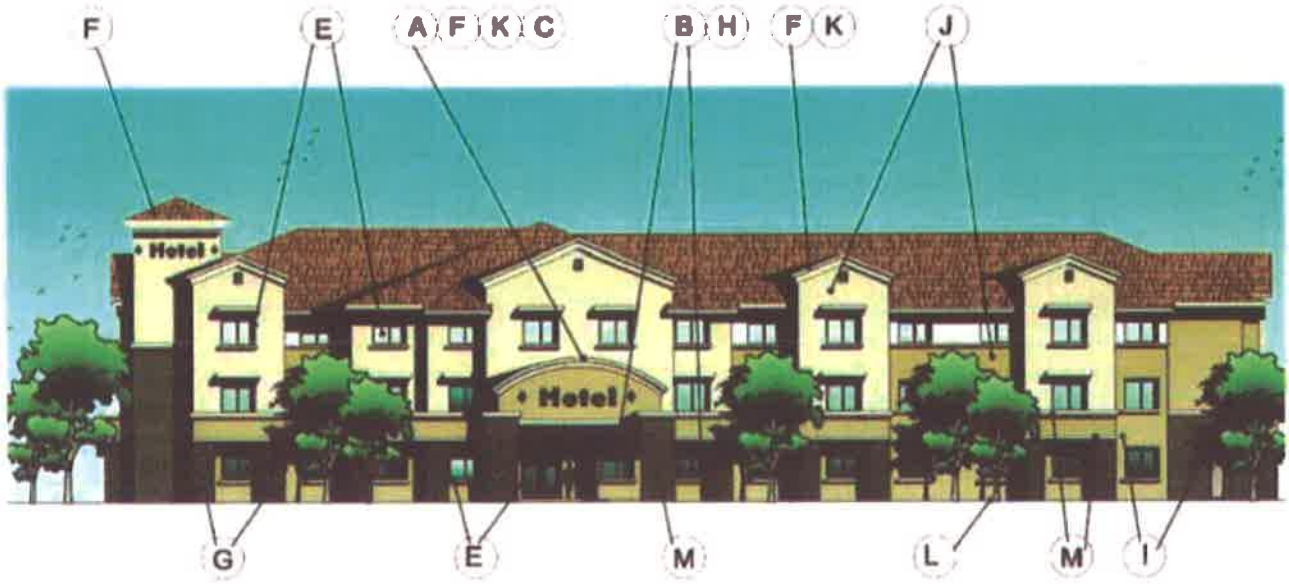
2. Walkways shall help define pedestrian access from parking lots by providing direct and easily identifiable access building entries. These walkways shall provide opportunities for landscaped terraces and create distinct entries with resting spaces. Refer to ***Figure 2-12.***

3. Light fixtures shall be decorative and be consistent with overall theme and provide adequate lighting for security.

ENTRY WAY

- (A) RAISED CORNICES & PARAPET OVER DOORS
- (B) COVERED ARCADE
- (C) SHAPED PARAPET W/ CORNICE
- (D) NOT USED
- (E) COLORED DOOR & WINDOW FRAME
- (F) HEIGHT CHANGE FROM TYPICAL BUILDING
- (G) SUBSTANTIAL CHANGE IN DECORATIVE BUILDING MATERIAL
- (H) ARCADE, MIN. 6' DEPTH
- (I) RECESSES & PROJECTIONS
- (J) BUILDING PLANE CHANGE
- (K) COMPLETE ROOF FORM
- (L) PLANTER WITH SEATING
- (M) ARCHITECTURAL DETAIL

FIGURE 2-9



ENTRY WAY

- (A) RAISED CORNICES & PARAPET OVER DOORS
- (B) COVERED ARCADE
- (C) SHAPED PARAPET W/ CORNICE
- (D) NOT USED
- (E) COLORED DOOR & WINDOW FRAME
- (F) HEIGHT CHANGE FROM TYPICAL BUILDING
- (G) SUBSTANTIAL CHANGE IN DECORATIVE BUILDING MATERIAL
- (H) ARCADE, MIN. 8' DEPTH
- (I) RECESSES & PROJECTIONS
- (J) BUILDING PLANE CHANGE
- (K) COMPLETE ROOF FORM
- (L) PLANTER W/ SEATING
- (M) ARCHITECTURAL DETAIL

FRONT ELEVATION

ENTRY WAY

FIGURE 2-9L LODGING

D. Roof Elements

Variations in rooflines help to add architectural interest and reduce the scale of buildings. The vertical element and architectural features of the roofs shall be dominant over the horizontal features. Roof features shall complement the character of the retail center and be consistent with the architectural theme.

Roof shall have the following features as illustrated in ***Figure 2-10***.

1. Parapets shall conceal flat roofs and rooftop equipment such as HVAC equipment from public view. Such parapets shall feature three dimensional cornice treatments.

    a. Sloping roofs shall be minimum of three (3) foot vertical rise for every 12 feet of horizontal run and less than or equal to one (1) foot of vertical rise for everyone (1) foot or horizontal run.

    - Concrete Tile, or
    - Colored Standing Seam metal roofing for awning and decorative roof elements, or
    - Specialty roofing materials approved by the Administrator.

    b. Sloping rooflines and parapets shall not run in a continuous plan for more than 62'-0" feet without offsetting or jogging the roof plane. These offsets can be or of architectural elements such as a dormer, change in eave line height or design or parapet heights, offsets or design to match the architectural theme.

    c. Parapets at flat roofs shall have decorative elements that include shaped parapet, decorative cornices and decorative ornamentation.

    d. Service station canopies shall have a sloped roof and supports columns shall be enclosed consistent with the architectural theme. If any side of the canopy is over 50 ft. in length there shall be provided in the roof element an architectural detail which is 1/3 the length and is consistent with the architectural theme.

ROOF ELEMENTS

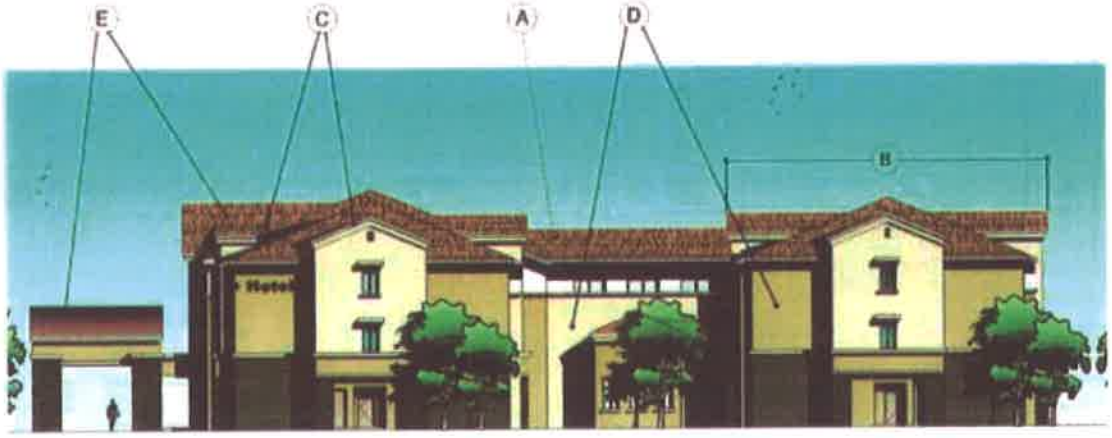
(A) PARAPET CONCEALING HVAC AND OTHER ROOF TOP UNITS

(B) ROOF LINE NOT TO EXCEED 62'

(C) DECORATIVE CORNICE

(D) VARIATION IN ROOF LINES

FIGURE 2-10



RIGHT SIDE ELEVATION

ROOF ELEMENTS

(A) ROOF CONCEALING HVAC AND OTHER ROOF TOP UNITS

(B) ROOF LINE NOT TO EXCEED 62'

(C) DECORATIVE CORNICE

(D) VARIATION IN ROOF LINES

(E) SLOPED ROOF

ROOF ELEMENTS

FIGURE 2-10L Lodging

E. Material and Colors

Exterior building colors and materials shall be visually pleasing using natural building materials and consistent with the Architectural theme. Traditional material such as concrete masonry units, stucco or plaster surfaces with stone or tile detail work shall be utilized.

Current technology shall be considered in all construction material selections to accomplish maximum energy efficiencies and ease of maintenance.

1. Materials

Selection of exterior building materials and colors shall be consistent with the architectural style. Use of highly reflective surfaces is discouraged and shall be limited to fenestration, accents and trims. Traditional materials such as split face and integral colored masonry, stucco/plaster or EIFS are required as building materials. Architectural detail consisting of stone, tile or pre-cast decorative units shall be utilized to enhance the architectural theme.

Typical building accent materials for columns, towers, projections/recesses, scoring and bandings shall at a minimum include as follows and as illustrated in ***Figure 2-11***.

- Brick
- Window walls
- Rock or Faux Veneer stone.
- Stucco trim, or EIFS detailing
- Integral colored split-face or decorative masonry units.
- Tile Work

2. Color

1. The palette of colors shall be selected from those found in the natural environment and be consistent with architectural theme.

2. While subdued colors usually work best as a base color, bright trims or accessory colors shall be appropriate if it can be proven to the Administrator to enhance the buildings appearance.

3. The color palette chosen for an individual building shall be compatible with the colors of adjacent buildings.

4. Minimize the number of colors appearing on the building exterior. Small commercial buildings shall use no more than four colors, except when the design warrants additional colors any additional colors to be approved by the Administrator.

5. Depending on the overall color scheme, accent colors can be effective in highlighting the base color by providing contrast or by harmonizing with the base color.

6. Bright or intense primary colors shall only be used to accent building elements, such as door and window frames and architectural details.

7. Accent colors for trim should be used sparingly and be limited on number for each building. Accent colors on adjacent buildings shall be chosen to complement one another.

MATERIALS & COLORS

- (A) EARTHTONE COLORED BUILDING MATERIALS
- (B) NOT USED
- (C) INTEGRAL COLORED SPLIT FACE MASONRY UNITS
- (D) STUCCO OR EIFS
- (E) DECORATIVE TILE OR LIGHT FIXTURE
- (F) INTEGRAL COLORED MASONRY SMOOTH AND / OR SPLIT FACE

FIGURE 2-11

F. Central Features and Community Spaces

Buildings shall offer attractive and inviting pedestrian scale features, spaces and amenities. Entrances and parking lots shall be configured to be functional and inviting with walkways conveniently tying to logical destinations.

1. Landscaping

   A. Landscaping shall extend building architectural themes through the use of color, material, and pattern.

   B. Drop –off/pick-up points shall be considered as primary parts of the walkway system. Special design features such as towers, arcades, pedestrian light fixtures, decorative bollards, planter walls, and or other architectural elements that define circulation ways shall anchor pedestrian walkways. **Refer to *Figure 2-12.***

   C. Where separations exist between buildings, plazas or courtyards shall be installed.

   D. Planters will be at least 40% of the frontage of large/small stores and line shops, of which at least 50% of those planter areas will be contained by masonry seat walls to provide seating. The planters shall contain seasonally colored plantings (perennials and shrubs) and trees. Planters shall be at least 8 feet long by 4 feet wide and 5 foot diameter minimum for tree wells. Pedestrian walkways shall be located around planters to provide efficient circulation from parking lots to entries. **Refer to *Figure 2-12.***

   E. Directional Signage, kiosks, and banners shall be consistent with the architectural theme and to assist in way finding (not advertising) and add to the visual interest.

   F. Street lamps shall be decorative and consistent with overall architectural theme and shall provide adequate lighting for pedestrian safety and encourage nighttime use.

   G. Bicycle parking shall be provided and integrated within the pedestrian circulation plan.

2. Pedestrian Circulation

Well designed pedestrian circulation systems help reduce auto-oriented developments by reducing traffic amounts thus creating a friendlier more inviting project. Primary as well as secondary pathway systems shall be designed, to create walkway systems between parking areas, businesses, adjacent uses and any area trail access.

This section sets forth standards for public sidewalks and primary pedestrian circulation systems addressing pedestrian safety, shelter, and convenience within the retail center.

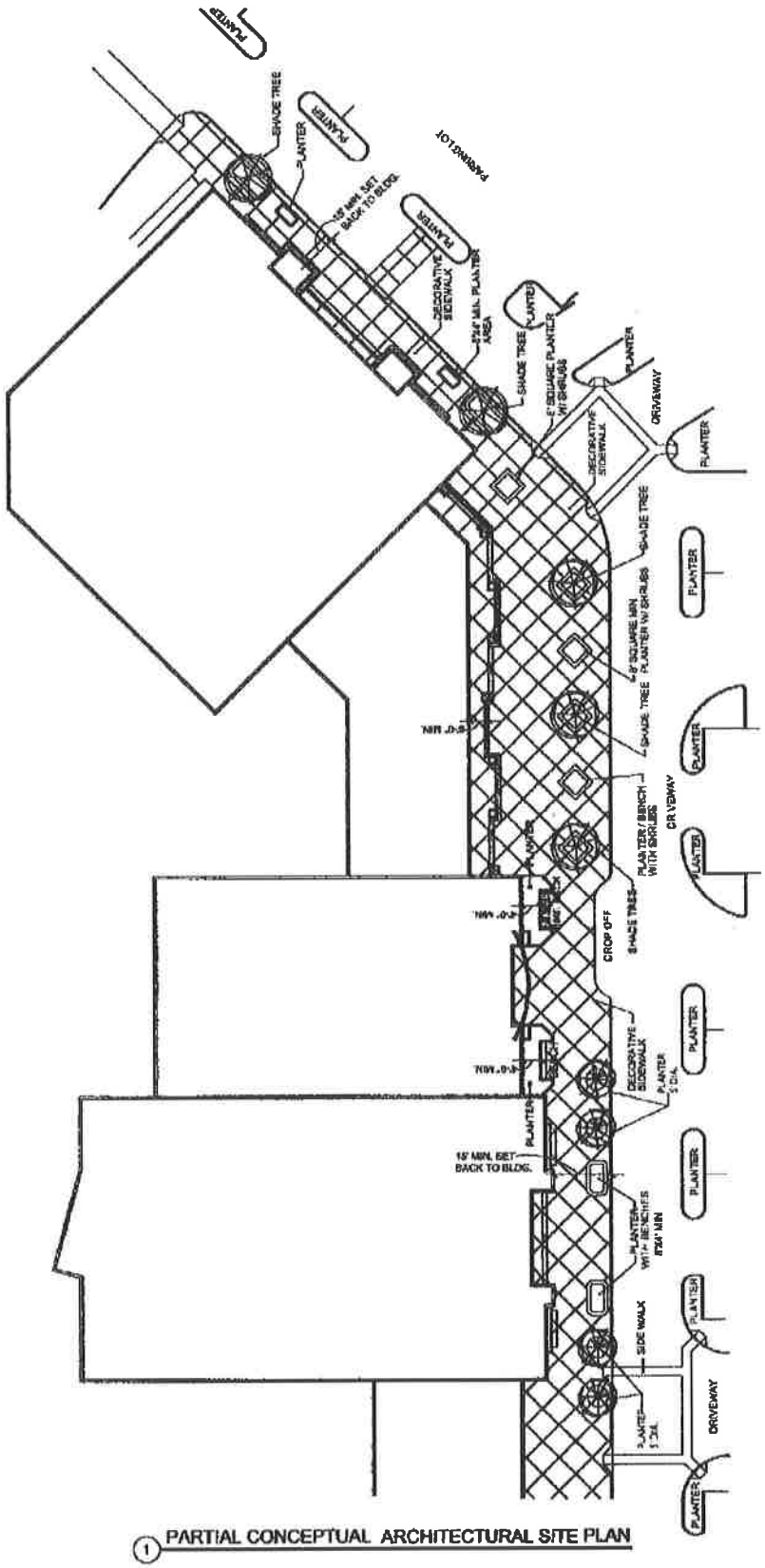
A. All pedestrian ways shall be designed with public safety in mind. Sidewalks shall be designed around landscape and planter areas.

B. Continuous pedestrian walkways, not less than 4 feet in width, shall be provided from the public sidewalk or right-of-way to the main customer entrance of all buildings on the site.

C. Walkways shall connect focal points of pedestrian activity such as drop-off/pick-up areas, street crossings, and building or store entries.

D. Sidewalks shall be provided along the entire length of any building façade featuring a customer entrance or abutting public parking areas.

E. To enhance pedestrian safety and comfort, as well as improve project appearance, all primary pedestrian walkways shall be distinguished from driving surfaces by striping, different paving and/or curbs.



1 PARTIAL CONCEPTUAL ARCHITECTURAL SITE PLAN

FIGURE 2-12

Retail Uses Only

B. Mini-Warehouses Development Standards

1. Purpose

The purpose of this section is to provide design guidelines pertaining specifically to mini-warehouse projects that may (or may not) include an office with an on-site caretaker residence and a variety of buildings sizes and configurations.

2. Operation Standards

All mini-warehouse sites will be required to adhere to the following operations standards:

1. Professionally managed by an on-site manager who will live on-site.
2. Hours of operation will be Monday-Saturday 6:00 a.m. – 9:00 p.m. and Sunday 7:00 a.m. to 6:00 p.m.
3. Storage units cannot be inhabited or used to conduct business operations.
4. No maintenance or washing of vehicles or equipment is allowed on site
5. The developer shall limit all construction and construction-related activities to between the hours of 7:00 a.m. through 7:00 p.m., Monday through Friday and 9:00 a.m. to 5:00 p.m., Saturday. There shall be no construction and construction related activities on Sundays in residential areas. The developer shall install signs at all access points to the project that clearly indicate these limited hours of activity on-site prior to the start of any construction-related activities. The developer shall maintain these signs in good repair for the duration of the construction of the project. Once construction is completed, the developer shall remove these signs.

3. General Design Standards

A. Site Landscaping

A minimum of 10% of the site shall be landscaped. Landscaping shall be focused adjacent to the office/on-site caretaker residence and along the northerly portion of the site adjacent to the main east/west driveway for the Spanish Springs Town Centre, adjacent to Galleria Parkway on side yard setback areas and in rear yard setback areas adjacent to residential development, as applicable. A minimum landscape width of 15 feet shall be provided along public and private street frontages on the northern property line and 10 feet shall be provided along the East and West property lines. A minimum landscape width of 20 feet shall be provided in the rear yard setback area. This landscaped area shall be enclosed/locked and gated on each side to prevent public access. Gates or walls shall be a maximum of 8 feet in height. The minimum number of trees to be planted in the required landscape area is one tree per 300 square feet. The minimum number of shrubs to be planted is 6 per tree in all areas with exception of the rear yard setback area adjacent to residential development. Shrubs are not required in this area as visibility will be limited due to the area being located between solid fenced areas.

Evergreen trees shall be at least 6 feet in height at the time of planting. Fifty percent (50%) of deciduous trees shall be a minimum caliper of one inch and 50% shall be a minimum caliper of two inches at time of planting. Sixty percent (60%) of shrubs shall be minimum 5-gallon size and the remainder shall be minimum 1-gallon size at time of planting. Ground cover or mulches shall be provided over the entire landscaping area.

Low water demand plant materials and shall be used in conjunction with low water demand principles and techniques.

All landscaped areas shall be irrigated with permanent automatic irrigation systems. Drip irrigation should be utilized for all trees and shrubs/groundcovers. All irrigation systems will be placed underground.

B. Signage

1. Building mounted

    1. Each mini-warehouse property will be permitted to place upon the building facade its identification per SMC 20.04.010. No more than 3 facades of any building shall be permitted to receive signage. Maximum individual size shall be proportionate to the facade area and shall not exceed ten (10) percent of the building face the sign is located on.

    2. Signs which advertise the occupying business through the use of graphic or crafted symbols such as locks, keys, doors, etc. are permitted and encouraged.

    3. The required address of each building is to be identified using six-inch high numbers over the main entry door or within ten feet of the main entry door.

C. Site Lighting

1. Exterior lights shall not blink or flash intermittently.

2. All area lighting, including parking lots, walkways, landscape, and building lights shall be directed downward with no lighting directed off-site. All light sources pointing down from above shall be designed to prevent illumination beyond the property lines. Lighting shall not spill over onto any adjacent property as demonstrated with a photometric map provided with a building permit.

3. Overall lighting levels shall be compatible with the City of Sparks code. Colors shall be uniform throughout the development.

4. Soft, indirect lighting shall be employed.

5. All lighting pointing upward shall not be bright and only be used to highlight a building, signage or a tree.

6. Night lighting of building exteriors shall highlight special features and shall add interest as well as identity (approval by administrator).

7. The overall height including the poles, lights, and pole base shall not exceed the height of the building.

D. Exterior Equipment, Service Areas and Trash Enclosures

All exterior mechanical and electrical equipment, service areas and trash enclosures shall be concealed from view from public streets and neighboring properties. All screening shall be an architectural element or building projection compatible with the project.

4. Architectural Standards

All buildings associated with a mini-warehouse project shall be consistent in architectural style, materials and colors.

A. General Design Standards

The most desirable qualities and design elements for mini-warehouse projects shall include the following:

1. Logical use of surface color and texture, consistent with the architectural theme.
2. Variety of pitched roofs and parapets with cornice details.
3. Articulated mass on exterior elevations adjacent to public ways.
4. Buildings shall express the same architectural style.

B. Height

1. The Office / caretaker residence building may be two story structure, with a maximum height of 50 feet and located at least 50 feet away from the property line.

2. Mini-warehouse buildings may include a mix of one and two-story structures with a maximum height of 10 feet for the first row of one-story structures located adjacent to the south property line and 16 feet for one-story structures and 26 feet for two-story structures in all other locations.

3. All buildings on the perimeter of the project site (with the exception of an office/on-site caretaker residence which may be two stories in height) shall be one-story.

C. Exterior Wall Massing and Scale

Buildings with a "square box" appearance are generally unattractive and detract from the overall scale and characteristics of the overall design concept for the Spanish Springs Town Centre. All exterior walls of all buildings shall be consistent with the overall architectural theme. Articulation of the different parts of a building's façade shall be by arrangement of architectural elements or a change in materials. Maximum length between major building offsets shall be limited to 62'-0" (typical economic structural grid). The following design elements shall be considered:

1. Varying the horizontal and vertical planes of the exterior walls, minimum of 1'-0", in depth and/or direction.

2. Varying rooflines to create a skyline effect.

3. Use architectural details on portions of the exterior portions of the buildings facing outward such as columns, towers, trellises, decorative features, projections/recesses, scoring, banding and/or changes in materials to lessen the impact of otherwise bulky buildings.

4. Color and/or material change consistent with architectural theme.

5. The scale of buildings shall be reduced to a pedestrian scale as to better relate to adjacent pedestrian areas, streets and buildings. This can be accomplished with low level or base material changes, decorative banding (not paint) or other projections below 8'-0".

6. Window and door trim consistent with architectural theme.

D. Interior Mini-Warehouse Building Design

The interior of the mini- warehouse buildings will be constructed with exterior CMU block walls and interior walls of light gauge steel and metal partition walls and hallways. Metal roll-up or swing doors will be installed on all min-warehouse storage units. Interior storage partition walls and door colors may differ in color from exterior mini-warehouse storage door colors.

Entry doors to the interior of the mini-warehouse buildings will be metal doors in a color consistent with the exterior of the building.

The interior of each of the mini-warehouse buildings will have fire sprinklers. Interior hallway lighting will be with LED light fixtures and lighting will be activated either by motion or manually operated timer. Electrical power will not be provided to individual min-warehouse storage units except for lighting.

E. Entryways

Entryway design elements and variations shall provide orientation and aesthetically pleasing character to the building.

1. The office building shall have a highly visible customer entrance that is consistent with the architectural theme.

2. Walkways shall help define pedestrian access from parking by providing direct and easily identifiable access building entries.

3. Light fixtures shall be decorative and be consistent with overall planned development theme and provide adequate lighting for security.

F. Roof Elements

Variations in rooflines help to add architectural interest and reduce the scale of buildings. The vertical element and architectural features of roofs shall be dominant over the horizontal features. Roof features shall complement the character of the retail center and be consistent with the architectural theme.

1. Parapets shall conceal flat roofs and rooftop equipment, such as HVAC equipment, from public view. Such parapets shall feature three dimensional cornice treatments.

2. Roofs on the mini-warehouse buildings shall slope 2-3%. Exterior wall heights shall be higher than the roofs on one-story structures on perimeter units to provide screening of roofs.

3. Sloping rooflines and parapets shall not run in a continuous plan for more than 62'-0" feet without offsetting or jogging the roof plane. These offsets must complement the architectural theme and can be created through architectural elements such as dormers, changes in eave line height or design, or parapet heights, offsets, or design.

G. Colors and Materials

Exterior building colors and materials shall be visually pleasing using building materials consistent with the planned development architectural theme. Traditional materials such as concrete masonry, stucco or plaster surfaces with stone should be used.
Current technology shall be considered in all construction material selections to accomplish maximum energy efficiencies and ease of maintenance.

Primary Colors and Materials:

1. Mini-warehouse buildings will consist of metal frame construction with either split face CMU block, metal or concrete tilt up walls and exterior metal roll up doors.

2. Two story mini-warehouse units shall include windows facing north towards Los Altos Parkway and CMU block, metal or stucco finishes on the second story.

3. Mini-warehouse roof materials shall be metal, flat and shielded from exterior views of the roof with parapets. Roof colors shall be white, grey or galvalume.

4. Exterior metal rollup door colors shall be consistent throughout the project and may include: white, galvalume, buckskin, desert tan, and sandstone or grey colors. Interior storage door colors may differ in color from exterior door colors.

5. Building walls for single story structures (and/or the first story of two-story buildings) and other screening walls shall be tan, grey or some other earth tone color and shall include a contrasting color band on the wall perimeters in the same color family as the main wall. Building walls on second stories shall be the same color as the first story.

H. Accent Materials

Selection of exterior building materials and colors shall be consistent with the architectural style. Use of highly reflective surfaces is not allowed. Traditional materials such as split face and integral colored masonry, stucco/plaster or EIFS are required as building materials on the exterior facing only. Architectural detail consisting of stone or pre-cast decorative units shall be utilized to enhance the architectural theme. Typical building accent materials for columns, towers, projections/recesses, scoring and bandings may include the following materials:

- Storefront glass (where applicable)
- Rock or Faux Veneer stone
- Stucco trim, or EIFS detailing
- Integral colored split-face or decorative masonry units in complementary accent colors

I. Walls, Fences, Gates and Screening

Fences and gates needed for security may be constructed for mini-warehouse projects and shall be a maximum of eight feet in height. Walls height must match building height and shall be split face CMU block (the same material as the building walls) and shall include a contrasting color band on the perimeter in the same color family as the main wall. Where used, open view metal or wrought iron fences and gates are permitted and shall be complementary in color to the building.

All exterior mechanical and electrical equipment, service areas and trash enclosures shall be concealed from view from public streets, neighboring properties and elevated roadways. All screening shall be an architectural element or building projection compatible with the project.

J. Setbacks and Building Separation

1. The office/caretaker residence shall be setback a minimum of 15 feet from the front and side property lines and 50 feet from south property line

2. Mini-warehouse buildings must be setback 20 feet on the rear yard or south property line. Mini-warehouse buildings facing north (towards Los Altos Boulevard) must be setback a minimum of 15 feet from the property line and mini-warehouse buildings facing East and West must be setback a minimum of 10 feet from the property line.

3. A 20-foot minimum separation between each storage building shall be provided in the case of front of building adjacent to side of building.

K. Access and Parking

1. Access and parking for the office/caretaker residence shall be provided outside of the security gates. A total of one parking space per 500 square feet of office shall be provided for customers. Two additional spaces (marked as private) shall be provided for the on-site manager (caretaker residence).

2. A minimum 25-foot wide vehicular access drive shall be provided to the front of each mini-warehouse building. Tenants may parallel park adjacent to their units or unloading areas for short periods of time but cannot block the travel lanes.

VI. LANDSCAPE ARCHITECTURE

A. GENERAL STANDARDS

1. Streetscape Corridors

a. Circulation Plan

Project circulation defines the structure of the project. The project is important regionally due to the prominence of Pyramid Highway and Los Altos Parkway. The key roadways have the following classification:

Pyramid Highway	•	Arterial– High Access Control
Los Altos Parkway	•	Arterial – Moderate to Low Access Control
Galleria Parkway	•	Arterial – Low Access Control

Spanish Springs Town Centre development will conform to the circulation as shown on ***Figure 2-15 Circulation and Freestanding Signs***. Plans and sections are provided to illustrate the location and hierarchy of roadways and pedestrian/bicycle paths. The roadway system provides regional circulation and access to all parcels from the surrounding areas.

Low and moderate access control arterials provide ease of access to all parcels. Pedestrian and bicycle trails separate from vehicular traffic will link the neighboring uses and provide alternative modes of transportation.

b. Streetscape Design Standards

Street types range from a six-lane divided parkway to a two-lane collector roadway. All streets shall be constructed to the City of Sparks standards and in accordance with the following typical street sections for roadways. The Los Altos Parkway shall be constructed to Regional Transportation Commission (RTC) standards.

c. Right-of-Way Design

The low and moderate access control streets of the Spanish Springs Town Centre provide open space and landscaping. Each of these streets provides a landscape easement on each side of the right-of-way respective to the hierarchy of the roadway classification and the amount of traffic it serves. For typical landscape designs for a portion of each right-of-way classification refer to the section Streetscape/Landscape Design Standards.

d. Streetscape/Landscape Design & Maintenance Standards

Low and moderate access control arterial streets provide open space and landscaping for the "backbone" of the development. The following tables and exhibits illustrate the development and landscaping of these areas. The Developer is responsible for the installation of these landscape easement, streetscape plantings, including medians. Completion (entire length of Los Altos Parkway both sides) of sidewalk and streetscape from back of curb to front of sidewalk and medians shall be installed by September 2005 or issuance of certificate of occupancy for first building in either phase. The balance of the streetscape from back of sidewalk shall be installed concurrent with construction of parking lot. Maintenance of these areas will be initially performed by Landscape Maintenance Association until a Landscape Lighting and Maintenance District is established.

Figure 2-13 NOT USED

Figure 2-14 NOT USED

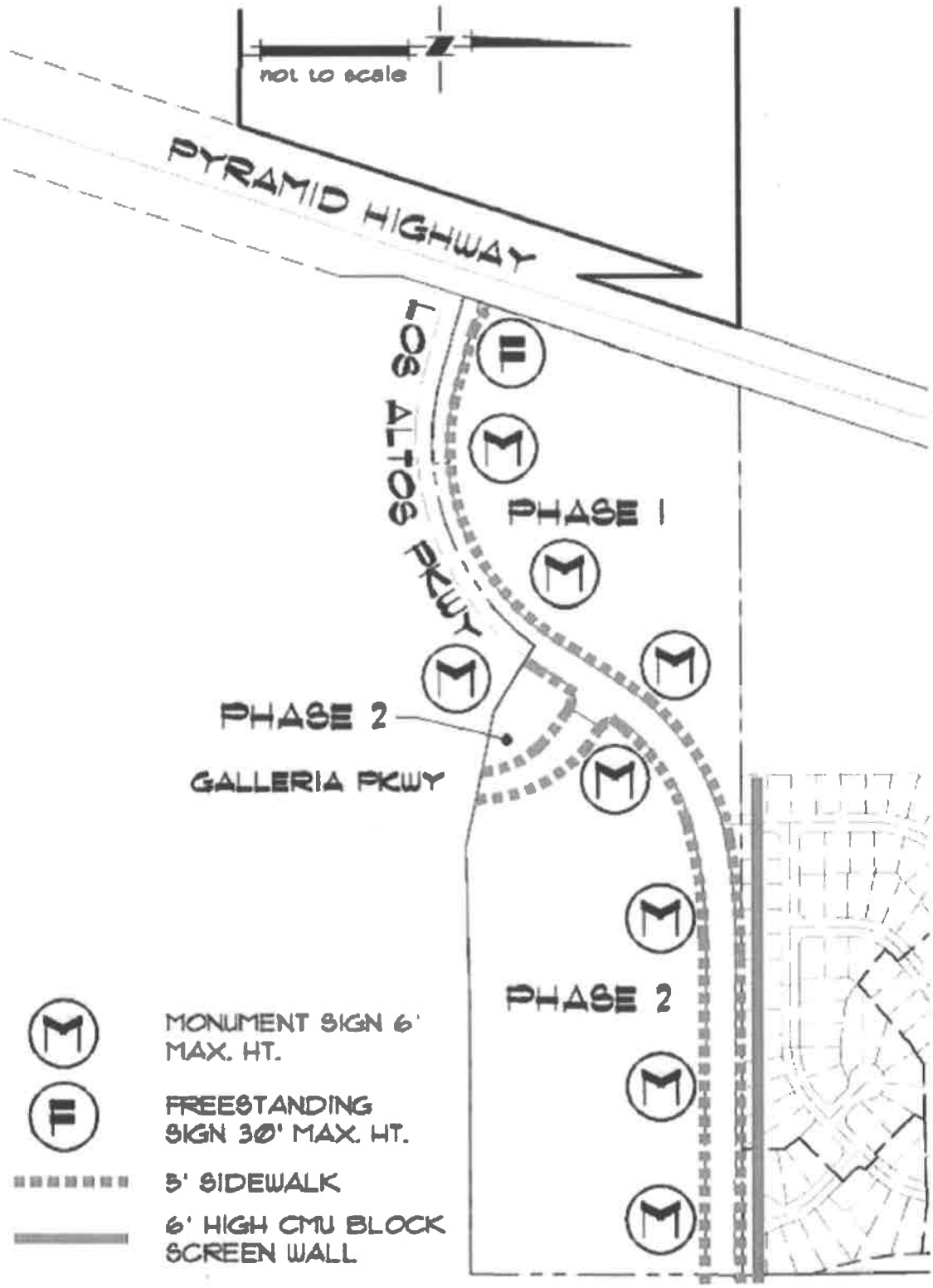


Figure 2-15
Circulation & Freestanding/Monument Sign Locations

e. Planting Standards

The following standards apply to all streetscape plantings:

- Small/Medium All Species Deciduous trees shall be 1.5" minimum caliper
- Evergreen trees shall be 6' minimum height.
- Mulch used shall be primarily river rock or native stone 4"-12" in diameter with bark mulch used in accent areas such as at entries or with accent plantings.
- All trees shall have a minimum of 4' diameter mulched base.
- No turf will be used in medians.
- Slope banks over 3:1 shall include drought resistant species to reduce irrigation requirements.
- Maximum area of non-living material shall be 10% or less of landscaped areas

The following exhibits illustrate typical streetscape/landscape buffer and roadway designs for each roadway classification. The standards provided in the following tables are given for a typical 200 lineal feet section of roadway. The planted areas are for the landscape easement areas not including hardscape areas such as the pedestrian sidewalks and trails.

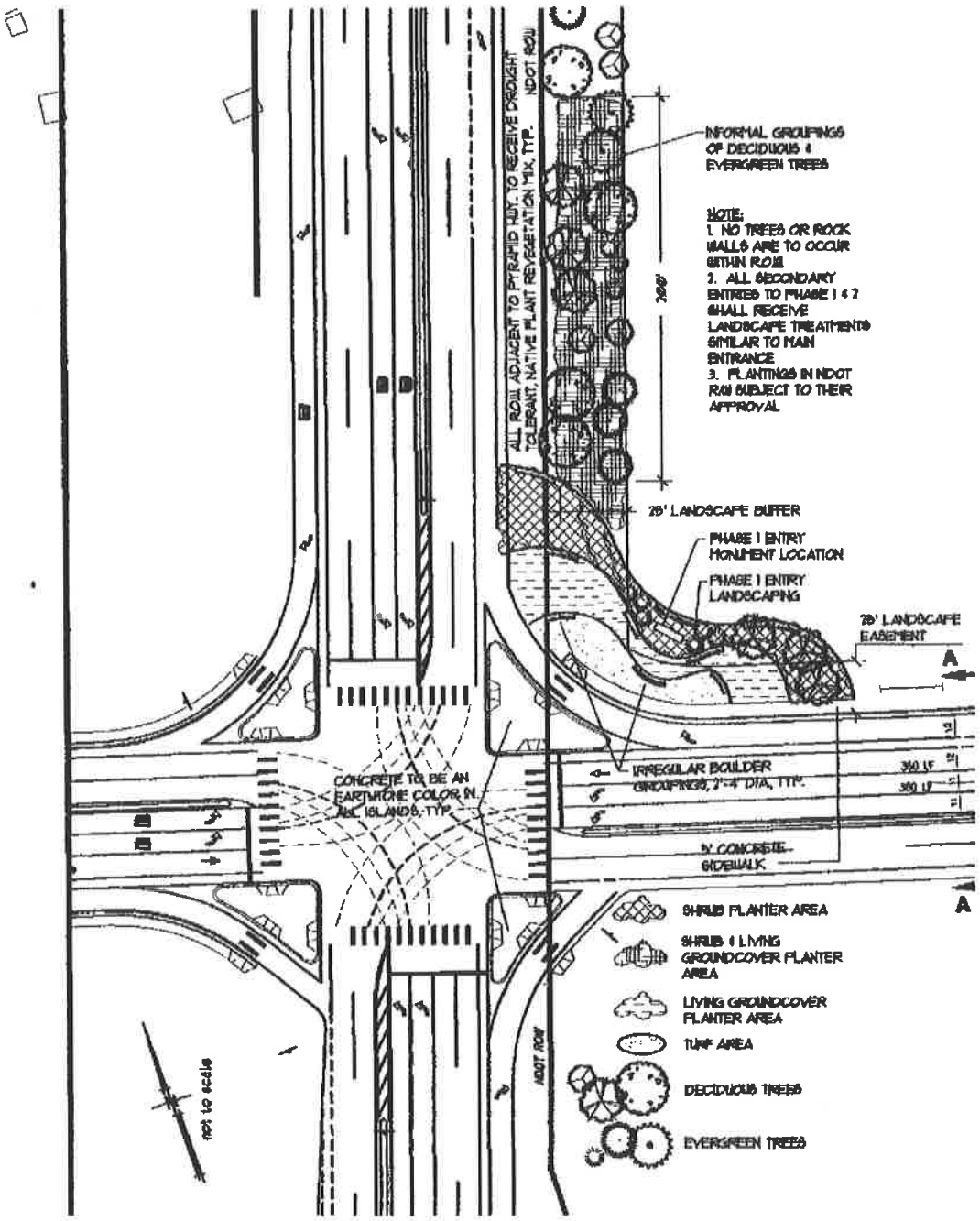


Figure 2-16
Pyramid Highway Streetscape Easement

TABLE 2-4

LANDSCAPE PLANT MATERIALS PER 200 LINEAL FEET PYRAMID HIGHWAY STREETSCAPE

East side (5,000 sf of Landscape Area)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Trees	**16** 50% decidous/ 50% evergreen		1.5" cal decid. 6' min evergreen	
Shrub Planter	**45** (50%)= 2500 sf	5 gal		8'
Shrub & Living Groundcover Planter	**38** (30%)= 1500 sf	14 @ 5 gal 24 @ 1 gal		8' 6'
Turf	(20%) = 1000 sf (not to exceed)			

East side – Entry (2,700 sf, NE corner of Los Altos & Pyramid)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Trees	**9** 40%decidous/ 60% evergreen		1.5" cal decid. evergreen	
Shrub Planter	**44** (50%) = 1350 sf	5 gal		6'
Living Groundcover Planter	**26** (30%) = 810 sf	5 gal		6'
Turf	(20%)= 540 sf (not to exceed)			

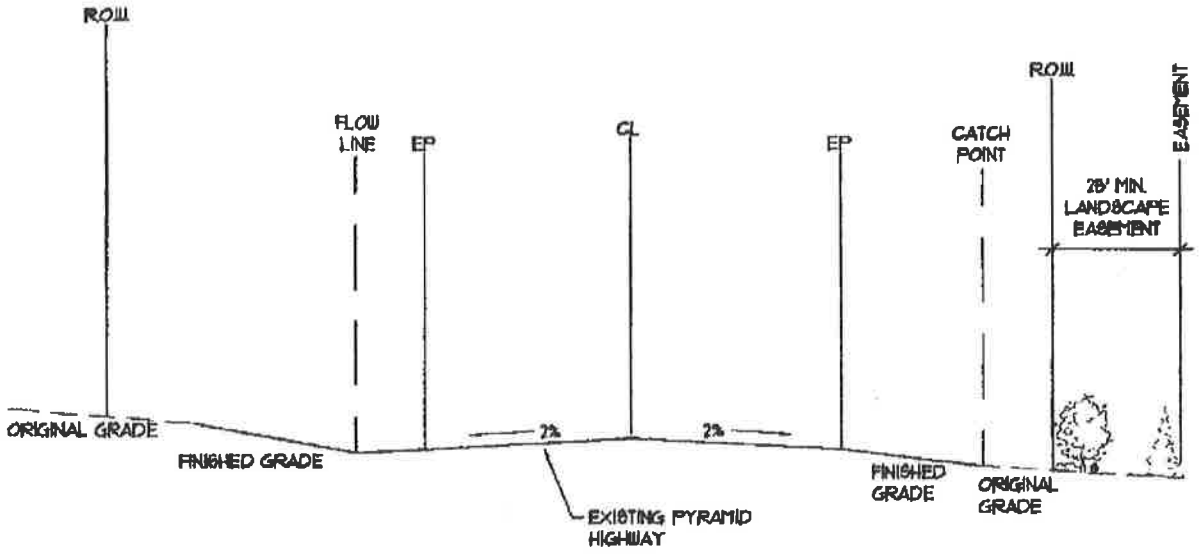


Figure 2-17
Pyramid Highway – Landscape Easement (east side)

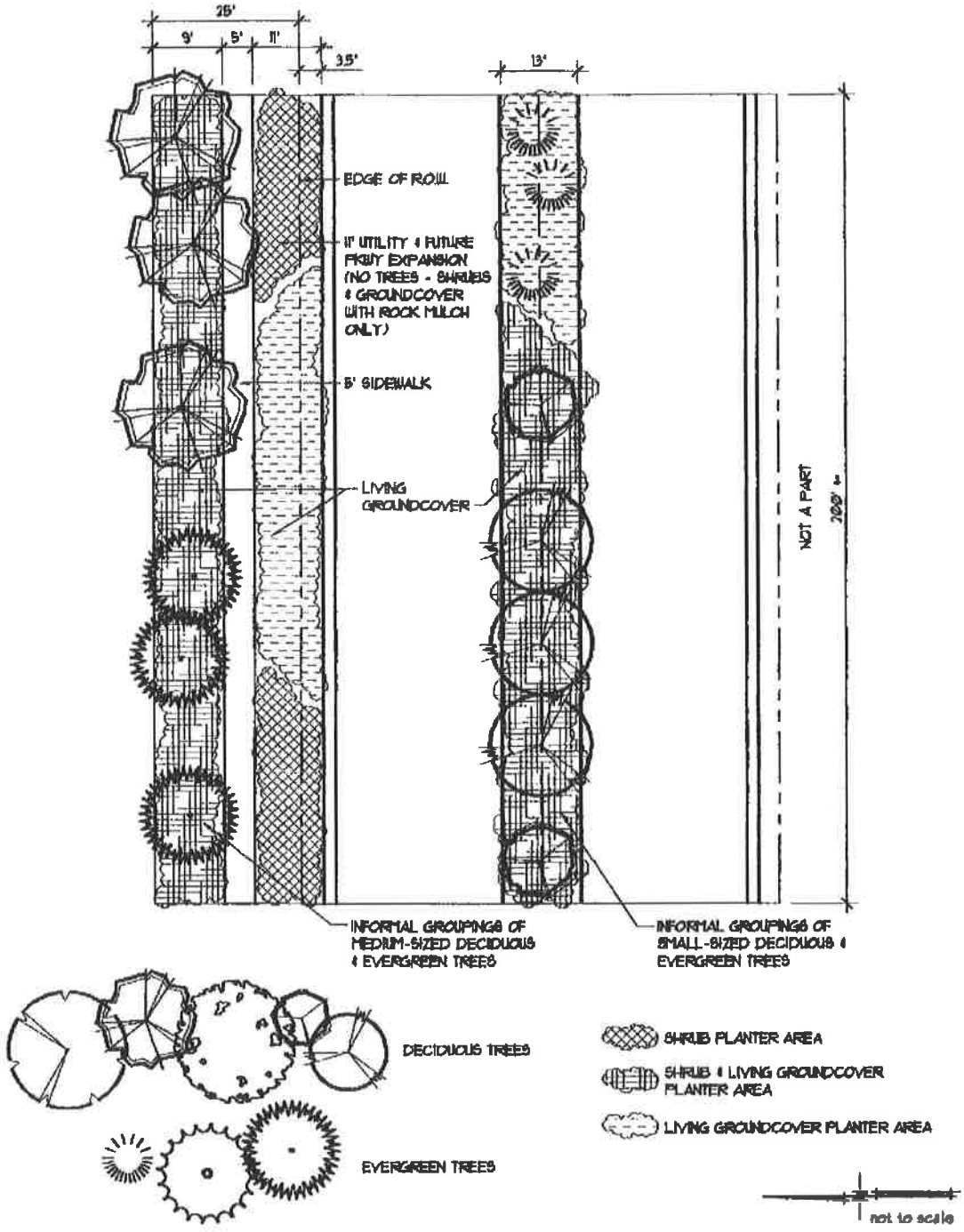


Figure 2-18
Los Altos Parkway Streetscape (Between Pyramid Highway & Galleria Parkway)

TABLE 2-5

LANDSCAPE PLANT MATERIALS PER 200 LINEAL FEET LOS ALTOS PARKWAY (Between Pyramid and Galleria):

North side (1,800 sf for 9' wide tree corridor)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Trees	**6 total** 50% decidous/ 50% evergreen		1.5" cal decid 6' min evergreen	
Shrub & Living Groundcover Planter	**46 total** (100%) = 1800 sf	17 @ 5 gal 29 @ 1 gal		8' 6'

North side (2,200 sf for 11' wide shrub & groundcover ONLY corridor)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Shrub Planter	**20 total** (50%) = 1100 sf	5 gal		8'
Living Groundcover Planter	**36 total** (50%) = 1100 sf	1 gal		6'

Median (2,600 sf Landscape Area)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Trees	**8 total** 60% decidous/ 40% evergreen		1.5" cal decid) 6' min evergreen	
Shrub & Living Groundcover Planter	**33** (50%) = 1300 sf	12 @ 5 gal 21 @ 1 gal		8' 6'
Living Groundcover Planter	**42** (50%) = 1300 sf	1 gal		6'

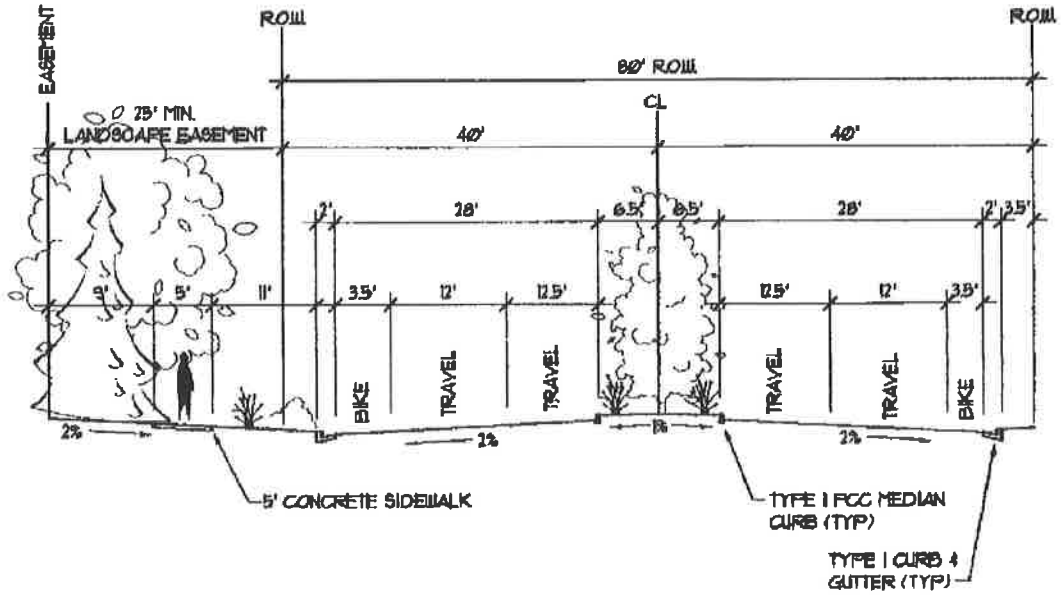


Figure 2-19
Los Altos Parkway Streetscape (Between Pyramid Highway & Galleria Parkway)

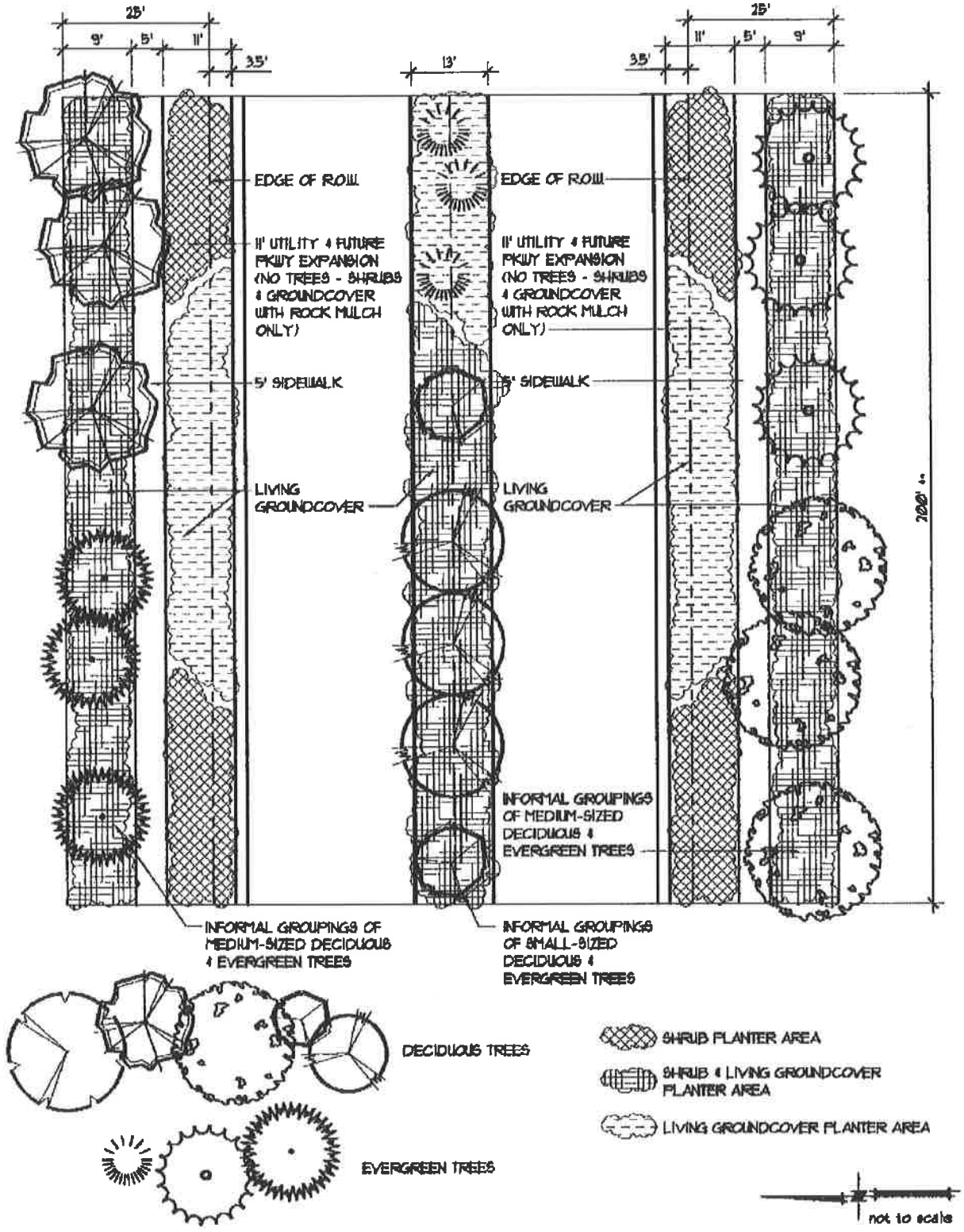


Figure 2-20
Los Altos Parkway Streetscape (Between Galleria Parkway & Existing Residential Development including Commercial at SW Corner)

TABLE 2-6

LANDSCAPE PLANT MATERIALS PER 200 LINEAL FEET LOS ALTOS PARKWAY (Between Galleria Parkway & Existing Residential Development):

Both sides (3,600 sf for 9' wide tree corridor)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Trees	**12 total**		1.5" cal decid	
	50% decidous/		6' min evergreen	
	50% evergreen			
Shrub & Living	**91 total**			
Groundcover	(100%) = 3600 sf	33 @ 5 gal		8'
Planter		58 @ 1 gal		6'

Both side (4,400 sf for 11' wide shrub & groundcover ONLY corridor)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Shrub Planter	**40 total**			
	(50%) = 2200 sf	5 gal		8'
Living	**71 total**			
Groundcover	(50%) = 2200 sf	1 gal		6'
Planter				

Median (2,600 sf Landscape Area)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Trees	**8 total**		1.5" cal decid	
	60% decidous/		6' min evergreen	
	40% evergreen			
Shrub & Living	**33**			
Groundcover	(50%) = 1300 sf	12 @ 5 gal		8'
Planter		21 @ 1 gal		6'
Living	**42**			
Groundcover	(50%) = 1300 sf	1 gal		6'
Planter				

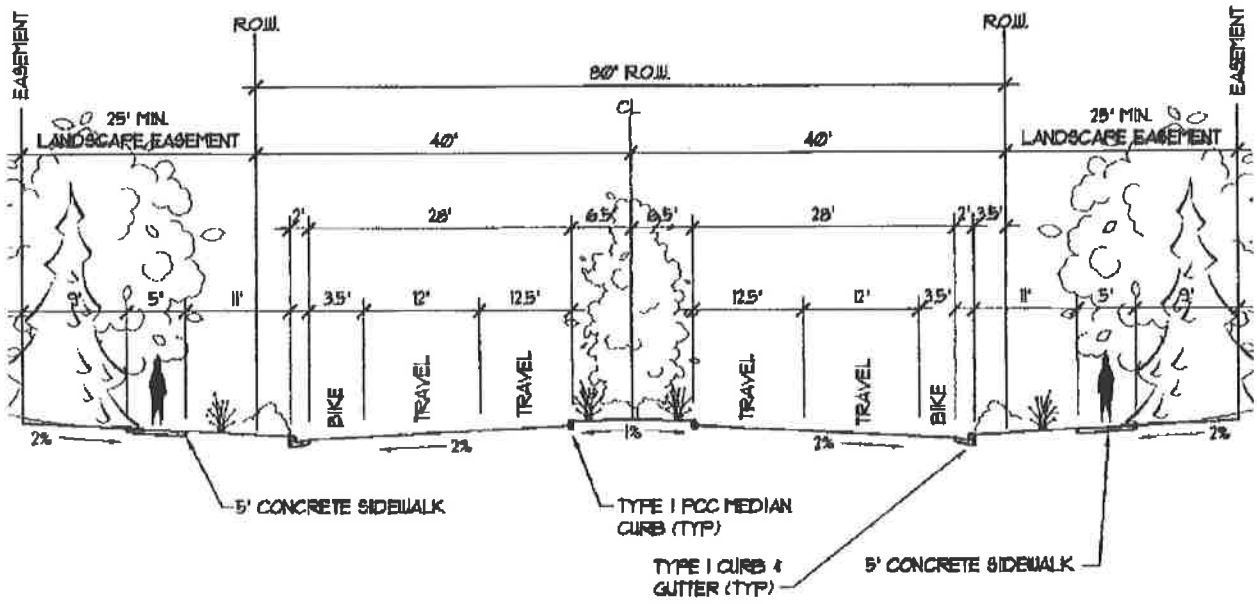


Figure 2-21
Los Altos Parkway Streetscape
(Between Galleria Parkway & Existing Residential Development)

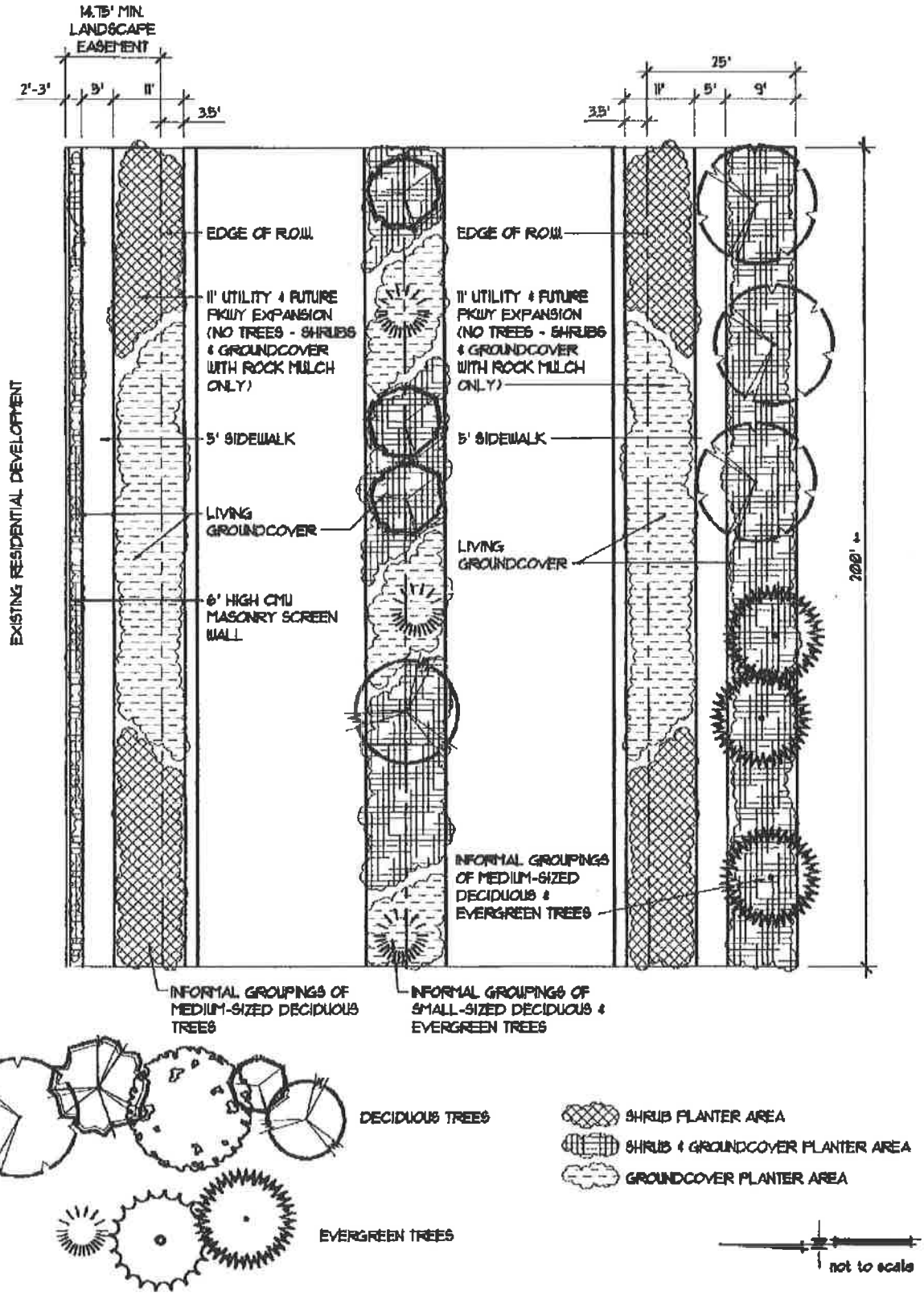


Figure 2-22
Los Altos Parkway Streetscape
(At Existing Residential Development)

TABLE 2-7

LANDSCAPE PLANT MATERIALS PER 200 LINEAL FEET LOS ALTOS PARKWAY (At Existing Residential):

North side (400 sf for +-2' planter between cmu wall and sidewalk)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Shrub & Living Groundcover Planter	**30 total** (100%) = 400 sf	15 @ 5 gal 15 @ 1 gal		4' 4'

North side (2,200 sf for 11' wide shrub & groundcover ONLY corridor)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Shrub Planter	**20 total** (50%) = 1100 sf	5 gal		8'
Living Groundcover Planter	**36 total** (50%) = 1100 sf	1 gal		6'

South side (1,800 sf for 9' wide tree corridor)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Trees	**6 total** 50% decidous/ 50% evergreen		1.5" cal decid (60%) 6' min evergreen	
Shrub & Living Groundcover Planter	**46 total** (100%) = 1800 sf	17 @ 5 gal 29 @ 1 gal		8' 6'

South side (2,200 sf for 11' wide shrub & groundcover ONLY corridor)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Shrub Planter	**20 total** (50%) = 1100 sf	5 gal		8'
Living Groundcover Planter	**36 total** (50%) = 1100 sf	1 gal		6'

Median (2,600 sf Landscape Area)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Trees	**8 total** 60% decidous/ 40% evergreen		1.5" cal decid 6' min evergreen	
Shrub & Living Groundcover Planter	**33** (50%) = 1300 sf	12 @ 5 gal 21 @ 1 gal		8' 6'
Living Groundcover Planter	**42** (50%) = 1300 sf	1 gal		6'

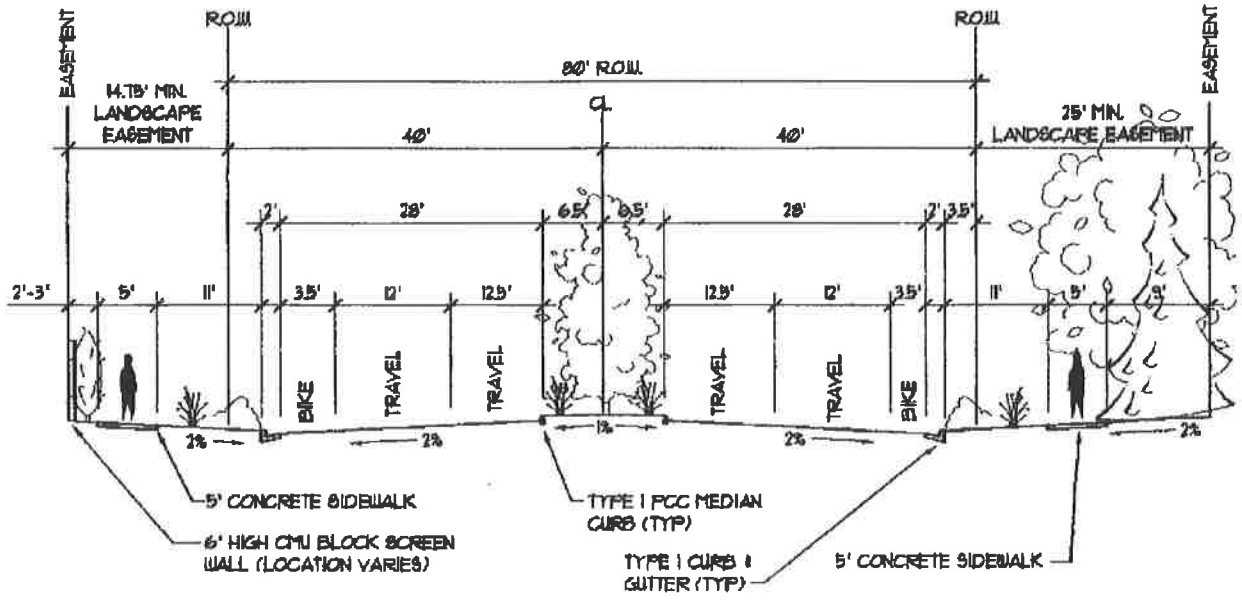


Figure 2-23
Los Altos Parkway Streetscape (At Existing Residential Development)

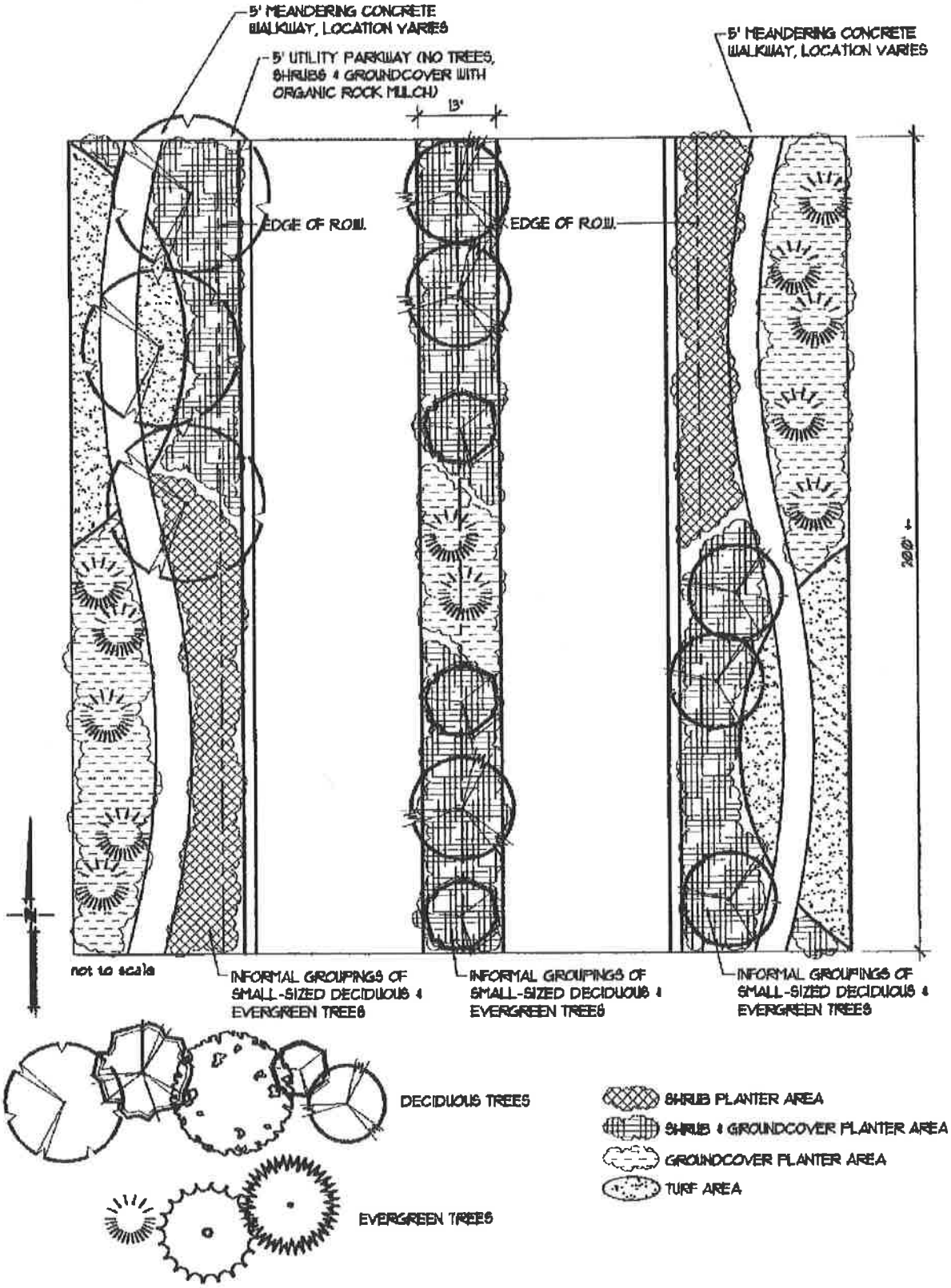


Figure 2-24
Galleria Parkway Streetscape

TABLE 2-8
LANDSCAPE PLANT MATERIALS PER 200 LINEAL FEET GALLERIA PARKWAY STREETSCAPE

Both Sides (+/- 4000 sf of Landscape Area)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Trees	**16** 40%decidous/ 60% evergreen		1.5" cal. decid. 6' min. evergreen	
Shrub Planter	**18** (25%) = 1000 sf	5 gal		8'
Shrub & Living Groundcover Planter	**25** (25%) = 1000 sf	9 @ 5 gal 16 @ 1 gal		8' 6'
Living Groundcover Planter	**32** (25%) = 1000 sf	1 gal		6'
Turf	(25%) = 1000 sf (not to exceed)			

Median (2,600 sf Landscape Area)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.
Trees	**8** 60%decidous/ 40% evergreen		1.5" cal decid. 6' min evergreen	
Shrub & Living Groundcover Planter	**33** (50%)= 1300 sf	12 @ 5 gal 21 @ 1 gal		8' 6'
Living Groundcover Planter	**42** (50%) = 1300 sf	42 @ 1 gal		6'

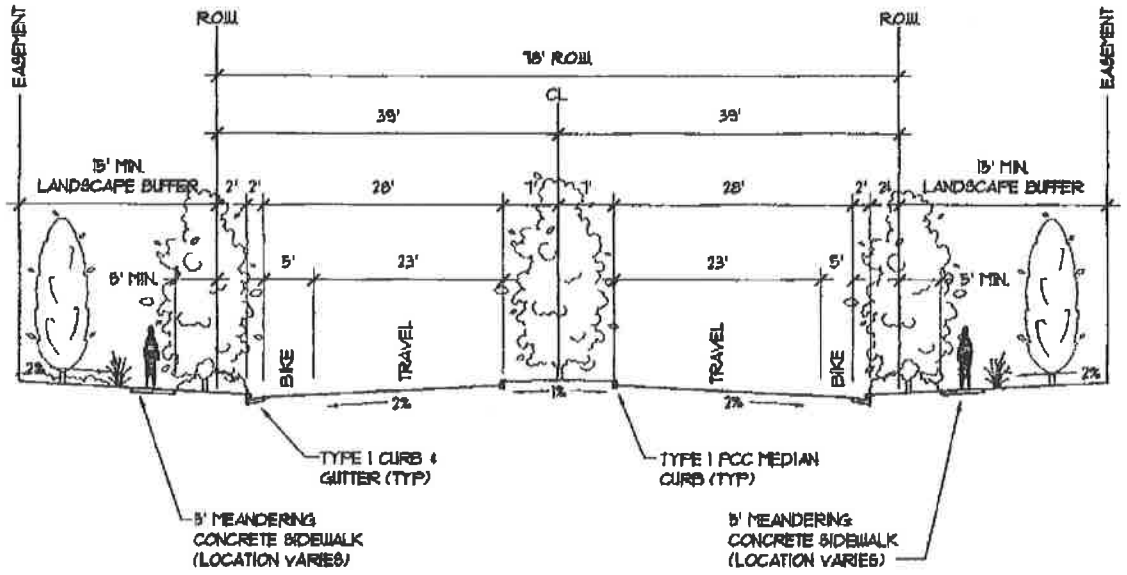


Figure 2-25
Galleria Parkway

f. Planting Area Screening

Landscape easement and around parking lots and drive-thrus shall be mounded to provide screening of vehicles and to accentuate the plantings within. Refer to ***Figure 2-26 Typical Planter Area & Parking Lot Screening & Figure 2-28 Parking Lot Screening.***

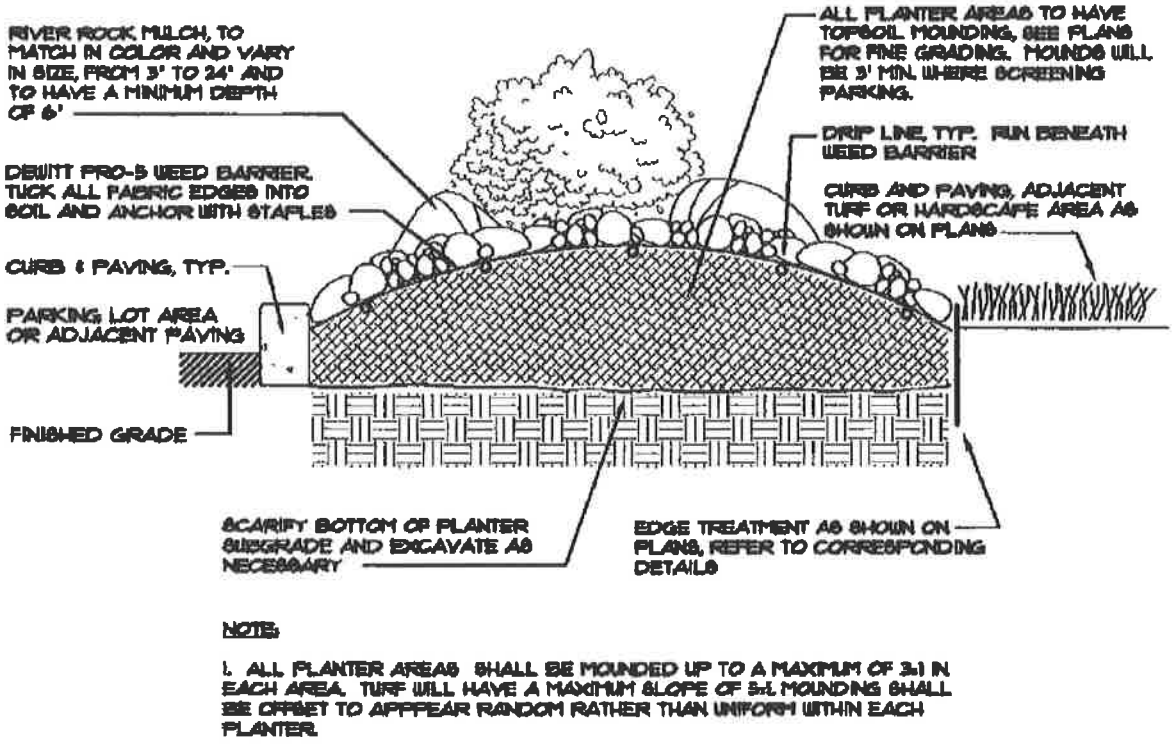


Figure 2-26
Typical Planter Area & Parking Lot Screening

g. Landscaping and Lighting

The landscaping and lighting of the Spanish Springs Town Centre will enhance the image and safety of the project.

Landscaping and lighting located within the right-of-way and landscape buffer, and adjacent to Arterial roadway classifications are to be maintained by the Spanish Springs Town Centre Landscaping and Lighting District or the Spanish Springs Town Centre Landscape Maintenance Association.

i. Site and Parking Lot Landscaping

Each project shall be landscaped as required in ***Table 2-2,*** Development Intensity Standards. Parking lots shall be landscaped according to the standards provided in specifies the count and size of landscape material to be used for the overall site and parking lot.*

Table 2-10
Site and Parking Lot Landscaping*

PLANT TYPE	Sq. Ft. OF AREA	SIZES
Deciduous Trees	1 per 300 sq. ft. of LA	1 ½" cal
Evergreen Tree	1 per 500 sq. ft. of LA	50% 6' & 50% 8' min
Lawn Area	10% -20% of LA (not to exceed)	
Evergreen Shrubs	2 per 300 sq. ft. of LA	5-15 gal
Small Evergreen Shrubs	10 per 300 sq. ft. of LA	1-5 gal
Deciduous Shrubs	2 per 300 sq. ft. of LA	5-15 gal
Small Deciduous Shrubs Evergreen	10 per 300 sq. ft. of LA	1-5 gal
Living Groundcover Deciduous	Varies	1 gal
Living Groundcover	Varies	1 gal
Seasonal Color	Varies	1 gal

Low water demand plant materials and turf shall be used in conjunction with low water demand principles and techniques.

All landscaped areas shall be irrigated with permanent automatic irrigation systems. Drip irrigation should be utilized for all trees and shrubs/groundcovers. All irrigation systems will be placed underground.

All landscaped areas shall be covered with plantings or mulches. A maximum of 10% inert/inorganic materials will be used in landscaped areas.

Trees shall be planted throughout the parking lot per SMC and Design Standards Manual.

A maximum of six (6) aisles of parking is allowed without a planter five (5') feet in width the full length of the aisle. The five (5') foot planter will have shrubs and groundcover plantings. Trees adjacent to this planter will be required based on the design criteria contained in this section. All other aisles shall provide a planter with a tree every ten (10) spaces the length of the aisle a minimum of nine (9') feet in interior width and 300 square feet in size. Refer to ***Figure 2-28.***

A minimum nine (9') foot wide interior planter shall be provided at the end of parking aisles and along both sides of primary internal circulation access ways. Refer to ***Figure 2-28.***

Parking lot and site design shall be SMC and Design Standards Manual.

*Does not apply to mini-warehouse projects. Refer to requirements in V. Architecture B. Mini-Warehouse Projects.

VII. SITE DESIGN STANDARDS

A. Site Design and Building Location Concepts

Buildings located within a single project shall be clustered. Plazas, courtyards and pedestrian areas shall also be an element in the design of clustered buildings. When clustering is impractical, a visual link shall be established between buildings through the use of an arcade system, trellis, colonnade, or pedestrian walkway with shade structure or shade of canopy trees minimum 3" caliper. Refer to ***Figure 2 –27***

Commercial and office sites shall require a minimum 15 percent of the parcel (not a single pad parcel or pad site) with public right-of-way frontage to have buildings located at or near the front setback line to minimize large continuous areas of at-grade parking. Refer to ***Figure 2-27.***

Only active building elevations with public access or windows shall face public right-of-ways. Loading and service areas shall never face public right-of-ways, except when adequately screened.

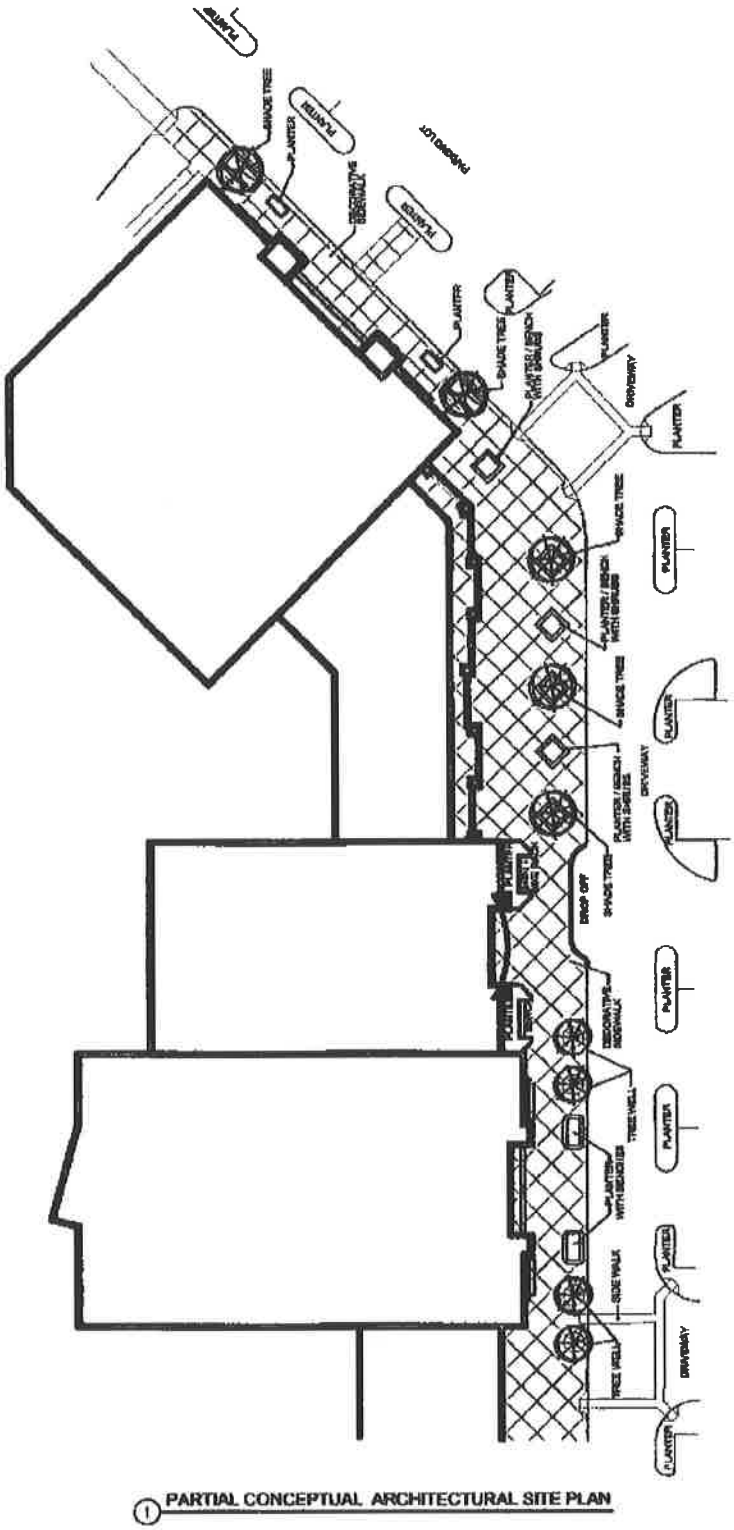


FIGURE 2-12

Retail Uses Only

Figure 2-27
Site Design & Building Location Concepts

B. Grading and Drainage

Site grading shall be designed to complement the architectural and landscape design character of the community, screen parking and service areas, reduce the perception of height and mass on larger buildings, and provide reasonable transitions between on-site areas.

Graded slopes shall be rounded resulting in smooth, harmonious transitions between the man-made terrain and the natural terrain.

Finished grades at individual parcel boundaries shall meet existing grade within the landscaped area or a slope easement shall be created on the adjoining undeveloped property to be matched when that site develops.

Vegetated slopes shall not exceed 3:1 and turf areas shall not exceed a 5:1 slope. All graded slopes shall be landscaped and/or revegetated with plant species to help minimize erosion to the approval of the Administrator.

The collection and treatment of on-site sediment, control oil, grease, carried by storm water runoff is required, incorporating drainage techniques such as the use of storm captor or equivalent systems. Parking lot storm drainage which would infiltrate to North Truckee Drain will be pretreated prior to discharge.

C. Parking Lots and Parking Lot Entry Drives

Parking shall be set back from the public right-of-way a minimum of the width of the streetscape easement. This area shall include the landscape easement as long as parking areas are appropriately screened according to these standards. Refer to ***Figure 2-28***

Parking areas shall be screened from the public right-of-way by the use of mounding and planting material, vertical grade changes, and plantings a minimum of three feet in height. Refer to ***Figure 2-26 and Figure 2-28.***

Parking areas shall be designed in a manner that provides for pedestrian connections to the building and public sidewalk network as an extension of the pedestrian system. This can be done using design features such as walkways with enhanced paving, trellis structures and/or landscaping treatments.

No more than 10 percent of the required parking shall be in the rear service area of a project site.

Building setbacks from internal circulation access ways shall be a minimum of fifteen (15) feet per ***Figure 2-27***.

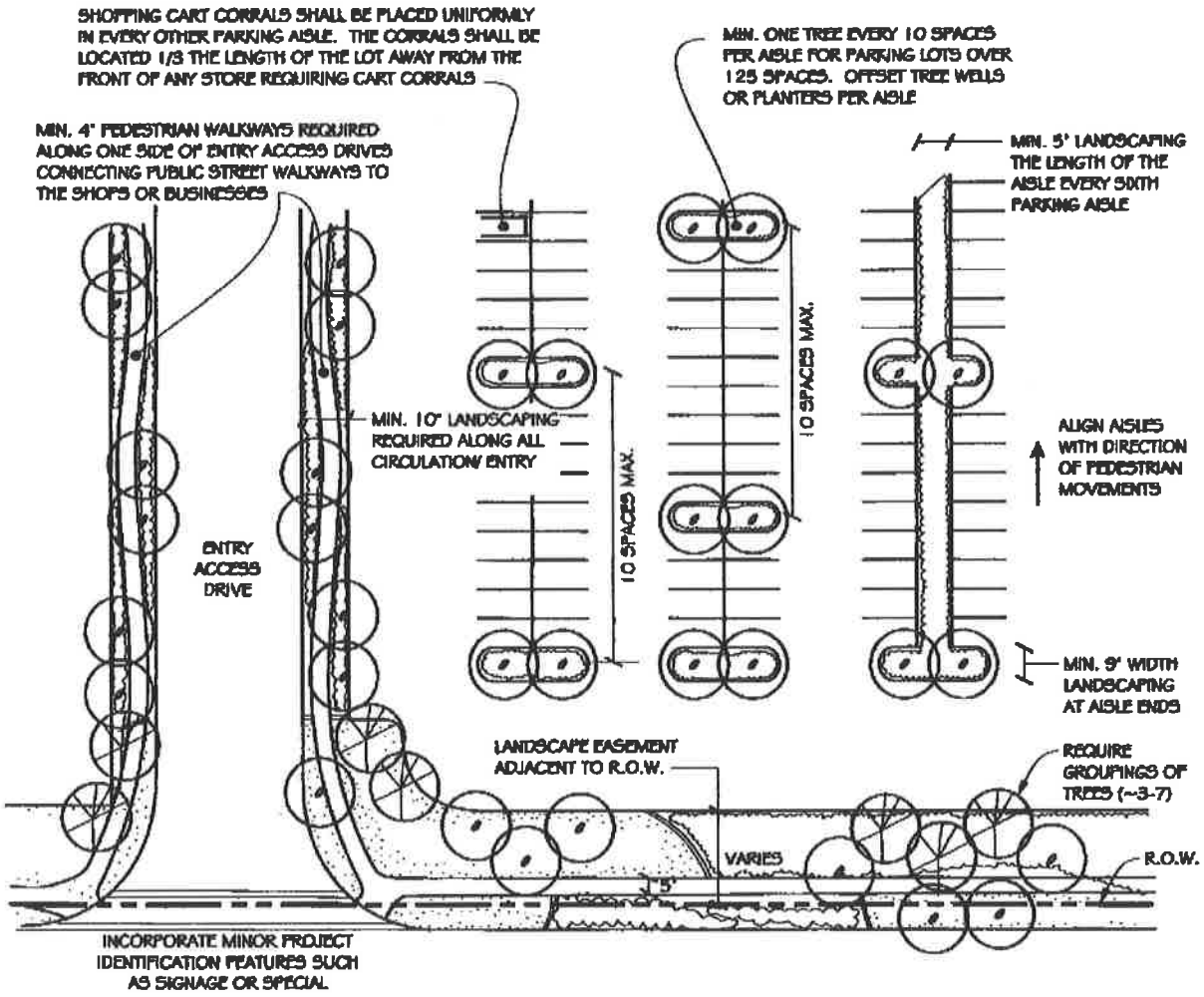


Figure 2-28
Parking Lot Standards

Parking lots immediately adjacent to the side or rear of a building shall be separated from the building by a landscape strip a minimum of eight (8') feet wide or a combination of landscape strip and sidewalk at least twelve (12') feet wide.

Parking lots immediately adjacent to the building frontage or entry shall be separated from the building by a combination of walkway and landscaping a minimum of 15 feet wide. Refer to ***Figure 2-27***.

Primary parking lot entry drives and primary internal access intersections shall be treated with special landscape elements that will provide an individual identity to the project such as special paving, graphic sign, specialty lighting, specimen trees, or flowering plants.

Primary parking lot entry drives shall be bordered on both sides by a minimum 10-foot wide landscaped parkway with a minimum four (4') foot sidewalk on both sides. Refer to ***Figure 2-28***.

VIII. SIGNS

A. Signage

Signage standards shall comply with the City of Sparks Sign Ordinances 20.56.

All signs shall be channel letters or push-out copy. Cabinet Signs as defined in SMC 20.56 are not allowed.

The following exceptions shall be allowed:

1. A freestanding sign shall be allowed at the intersection of Pyramid Highway and Los Altos Parkway. The freestanding sign may not exceed 30 feet in height. Sign may be placed in the setback area, but must be located a minimum of five feet from the public right-of-way and/or access driveway(s) and comply with the City's sight distance policies.
2. The freestanding sign must be monument type (on the ground). Signs that use poles or pylons are prohibited.
3. The freestanding sign shall be placed perpendicular to the street and shall not impair vehicular sight distances at entry driveways.
4. The freestanding sign shall be setback a minimum of 5-feet from public right-of-way and/or comply with the City's sight distance policies.
5. Solid architectural sign bases and or sides are required. Each sign shall incorporate a base and the materials shall match the architectural character and theme of the commercial development it serves.
6. Each occupant will be permitted to place upon the building façade its identification per SMC 20.56. No more than 3 facades of any building shall be permitted to receive signage. Maximum individual size shall be proportionate to the façade area and shall not exceed ten (10) percent of the building face the sign is located on.
7. Signs which advertise the occupying business through the use of graphic or crafted symbols such as shoes, keys, glasses, books, etc. are permitted and encouraged.
8. The required address of each building or store is to be identified using six-inch high numbers over the main entry door or within ten feet of the main entry door.

B. Freestanding and Monuments Signs (Refer to *Figure 2-15)*

Freestanding Sign is used at the following location:

- Los Altos Parkway at Pyramid Highway Northeast Corner

Monument Signs are used at the following location:

- Los Altos Parkway at Galleria Parkway North side and South side at Site Entries
- Los Altos Parkway at Site Entries on South Side

Freestanding Sign shall be designed to clearly identify and establish the individual character of Phase 1 & 2 in the Spanish Springs Town Centre. The design of the freestanding sign shall incorporate the architectural design elements of the identifying center through materials, tone, and texture. All graphic lettering shall be the same on every sign and must be provided on both sides of the freestanding sign. Lettering shall be a maximum of two (2) feet high, embedding the Spanish Springs Town Centre logo with a subtle light source. Freestanding sign will be a maximum of 30' in height and shall be divided for the maximum number of eight tenants. Monument signs will be a minimum height of six (6') feet on one or both sides of entry driveways with the same design criteria as noted above for letter heights, logo, and lighting. Refer to ***Figure 2-15 Circulation & Freestanding/Monument Sign Locations*** for entry monument locations. Refer to ***Figures 2-29 and 30 Freestanding Sign Alternatives*** to see conceptual entry freestanding and monumentation designs and treatments.

(A) Varying Materials & Architectural Ornamentation create visual interest

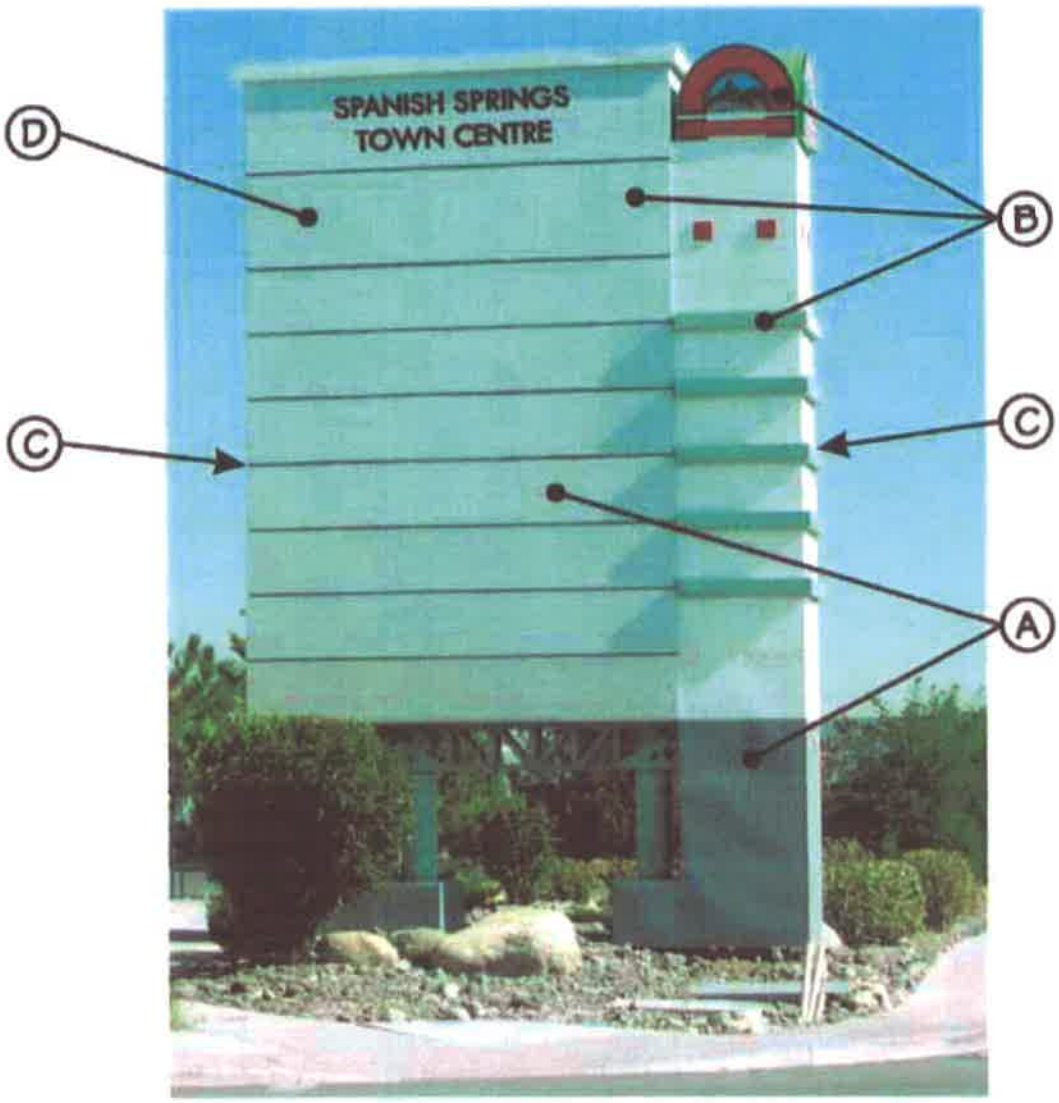
(B) Subdued colors used as a base with bright accent colors to enhance monument appearance to match architecture

(C) Wall articulation through dividing insets

(D) Stucco Finish

(E) 6' high, 12' wide max.

Figure 2-29
Monument Sign



(A) Varying Materials & Architectural ornamentation create visual interest

(B) Subdued colors used as a base with bright accent colors to enhance monument appearance to match architecture

(C) Wall articulation through dividing insets

(D) Stucco Finish

(E) 30' high, 28' wide max.

Figure 2-30
Freestanding Sign - B

IX. LIGHTING

A. Exterior Lighting

1. Exterior lights shall not blink or flash intermittently.

2. All area lighting, including parking lots, walkways, plazas, queuing areas and building lights shall be directed downward with no lighting directed off-site. All light sources pointing down from above shall be designed to prevent illumination beyond the property lines. Lighting shall not spill over onto adjacent property as demonstrated with a photometric map provided with permitting.

3. Overall lighting levels shall be compatible with code and color shall be uniform throughout the development.

4. Soft, indirect lighting shall be employed.

5. All lighting pointing upward shall not be bright and only be used to highlight a building, signage or a tree.

6. Night lighting of building exteriors shall highlight special features and shall add interest as well as identify.

7. The overall height including the poles, lights, and pole base shall not exceed the height of the building.

B. Street Lighting

The lighting concept for the Spanish Springs Town Centre includes street lighting in the streetscape corridors, as well as pathway lighting and accent lighting for landscaped entry monuments. The goals of the lighting concepts are as follows:

- Provide a hierarchy of light heights appropriate for the street classification;
- Provide a safe level of illumination for motorists and pedestrians;
- Provide a scale of lighting appropriate to pedestrians where pedestrian facilities are near by;
- Integrate lighting and fixtures within landscape areas and structures day and night.

A consistent hierarchy of lighting and illumination is proposed based on the hierarchy and intensity of the vehicular and pedestrian systems or circulation plan. All light fixture designs must be consistent in architectural style, unless otherwise specified within the design standards below. All placement and spacing of street light standards are subject to approval as mutually agreed by the Sierra Pacific Power Co. and the Director of Public Works, as specified in Chapter 17.16 Section .110 under the Sparks Municipal Code.

Public street lighting will be provided with a standard cobra head and steel pole. Street lighting adjacent to the existing residential area will include cut-off luminaries for prevention of lighting overspill.

1. Pedestrian Lighting

Spanish Springs Town Centre is a pedestrian friendly community and appropriate lighting shall encourage this by creating a safe and inviting environment at night. Lighting shall be placed to illuminate the sidewalks and bikeways throughout the Spanish Springs Town Centre and may either be pole fixtures or bollards. The design of the light fixture directly corresponds to the architecture or style of the Spanish Springs Town Centre.

2. Parking Lot Lighting

Parking lot lighting will be a "shoebox" design with maximum 30' height poles with medium to dark tones complementary to building architecture. Lighting near/at the existing residential will include cut-offs to prevent light overspill.

3. Project Identification

Freestanding sign monument lighting shall illuminate at intensity respective to the hierarchy of the associated Spanish Springs Town Centre sign. Lighting fixtures shall be designed consistent with the chosen architectural style of the center.

X. BUFFERING/WALLS

A. Perimeter Screen Walls

A perimeter screen wall shall be placed between Phase 1 and the existing residential development to the north. The wall shall be a six-foot (6') tall concrete masonry unit (CMU) wall with textures surfaces on both sides, decorative banding and colored in tans and warm tones to complement the building architecture. Decorative pilasters shall be placed at the beginning and ending points and at 75-foot minimum intervals within the wall section.

The wall shall be constructed with construction of Los Altos Parkway in conjunction with the landscape installation. The wall shall be maintained by Landscape & Lighting Maintenance District.

B. Rockery Walls

Rockery walls will be used to handle grade changes in various locations of the project. The walls shall be maximum 6 feet in height and with a minimum 6-foot bench width between wall terraces and at the base. Rock material from on site is preferred, however if not available off site material will be used. The wall terraces will be landscaped with drought resistant shrubs and living ground covers on an irrigation system and also with river rock mulches or wood mulches similar to other mulches used on the project. Landscape requirements will be excluding the trees. (Refer to ***Table 2-10***)

See ***Figure 2-31 Rockery Walls***.

These are anticipated to be constructed along the south property line of Phase 2 and maintained by a private entity through an Operating Easement Agreement (OEA).

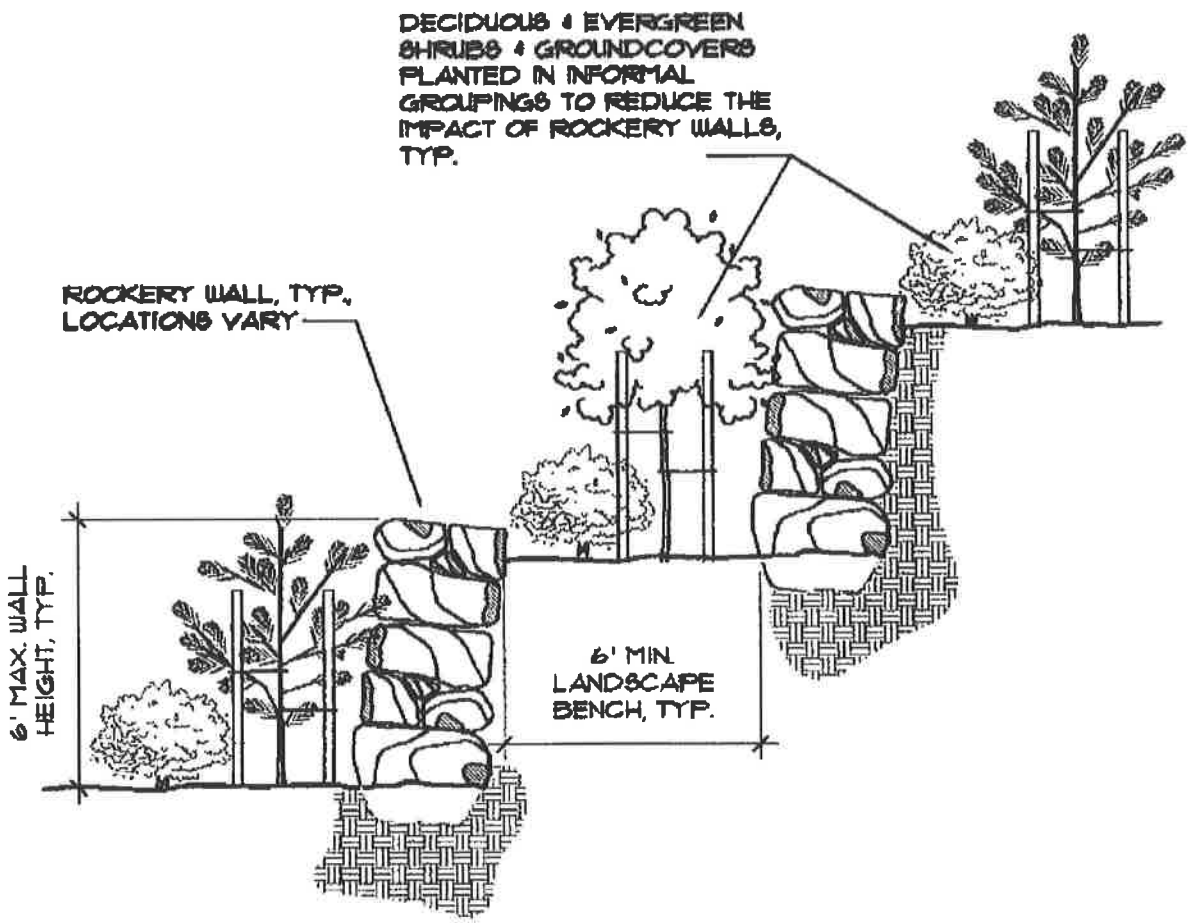


Figure 2-31
Rockery Walls

XI. EXTERIOR MECHANICAL AND ELECTRICAL EQUIPMENT, SERVICES AREAS, AND TRASH ENCLOSURES

A. Mechanical and Electrical Screening Standards

1. All mechanical equipment such as compressors, air conditioners, antennas, pumps, heating and ventilating equipment, emergency generators, chillers, water tanks, stand pipes, solar collectors, satellite dishes, and communications equipment, and any other type of mechanical equipment for the building shall be concealed from view from public streets, neighboring properties and elevated roadways.

2. All screening shall be an architectural element of building compatible with the project. See ***Figure 2-32 Various Methods of Screening Rooftop Equipment.***

3. Mechanical equipment shall not be located on the roof of a structure unless the equipment can be hidden by building elements that were designed for that purpose as an integral part of the building design.

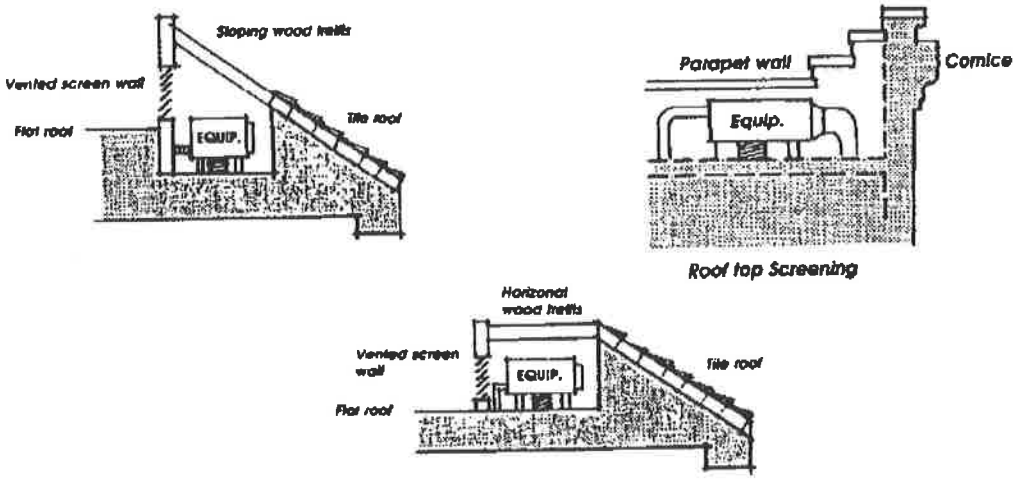


Figure 2-32
Various Methods of Screening Rooftop Equipment

B. Trash Collection, Outside Storage, and Loading Areas

1. Service, maintenance, and storage areas shall be located on the interior of the site when possible and setback and screened from adjacent public right-of-way, pedestrian plazas or adjacent residential uses with landscaped berms, walls, or planting. None of these facilities shall be located within 20 feet of residential use, any public street, pedestrian access, or major internal public access road. A six (6) foot screen decorative wall, matching architectural style shall be required. It is the intent to locate these facilities in the most inconspicuous location as possible. Refer to ***Figures 2-33, 2-34 & 2-35***.

2. Service, maintenance, and storage areas shall be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained on-site and out of view from adjacent properties and public streets, and no attention is attracted to the functions by the use of screening materials that are different from or inferior to the principal materials of the buildings and landscape.

3. Loading areas and trash collection shall be screened, recessed, out of view or enclosed. Appropriate location for loading and trash collection areas include areas between buildings, where more than one building is located on a site and such buildings are not more than 40-feet apart, or on the sides of buildings as design permits.

    a. Areas for truck parking, trash collection or compaction, loading, or other such uses shall be screened from abutting streets or adjacent properties.

    b. Trash collection or compaction, loading, or other such uses shall be screened, from any public street, public sidewalk, or primary pedestrian way.

    c. Acoustical impacts from service functions shall be minimized within the screened area. Equipment that is noise producing shall not be adjacent to residential uses.

4. Areas for the storage and sale of seasonal inventory shall be permanently defined and screened with decorative walls. Materials, colors, and design of screening walls and/or fences and the cover shall be compatible to those used as predominant materials and colors on the building. Chain link with slats is not acceptable.

5. Exterior onsite utilities, including sewer, gas, water, electric, telephone and communications equipment must be installed underground. Transformers and other utility equipment that must be above ground shall be screened and incorporated into the streetscape whenever possible. Refer to ***Figure 2-35***.

Screening elements shall be incorporated into the overall design of site, building and landscaping by incorporating compatible architectural features and or materials.

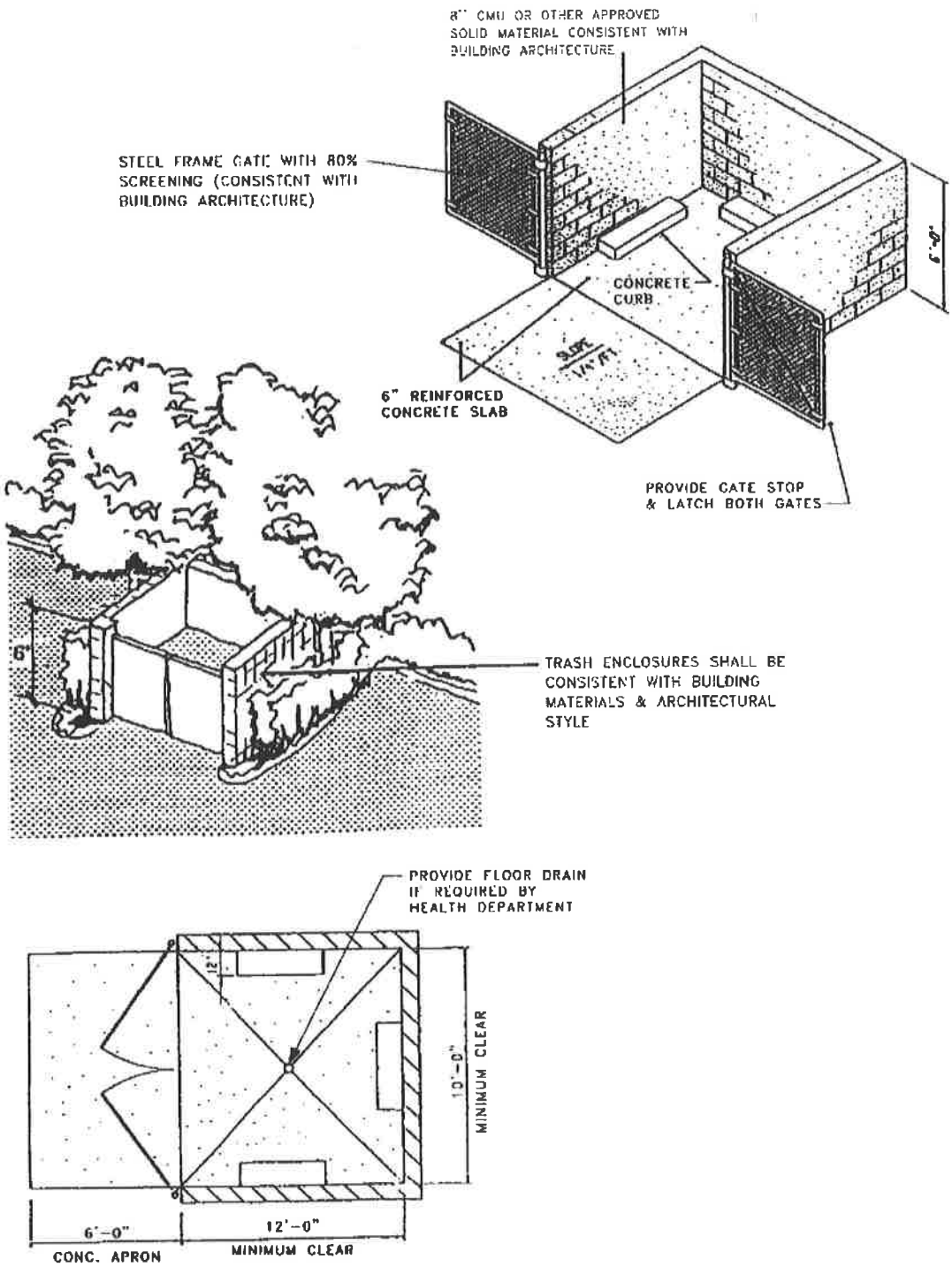


Figure 2-33
Trash Enclosures

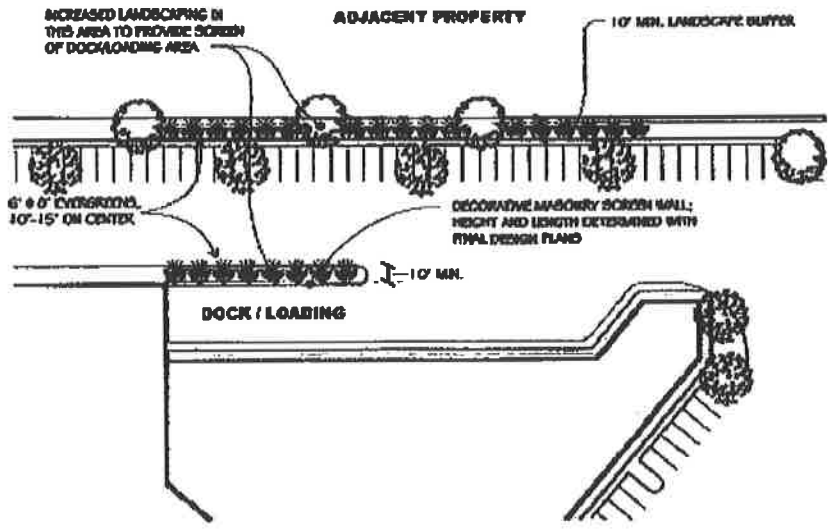


Figure 2-34
Loading and Service Areas

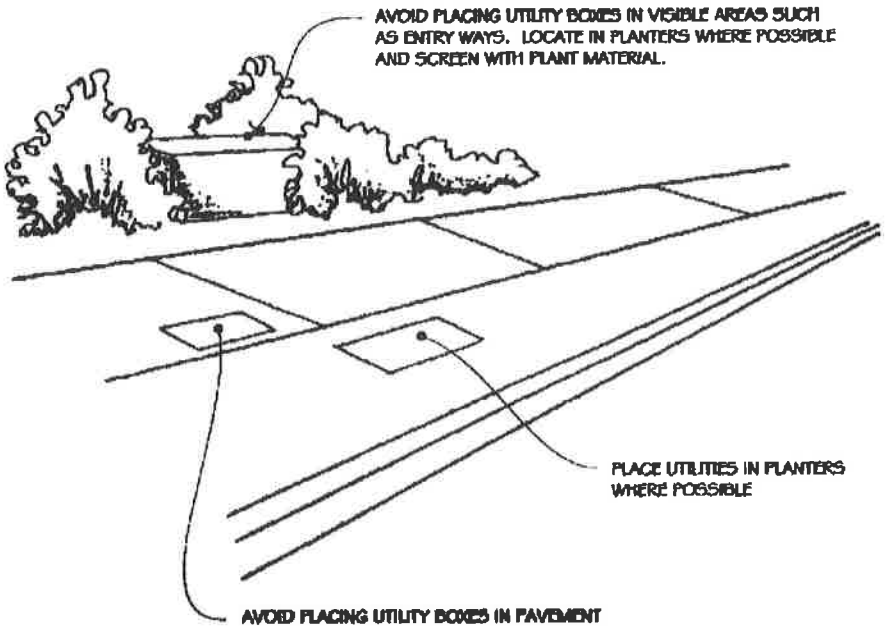


Figure 2-35
Utility Screening

C. Drive-Thru Facilities

Standards for drive-thru facilities are intended to promote safe efficient circulation and avoid site conflicts and functional problems. Site work and design shall provide clearly identifiable circulation routes, and provide for adequate vehicle stacking. Drive-thru facilities include drive-in banks/savings and loan institutions, automated teller machines (ATM) dry cleaners, fast-food restaurants, car washes, and drive-through drug stores.

As described in the Institute of Traffic Engineers Design Manual, parking and circulation considerations unique to drive-thru facilities include:

1. Separation of drive-through traffic from other site traffic and parking
2. Clear identification and delineation between drive-thru and parking lot circulations.
3. Provisions for adequate queue that prevents interference with pedestrian or other vehicular movement. (Minimum of eight cars 140 ft. except drive-up automatic teller machines)
4. Drivers shall be able to easily comprehend access, parking, and circulation. Pavement markings and signage shall designate direction of traffic and entrances to stacking areas. Restricted horizontal or vertical clearances should be signed to prohibit use by large vehicles.
5. Drive-thru entrances and exits shall accommodate simple, direct traffic movements to and from major internal drives and site entries/exits.
6. Service driveways (pick-up windows) and vehicle queue lanes will be screened with plantings, berms, walls, or a combination thereof to the same requirements as parking lots. Such screening shall help prohibit vehicle headlights from shining off-site.

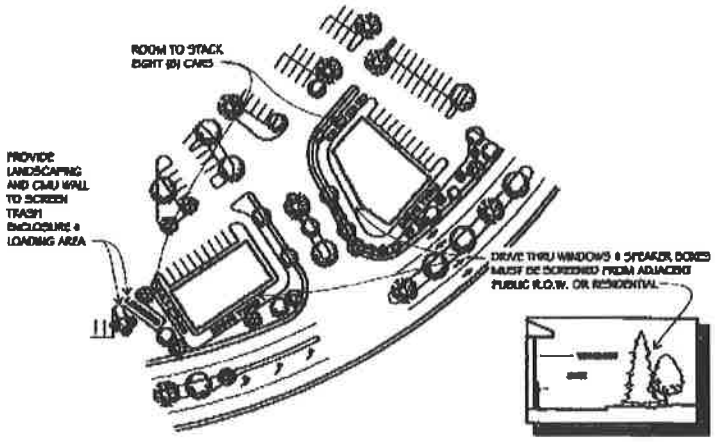


Figure 2-36
Drive-Thru Facilities

XII. Construction, Operation, and Maintenance

A. Clean Job Site

All construction job sites within the Town Centre are to be maintained in a clean and orderly fashion. Each developer/builder shall adopt procedures to suit his individual circumstances.

If a temporary use site is not maintained or returned to a reasonable state of cleanliness, the Town Centre Owners Association has the authority to authorize clean-up by an outside party and assess the cost of this clean-up against the owner.

B. Erosion Control Plan and Storm Water Pollution Preventive Plan

The Erosion control plan and SWPPP shall include at a minimum the following:

1. Erosion control plan for the entire site or area of disturbance. This plan shall note all Best Management Practices (BMP's) to be used on site, along with all descriptive notes etc.

2. A Reclamation Bond based on an approved exhibit A of the estimated cost to revegetate the site

3. A Storm Water Pollution Prevention Plan that shall include the following information:

4. Facility Owner/Operator and other Applicant information

5. Project Site information, including pre-and post site conditions and land uses, runoff coefficients Sequence of construction activities total area disturbed etc.

6. Existing soil and water quality information

7. Site Maps

8. Storm water discharge points and receiving waters

9. List of Best Management Practices

10. Inspection and maintenance procedures and a log of all inspection activities, changes in BMP's weather condition changes etc.

These requirements will apply to the development site itself and any surrounding property that may be used as a borrow or stockpile site for excess soil cut or fill.

C. Temporary Uses and Structures

All temporary uses and/or structures shall be maintained in a clean and orderly fashion. Storage of vehicles or machinery required for set-up or delivery shall not be kept onsite. Adequate parking, trash, and restroom facilities shall be provided for the expected attendance. All components required for any event shall be removed and the site cleaned up within 24 hours of the close of each event or use. If a temporary use site is not maintained or returned to a reasonable state of cleanliness, the Town Centre Owners Association has the authority to authorize clean-up by an outside party and assess the cost of this clean-up against the sponsor.

D. Non-Residential Construction, Operation and Maintenance

All non-residential land uses shall be maintained through a Common Area Agreement. The Operating Easement Agreement (OEA) shall include this agreement as an irrevocable covenant for the life of the project. A single contact person responsible for common area maintenance shall be identified to the Planning /Community Development Department at all times. All common area, paving, buildings, signage, structures, landscaping, walls and lighting shall be maintained in good repair at all times.

1. The OEA shall designate the responsible party for all grease traps which shall be approved by the Industrial Waste Division of the City of Sparks Public Works Department.

2. Shopping cart enclosures shall be approved by the City of Sparks at the time of site plan review. The center, as part of its common area maintenance, shall be responsible for keeping shopping carts on-site subject to City ordinances as amended from time to time. The center shall provide for prompt retrieval of carts taken off-site.

3. Construction and construction-related activities shall be limited to the hours of 7 am to 7 pm, Monday through Friday and 9:00 am to 5:00 pm on Saturday. No work shall be performed on Sundays. The developer shall install and maintain signs at project entries stating these limits. At the conclusion of construction, the developer shall remove these signs.

4. Deliveries to the site and noise-generating maintenance such as parking lot sweeping, snow removal and trash service shall be limited to 7 am to 10 pm. No truck idling shall be permitted on-site outside of these hours.

5. Security patrol for the center and parking lots shall be provided from 7 pm to 6 am.

E. Construction Yards

1. Definitions: Construction yard is a temporary area used for the storage of construction materials, supplies, equipment, tools, stock pile of useable construction materials and other items as permitted including temporary storage containers, construction trailers and temporary office trailers. Mobile set up permits are required by the State of Nevada and the City of Sparks. The permits are required prior to delivery and set up.

2. Proposed construction yards shall be associated to a specific project with an approved building permit issued for grading, construction, remodel and/or demolition.

3. Construction yards shall be supervised by one (1) contractor who will be responsible enforcing compliance of these standards. The contractor shall be responsible for compliance of the construction yard to all applicable codes.

4. Construction yards shall be fenced and located on private property out of public view whenever possible to the approval of the administrator and shall not be placed in required parking spaces or block pedestrian/vehicular access.

5. Construction yards shall be removed prior to a final inspection of the last building in a non-residential project and for the last structure in a residential project or final approval for the project.

6. The contractor shall be required to provide curb cuts for all egress/ingress areas onto a paved street. To prevent mud/dirt from transferring from trucks, vehicles, and equipment onto the paved street the contractor shall install pavement / a surface treatment at all egress/ingress points from the yard a minimum of 50 ft. to the street access to the approval of the administrator.

7. A project site with physical constraints may utilize an alternative off-site property for a construction yard subject to site plan review process. The contractor shall be required to reclaim the alternative off-site property to its original condition prior to final inspection/issuance of a certificate of occupancy for the associated project to the approval of the administrator. Site reclamation may include site clean up and/or revegetation with temporary irrigation. Bonding may also be required to verify revegetation within three (3) years.

8. The developer shall limit all construction and construction-related activities to between the hours of 7:00 a.m. through 7:00 p.m., Monday through Friday and 9:00 a.m. to 5:00 p.m., Saturday. There shall be no construction and construction related activities on Sundays in residential areas. The developer shall install signs at all access points to the project that clearly indicate these limited hours of activity on-site prior to the start of any construction-related activities. The developer shall maintain these signs in good repair for the duration of the construction of the project. Once construction is completed, the developer shall remove these signs.

9. The developer shall designate to the administrator a project contact person responsible/authorized to correct problems regarding the project on a 24-hour/7 days a

week basis. The developer shall designate the project contact person to the administrator prior to issuance of a grading permit for the project.

10. The developer may construct a fence around the construction yard that is higher than six (6) feet and use barbed wire of Constantina wire on the top of the fence with the approval of the City of Sparks Building Department and Administrator.

XIII. Sphere of Influence (S.O.I.) Financing Plan – City of Sparks

A. Adopted Fee Programs – Impact Fee Service Area No. 1

T he RTC established a Regional Road Impact Fee in 1995. In 2002, the City of Sparks replaced the original voluntary fee program with an Impact Fee Service Area called Service Area. No. 1. The current fee structures at the time of adoption of the Town Centre Project are summarized in ***Tables 2-11 and 2-12***. These fees are subject to change on an annual or biannual basis. Contact the City of Sparks or the Regional Transportation Commission to determine if the fees have changed. Based on these programs, the fees generated or credits available for construction of infrastructures at Town Centre are summarized in the following tables.

B. Development Fee Agreement

A Development Fee Agreement for the Town Centre shall be executed prior to the issuance of a building permit. The Development Fee Agreement can cover more than one development site or phase. It shall include both credit and reimbursement provisions. It shall also include provisions for fee determination, timing of construction or land dedication, and final credit determination procedures. A sample agreement is included in the Appendix.

TABLE 2-11

REGIONAL ROAD IMPACT FEE SCHEDULE

Land Use	Unit	ADT Trip Rate	1-Way Trips	% New Trips	Daily Trips	Trip Length	Daily VMT	$ / VMT Reno	$ / VMT Outside	2002 Fees Reno	2002 Fees Outside
Residential											
Single-Family Detached	Dwelling	9.57	4.79	100%	4.79	3.20	15.33	$123	$135	$1,686	$2,070
Multi-Family	Dwelling	6.63	3.32	100%	3.32	3.20	10.62	$123	$135	$1,306	$1,434
Mobile Home	Dwelling	4.81	2.41	100%	2.41	3.20	7.71	$123	$135	$948	$1,041
Hotel/Motel	Room	9.11	4.56	85%	3.88	3.20	12.42	$123	$135	$1,528	$1,677
Office											
General Office Building	1000 GFA	11.01	5.51	85%	4.68	3.20	14.98	$123	$135	$1,843	$2,022
Medical Office	1000 GFA	36.13	18.07	85%	15.36	2.86	43.95	$123	$135	$5,406	$5,933
Commercial/Retail											
Com/Re <50,000 GFA	1000 GFA	91.66	45.83	33%	15.12	1.22	18.39	$123	$135	$2,262	$2,483
Com/Re 50-99K	1000 GFA	70.68	35.34	45%	15.90	1.54	24.53	$123	$135	$3,017	$3,312
Com/Re 100-199K	1000 GFA	54.50	27.25	55%	14.99	1.86	27.88	$123	$135	$3,429	$3,764
Com/Re 200-299K	1000 GFA	46.82	23.41	59%	13.81	2.18	30.06	$123	$135	$3,697	$4,058
Com/Re 300-399K	1000 GFA	42.02	21.01	62%	13.03	2.49	32.49	$123	$135	$3,996	$4,386
Com/Re 400-499K	1000 GFA	38.66	19.33	64%	12.37	2.86	35.39	$123	$135	$4,353	$4,778
Com/Re 500-999K	1000 GFA	32.10	16.05	69%	11.07	3.03	33.60	$123	$135	$4,133	$4,536
Com/Re>1,000,000 GFA	1000 GFA	29.08	14.54	72%	10.47	3.20	33.49	$123	$135	$4,119	$4,521
Drive-In Bank	1000 GFA	265.21	132.61	55%	72.94	0.66	48.45	$123	$135	$6.959	$6,541
Fast Food Restaurant	1000 GFA	496.12	248.06	25%	62.02	0.66	41.19	$123	$135	$5,066	$5,561
Convenience Store	1000 GFA	845.69	422.85	25%	105.71	0.66	70.21	$1230	$135	$8,636	$9,478
Industrial											
General Light Industrial	1000 GFA	6.97	3.49	85%	2.97	3.20	9.50	$123	$135	$1,169	$1,283
Manufacturing	1000 GFA	3.82	1091	85%	1.62	3.20	5.18	$123	$135	$637	$699
Warehouse	1000 GFA	4.96	2.48	85%	2.11	3.20	6.75	$123	$135	$830	$911
Regional Warehouse	1000 GFA	1.89	0.95	85%	0.81	3.20	2.59	$123	$135	$319	$350
Mini-Warehouse	1000 GFA	2.50	1.251	90%	1.13	3.20	3.62	$123	$135	$445	$489
Institutional											
Elementary School	1000 GFA	12.03	6.02	24%	1.44	1.95	2.812	$123	$135	$346	$379
High School	1000 GFA	13.27	6.64	50%	3.32	1.95	6.48	$123	$135	$7976	$8752
University	1000 GFA	18.36	9.18	80%	7.34	1.95	14.33	$123	$135	$1,763	$1,935
Day Care Center	1000 GFA	79.26	39.63	24%	9.51	1.95	18.56	$123	$135	$2,283	$2,506
Hospital	1000 GFA	16.78	8.39	85%	7.13	3.20	22.82	$123	$135	$2,807	$3,081
Nursing Home	1000 GFA	5.36	2.68	85%	2.28	3.20	7.30	$123	$135	$898	$986
Church/Synagogue	1000 GFA	9.11	4.56	85%	3.88	2.49	9.67	$123	$135	$1,189	$1,305
Recreation											
Golf Course	Hole	35.74	17.87	85%	15.19	2.49	37.87	$123	$135	$4,658	$5,112
Park	Acre	2.28	1.14	85%	0.97	2.49	2.42	$123	$135	$2982	$327

TABLE 2-12

UPDATED IMPACT FEES	Preliminary 2002 Impact Fees (August 22, 2002) Infrastructure Type				
Land Use Types	Sanitary Sewer	Flood Control	Parks & Rec.	Public Facilities	Total Fees
Single Family Res. ($/Dwelling Unit)	$227	$1,317	$768	$224	$2,536
Multi-family Res. ($/Dwelling Unit)	$223	$521	$768	$224	$1,736
Business Park ($/1,000 SF of Building)	$74	$587	N/A	$224	$885
General Commercial ($/1,000 SF of Building)	$219	$614	N/A	$224	$1,057
Public Facilities ($/1,000 SF of Building)	$108	$501	N/A	$224	$833
Tourist Commercial ($/1,000 SF of Building)	$229	$534	N/A	$224	$987
Resort Lodging ($/room)	$84	N/A	N/A	$224	$308

XIV. Resource Management

Goal: Development of a community that utilizes and manages resources effectively.

A. Air Quality - Co-Concentration

The Spanish Springs Valley is currently not included in the area, which is designated to be in "non-attainment" of federal standards for carbon monoxide (Co) and total suspended particles (Tsp). As development of the valley occurs Co and Tsp levels will increase. Contributing sources are increased with vehicle trips, fugitive dust from construction, and disturbance of vegetated areas, wood-burning devices, and commercial and industrial pollutants.

B. Mitigation

1. Construction Practices

During construction phases, an ongoing program in accordance with Washoe County Health Department. Standards shall be maintained to reduce fugitive dust emissions. Revegetation of disturbed areas for long term dust and wind erosion concerns are addressed in the Open Space Section of the handbook.

2. Traffic Mitigations

As discussed in the previous Transportation section, mitigation measures described shall be developed in phases consistent with approved phasing of the project to assure air quality standards will not be violated.

3. Wood Burning Devices

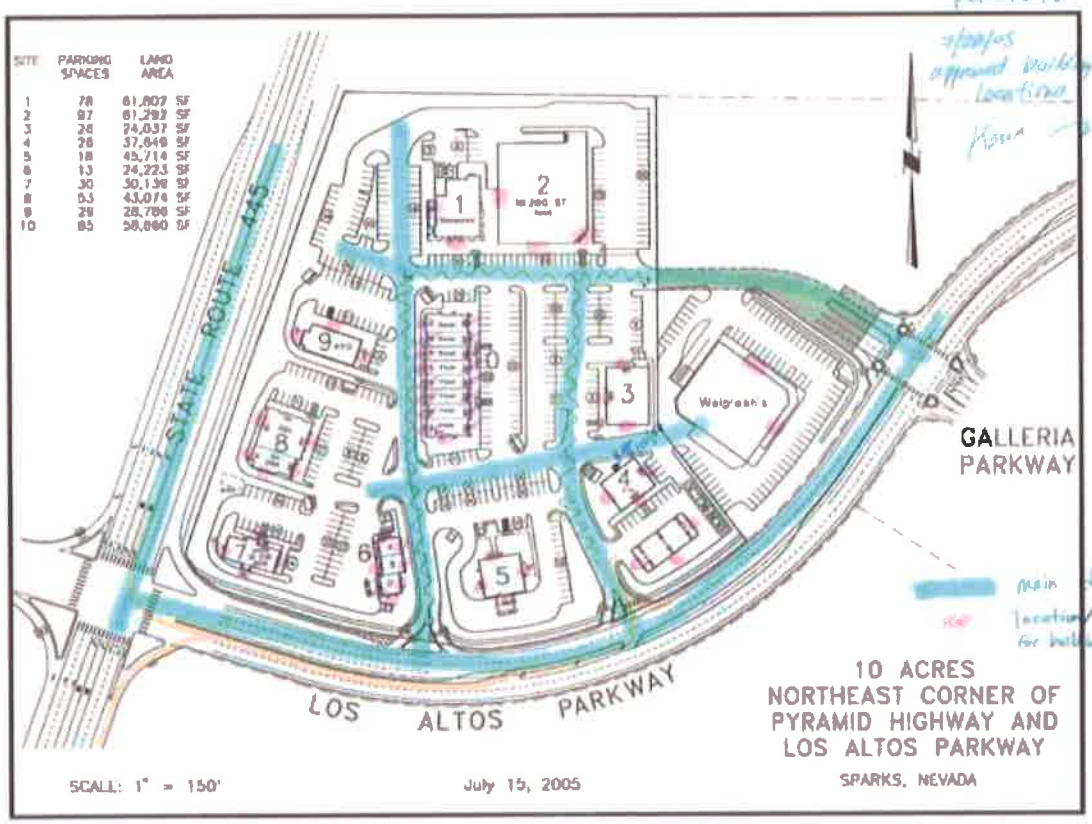
Wood burning which does not comply with EPA (Environmental Protection Agency) standards on emissions shall be prohibited in accordance with Washoe County and the City of Sparks standards. Maintenance of these standards and prohibition of wood burning devices in multi-family units (three (3) or more) will reduce the potential impacts on particulates (Tsp).

4. Commercial and Industrial Uses

Commercial and/or industrial uses, which are generators of pollutants, shall be discouraged. Refer to allowed uses in the Commercial, Business and Office sections of the handbook.

5. Temporary Uses

Temporary uses, which are generators of pollutants, shall not be allowed. Temporary traffic mitigation measures shall be devised to assure air quality standards shall not be violated.


SITE PARKING SPACES LAND AREA
1 78 61,807 SF
2 97 61,293 SF
3 26 24,037 SF
4 28 37,648 SF
5 18 45,714 SF
6 13 24,223 SF
7 30 30,138 SF
8 53 43,074 SF
9 29 28,788 SF
10 85 58,860 SF
STATE ROUTE 445
LOS ALTOS PARKWAY
GALLERIA PARKWAY
Walgreen's
10 ACRES
NORTHEAST CORNER OF
PYRAMID HIGHWAY AND
LOS ALTOS PARKWAY
SPARKS, NEVADA
SCALE: 1" = 150'
July 15, 2005

WASHOE COUNTY
RECORDER

OFFICE OF THE RECORDER
KATHRYN L. BURKE, RECORDER

1001 E. NINTH STREET
POST OFFICE BOX 11130
RENO, NEVADA 89520-0027
PHONE (775) 328-3661
FAX (775) 325-8010

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Helga M Muhle
Signature

5-7-08
Date

Helga M Muhle
Printed Name