

Sky Vista

A Planned Unit Development

Final Plan

Prepared for:
CITY OF RENO
April 1994

First Revision - October 1998
Second Revision - November 2002
Third Revision - June 2004
Fourth Revision - January 2013
Fifth Revision - November 2015

DOC # 4571565

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Requested By

CFA

Washoe County Recorder

Laurence R. Burtness - Recorder

Fee: \$256.00 RPTT: \$0.00

Page 1 of 215



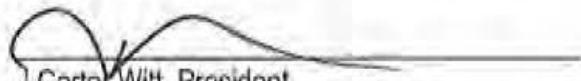
When Recorded Return to:
Silverwing Development
9650 Gateway Drive, Ste 201
Reno, NV 89521

**NOTICE OF DESIGN GUIDELINES FOR SKY VISTA
PLANNED UNIT DEVELOPMENT
(SEVENTH REVISION, DECEMBER 2015)**

Notice is hereby given that the Planned Unit Development Guidelines for Sky Vista entitled "SKY VISTA, A PLANNED UNIT DEVELOPMENT, FINAL PLAN", dated October 10, 1994 has been revised, effective December 2015. A copy of the revised guidelines is attached hereto and incorporated herein.

This revision supersedes and terminates the applicability of all previous revisions to the Guidelines recorded in the office of the Washoe County Recorder on May 17, 2013 as Document Number 4238361.

Dated this 15th day of Jan, 2016


J Carter Witt, President
Silverwing Development, A Nevada Corporation
Assignee of Sky Vista Associates

State of Nevada)
)
County of Washoe)

On this 15th day of January, 2016, personally appeared before me a Notary Public, J Carter Witt III, President, Silverwing Development, A Nevada Corporation, Assignee of Sky Vista Associates, personally known to me to be the person whose name is subscribed to the above instrument who acknowledged to me that he executed the instrument.

In witness whereof, I have hereunto, set my hand and affixed my official stamp at my office in the County of Washoe the day and year in this certificate first above written.


Signature of Notary Public



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1. BACKGROUND

North Valley Partners and Greater Mountain Financial, Inc. requested that the City of Reno annex 578+/- acres of property known as Sky Vista. 2,286+/- homes are planned for Sky Vista, along with a variety of support uses. The location of the subject property is depicted in Figure 1. This request serves to implement the June 10, 1993 action of the Regional Planning Governing Board to add this portion of a 661+/- acre holding into Reno's "sphere of influence." The other 85+/- acres (3 parcels totaling 80 acres plus 5+/- acres in associated rights-of-way) are planned to be developed by Washoe County as a regional park and were specifically excluded from the "sphere of influence." Concurrent with the sphere of influence decision, the Regional Planning Governing Board also changed the Regional Plan's land use designation for about 568 acres of the subject property from "rural" to "suburban," which allows up to three units per acre. The other 8+/- acres are designated for "urban" use, which provides for densities greater than three units per acre.

Two master plan amendments were proposed. The first added the property to the City's 7-Year Annexation Program. The second designated the site for a mixture of Single Family Residential, Multi-Residential, Public Facility and Open Space land use; along with an appropriate system of arterial and collector roadways.

The zoning proposed for Sky Vista is Planned Unit Development (P.U.D.). This zoning provides for standards specific to the needs of the particular property and the community. The value of this zoning classification is spelled out in its "purpose" statement in Reno City code as follows:

"The purpose of the planned unit development classification as per Chapter 278A of the Nevada Revised Statutes is to encourage flexibility in the development of land in Reno in order to promote its most appropriate and compatible use; to improve the design, character, and quality of new development; to facilitate the adequate and economical provision of streets and utilities; and preserve the natural and scenic features of open areas in the community."

The Sky Vista PUD was revised to allow (1) a 9.2 acre increase in commercial (2) an increase of 82 dwelling units and (3) allow minor amendments to the PUD handbook in 1998. These revisions were approved by the Reno City Council on October 13, 1998 (Case No. 25-99). In 2002, the Sky Vista PUD was again revised to allow the development of 114 attached housing units and 12 single-family detached units on Parcel "D", where the PUD was previously approved for ±14 acres of neighborhood commercial development (Case No. LDC02-00445).

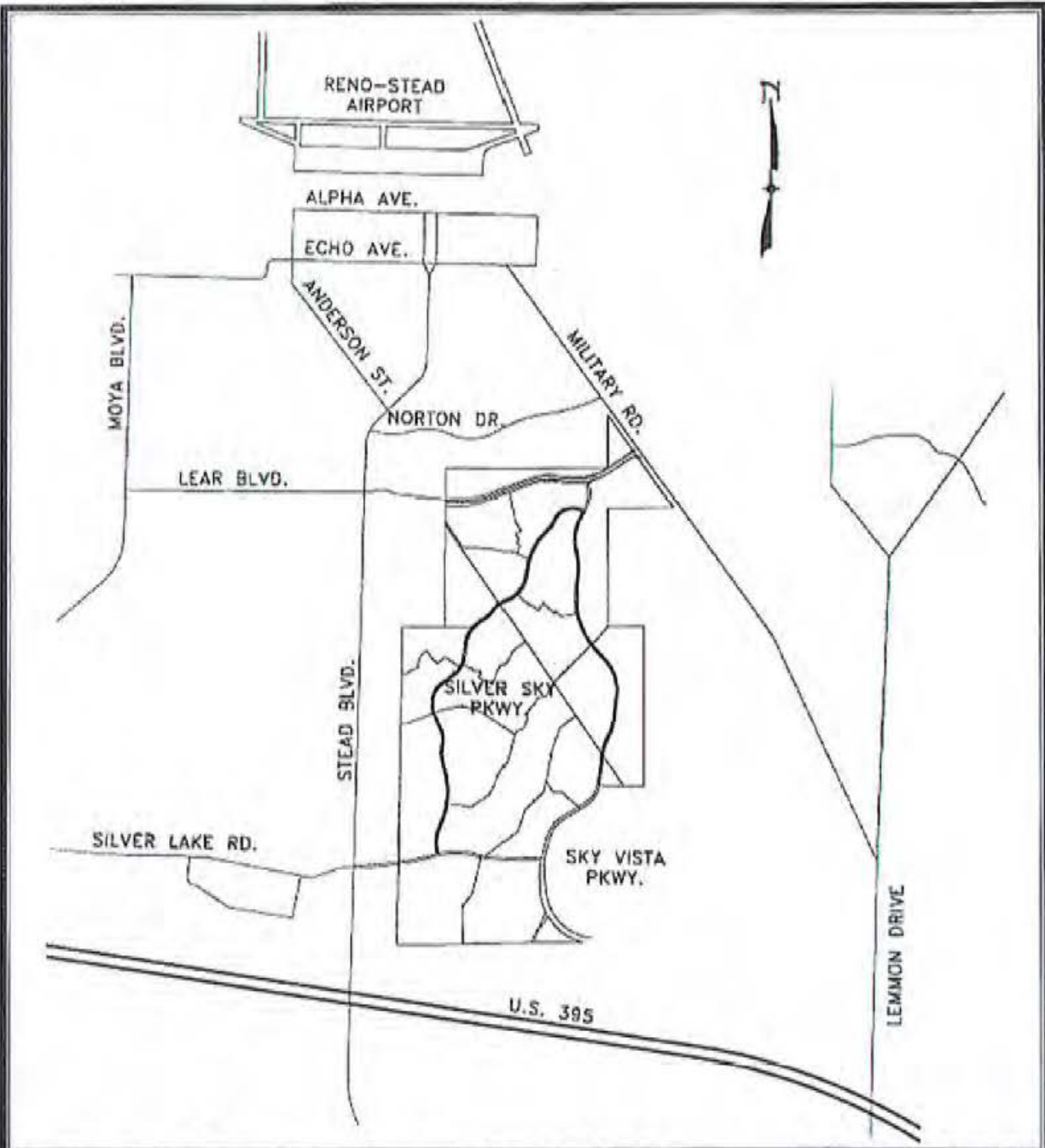
In April 2004, application was made to annex to the City of Reno a 3.45 acre parcel (APN 550-020-18) located at the southeastern most corner of the Sky Vista PUD boundary. In addition, a zoning map amendment was also requested to amend the Sky Vista PUD Final Plan Handbook to include this 3.45 acre parcel.


In November 2012, an application to amend the Sky Vista PUD Handbook was submitted requesting an increase in the total number of residential units to be located within the Sky Vista PUD boundary. The request consisted of 338 attached condominiums, increasing the total number of residential units within the Sky Vista PUD to 2,286± units.

In April 2015, an application to amend the Sky Vista PUD Handbook was submitting requesting an increase in the total number of residential units to be located within the Sky Vista Boundary. The request consisted of 72 multi-family units, increasing the total number of residential units within the Sky Vista PUD to 2,358± units and removing 3.45 acres from the non-residential use category, associated with Parcel E.

The plans and development standards and regulations presented herein provide both the desired flexibility and a better "fit" with the property and its surroundings than would traditional zoning.

The tentative map portion of this application does not create individual lots for homes. Rather, this map identifies the larger "development parcels" that will form the various projects within Sky Vista. Finally, an abandonment application was included to provide for the realignment of Silver Lake Boulevard as it traverses Sky Vista.



SKY VISTA VICINITY MAP	FIGURE 1-1	 SUMMIT ENGINEERING CORPORATION 5405 GOLF LINKS AVE., RENO, NV 89521	SHEET
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2. PROJECT DESCRIPTION

Project Concept

Sky Vista is a master-planned community that is designed to accommodate up to +/-2,358 homes, a neighborhood shopping center, and convenience commercial facilities; all interlaced with open space on 583+/- acres.

Principal access into Sky Vista is designed to come from Military Road and Lemmon Drive to the east, to limit traffic impacts on Stead Boulevard. Lear Boulevard is planned as an arterial extension through the northerly portion of the property from its present terminus at the western boundary of Sky Vista to the east to Military Road. A new roadway, Sky Vista Parkway, is planned to extend westerly from the Lemmon Drive/Buck Drive intersection through the vacant "Buck" property, then through or along the adjacent regional park site (which is being provided to Washoe County by the Sky Vista property owners), then to the north where it ties into Lear Boulevard. Silver Lake Boulevard is planned to take a new, more circuitous route through Sky Vista from the west and terminate at the new Sky Vista Parkway. Silver Sky Parkway, a residential collector street, connects the westerly portion of Silver Lake Boulevard with northerly Sky Vista Parkway to provide access to the westerly residential areas in Sky Vista. Note that no individual lots will have direct access to any of these backbone roadways. Also, the roadway network is planned in a fashion such that there will be no traffic routed through any of the adjoining residential areas.

Planned residential land use densities range from 2+/- to 11+/- units per acre (see Figure 2-4), with a 20+/- acre site located near the center of the subject property that is slated for multiple family housing at 14+/- homes to the acre.


Non-residential uses are planned that complement and support the residential uses on the property. Convenience commercial centers are planned at the intersection of Lear Boulevard and Military Road. Uses allowed within the Neighborhood Commercial (NC) and Professional Office (PO) zoning districts as defined by Reno Municipal Code and in effect at the time of special use permit or building permit application shall be allowed uses in the Sky Vista Convenience Commercial designation. Single family residential uses shall also be allowed in the Sky Vista Convenience Commercial designation. Service stations and carwash facilities will be prohibited uses for Parcel E, located at Sky Vista Parkway and Trading Post Road. These sites are planned for things like a convenience store, gasoline sales (with the exception of Parcel E), and other quick stop services oriented toward the traffic on the two adjacent roadways, rather than merely adjacent land uses.

The area to the north of Lear Boulevard and south of the Reno Stead Sewage Treatment Plant is planned for open space use to provide for proper buffering/land use relationships.

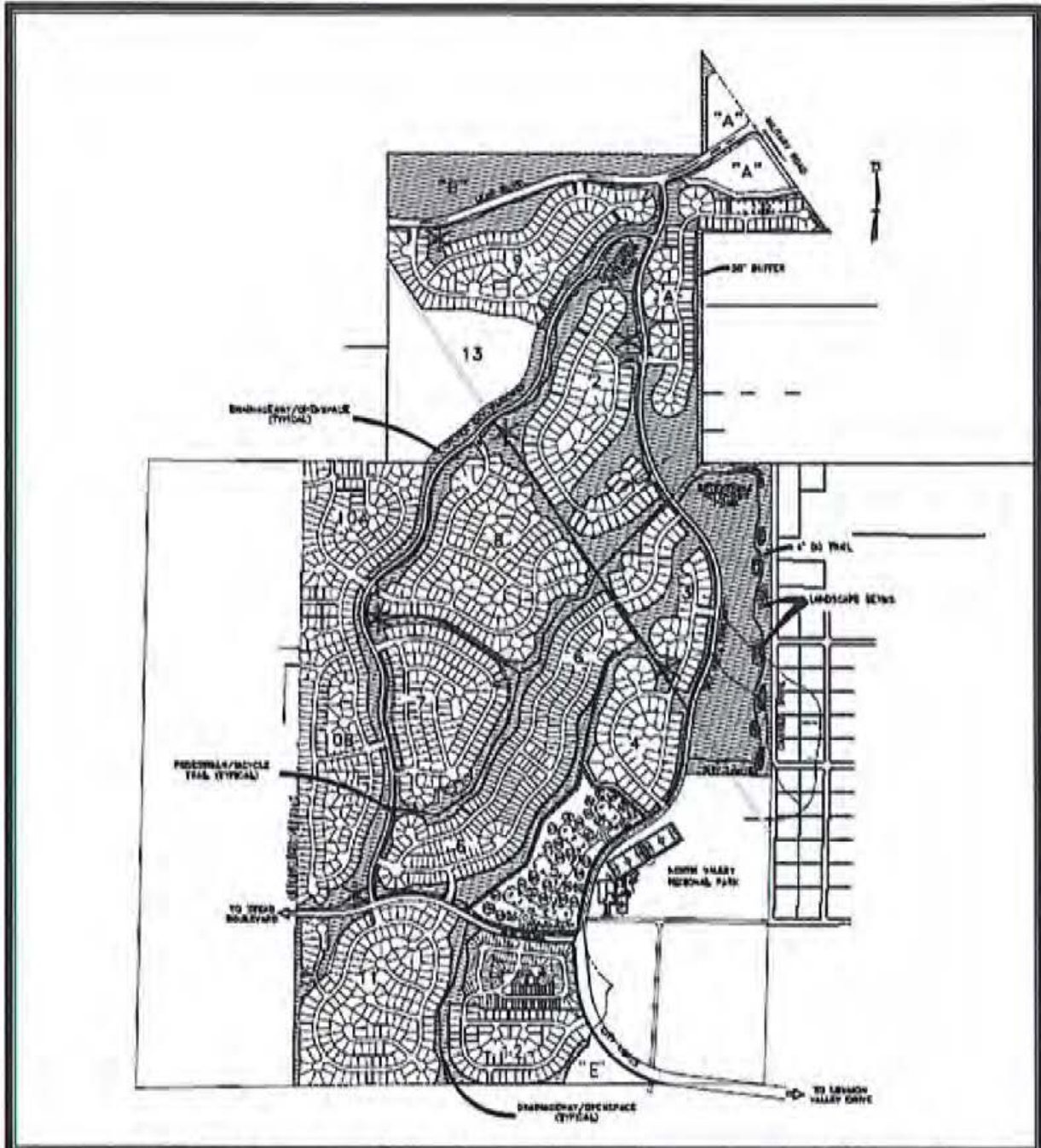
Open space will be interspersed throughout the plan to respect the site's natural features and to develop a unique sense of community in Sky Vista. Additionally, the area adjacent


to the Regional Park and Tholl Road residences will remain as open space. The natural drainage elements as depicted in Figure 2-2, including limited wetland areas, will all be protected or enhanced. Open areas along the principal roadways and between the individual projects that will comprise Sky Vista will create a more open and interesting atmosphere than would typical "lot and block" development. This concept is illustrated in Figure 2-3.

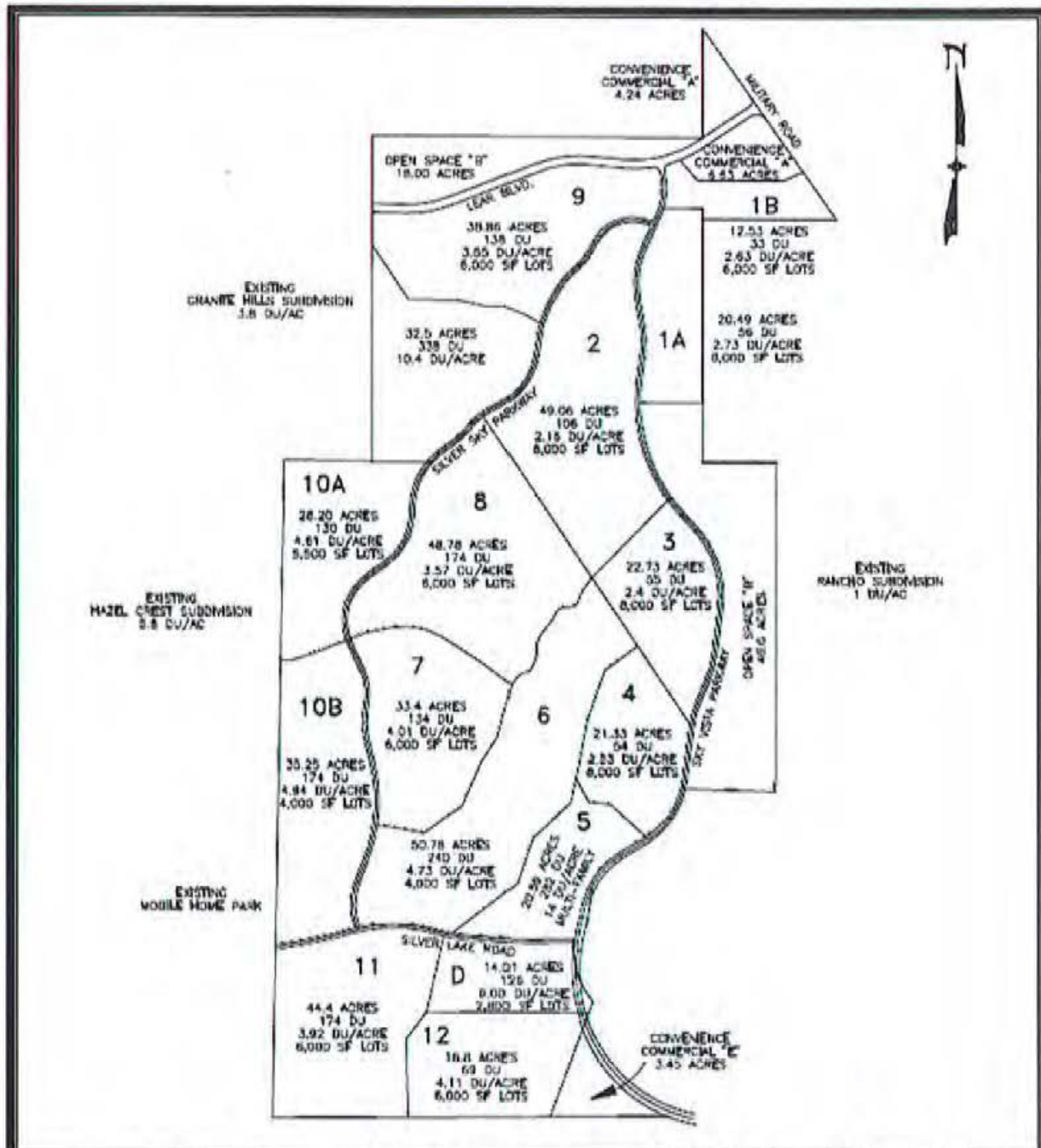



SKY VISTA MASTER DEVELOPMENT PLAN	FIGURE 2-1 SCALE: 1" = 1,100'	 SUMMIT ENGINEERING CORPORATION 5410 BAL ANNE AVE. RENO, NV 89523	SHEET 1
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<p>SKY VISTA CONCEPT PLAN</p>	<p>FIGURE 2-3</p>	 <p>SUMMIT ENGINEERING CORPORATION 4500 W. ASHCROFT AVE. DENVER, CO 80231</p>	<p>SHEET 1</p>
	<p>SCALE: 1" = 1,100'</p>		<p>Copyright Summit ENG 2012</p>
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<p>SKY VISTA LAND USE PLAN</p>	<p>FIGURE 2-4</p>		<p>SHEET</p>
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The table below presents a statistical description of the master plan.

**Table 2-1
Land Use Data**

PARCEL TYPE/#	ACRES	NUMBER OF DWELLING UNITS	DWELLING UNITS PER ACRE
RESIDENTIAL			
1	33.02±	89±	2.7±
2	49.06±	106±	2.16±
3	22.73±	55±	2.42±
4	21.33±	54±	2.53±
5	20.59±	282±	14.0±
6	50.78±	240±	4.73±
7	33.40±	134±	4.01±
8	48.78±	174±	3.57±
9	38.86±	138±	3.55±
10	63.45±	304±	4.79 ±
11	44.40±	177±	3.99±
12	16.80±	69±	4.11±
13	32.50±	338±	10.4±
D	14.01±	126±	8.99±
E	3.45±	72±	20.86±
	493.16±	2,358±	4.78±
NON-RESIDENTIAL			
A (Conv. Comm.)	9.20± AC		
B (Open Space)	64.00± AC		
(Roadways)	15.60± AC		
Total Non-Residential	88.8± AC		
TOTAL	581.96±AC	2,358± du	4.05± du/ac

Table 2-2 describes Sky Vista's concept plan, which indicates the general extent of the open space framework.

**Table 2-2
Concept Plan Data**

PARCEL TYPE#	ACRES	NUMBER OF HOMES	OPEN SPACE
RESIDENTIAL			
1	33.02±	89±	2.2±
2	49.06±	106±	20.9±
3	22.73±	55±	7.9±
4	21.33±	54±	4.2±
5	20.59±	282±	2.1±
6	50.78±	240±	12.7±
7	33.40±	134±	7.4±
8	48.78±	174±	9.8±
9	38.86±	138±	9.3±
10	63.45±	304±	8.2±
11	44.40±	177±	6.4±
12	16.80±	69±	3.4±
13	32.50±	338±	4.87±
D	14.01±	126±	1.42±
E	3.45±	72±	TBD±
	493.16±	2,358±	100.79±
NON-RESIDENTIAL			
A (Conv. Comm.)	9.20± AC	–	2.2±
B (Open Space)	64.00± AC	–	64.0±
ROADWAYS			
	15.60± AC	–	
	88.8± AC	–	66.2±
TOTAL	581.96±AC	2,358±	166.99±

Master Plan /P.U.D. Objectives

The Sky Vista Master Plan and the associated P.U.D. standards are designed to meet several planning objectives. Each objective is described below:

Land Use Compatibility - Sky Vista's land use plan places compatible land uses along all of the project edges. Land uses along all of the Sky Vista boundaries provide for residential densities that are compatible with that of adjacent planned or existing residential uses.

Traffic Impact Management - A primary concern in the Stead Community is to minimize the addition of traffic on Stead Boulevard. Thus, the plan's street network is designed to focus U.S. 395 traffic to the east, via Military Road and Lemmon Drive. Precluding unnecessary traffic through existing residential areas is a key objective. Therefore, the

plan provides no street connections to the east to the existing residential area (e.g. Tholl Road, Cassilis Lane) and provides for the abandonment/realignment of Silver Lake Boulevard to this area. To the west, no connections are proposed to the four streets (Sagewood, Purple Sage, Kernite and Altwood Streets) that now stub from residential areas to Sky Vista.

Jobs/Housing Balance - Sky Vista provides a fairly broad range of housing opportunities in proximity to the significant and growing job base in Stead. The street network plan provides convenient access to the job area via Lear Boulevard, which also serves to preclude excessive traffic impacts on Stead Boulevard south of Lear Boulevard.

Pedestrian/Bicycle Access - The plan includes a comprehensive system of paths that provide for convenient and safe pedestrian and bicycle access.

Cost-Effective Infrastructure - The plan is designed to take advantage of and complement existing infrastructure, such as making cost-effective use of the existing police substation and fire stations and providing the means to round out Mayors Park facilities. New streets and pedestrian ways are planned to be both effective and efficient. Sensible stormwater management is provided with detention basins placed within the site's existing drainage system.

Open Space - Open space is woven throughout the plan to reduce perceived density, develop a sense of community identity, and to retain the drainage and environmental functions of most of the site's drainageways, even though they are "minor" in nature and not "major drainageways" regulated via City of Reno policy. A landscape treatment will be provided adjacent to Cassilis Drive on the east edge of the property and along the drainage channel along the east edge of the property just north of the detention pond.

Water Conservation - A cost-effective, positive approach is taken to ensure water conservation is prudently considered in landscape decisions. Of note is the plan to use reclaimed sewage effluent to irrigate the landscape enhancements planned for open spaces in Sky Vista.

Housing Variety - Sky Vista will offer a variety of housing opportunities. Within the constraints of the market, the plan provides for both owner and renter occupied housing, attached and detached units, densities that are associated with compact lifestyles, and innovative land planning concepts.

Support Uses - The master plan includes non-residential land uses that complement the residential uses of Sky Vista and surrounding areas.

Straight Forward/Efficient Open Space Maintenance - A development agreement approach will be used to provide for open space maintenance at Sky Vista property owners' expense without the need for a homeowners association. Also, the open spaces will be designed to require minimal maintenance efforts

3. PUBLIC/COMMUNITY FACILITIES & SERVICES

Parks & Recreation/Open Space

The parks, recreation and open space needs of Sky Vista residents will be met through the planned regional park adjacent to Sky Vista, the continued development of Mayor's Park just to the north, and the comprehensive open space network within the planned community. Each of these components is described below.

Regional Park - Washoe County is planning and developing a regional park on the 85+/- acres (80 of which are being provided to Washoe County by the Sky Vista developers) that lies at the southeast corner of Sky Vista. An additional 80 acres to the east that is owned by the Bureau of Land Management may be added to this park. Sky Vista Parkway is planned to run along the south side of the park site in an east-west direction. The general thought is to develop more active uses to the south, where there are no residential neighbors and the freeway, with its noise, lies just to the south. To the north the more passive uses can be developed where the park site abuts the residential area to the east of Cassillis Lane.

The plan for this regional park will be developed with the input of the public that it will serve. Although this park planning process has not yet been completed, preliminary uses or facilities that have been identified for potential incorporation into the park include:

- Softball Complex
- Soccer/Football Fields
- Picnic Facilities
- Community Center
- Tennis/Basketball Courts
- Possible Equestrian Arena and Trails

\$2,500,000 is allocated by Washoe County in their Capital Improvement Program for 1993 - 98 to commence construction of the facilities in this regional park.

Silverwing Development has committed to providing \$30,000.00 to the City of Reno for public park improvements. These funds will be transferred to the City with the final map for Village II.

Mayor's Park - Mayor's Park is an 84-acre community park, of which some 10 or so acres have been improved. The park has a playground, a baseball field, a picnic area, a shelter and restrooms. According to the Stead Neighborhood Plan, Mayor's Park along with Silver Lake Park (a 10 acre park with a volleyball court, multi-use playfield, tot lot, horseshoe pit, picnic shelter and a path) and O'Brien Middle School (with a soccer field, a baseball field, tennis courts, and basketball courts) "should be more than adequate and additional park land should not be needed in the near future." Therefore, no additional neighborhood parkland is suggested for Sky Vista. Instead, park funds (Residential Construction Tax, which is currently assessed against residential

WOOD RODGERS
LANDSCAPE ARCHITECTURE
2000 W. 10TH AVENUE, SUITE 100
DENVER, CO 80202
PHONE: 303.733.4000

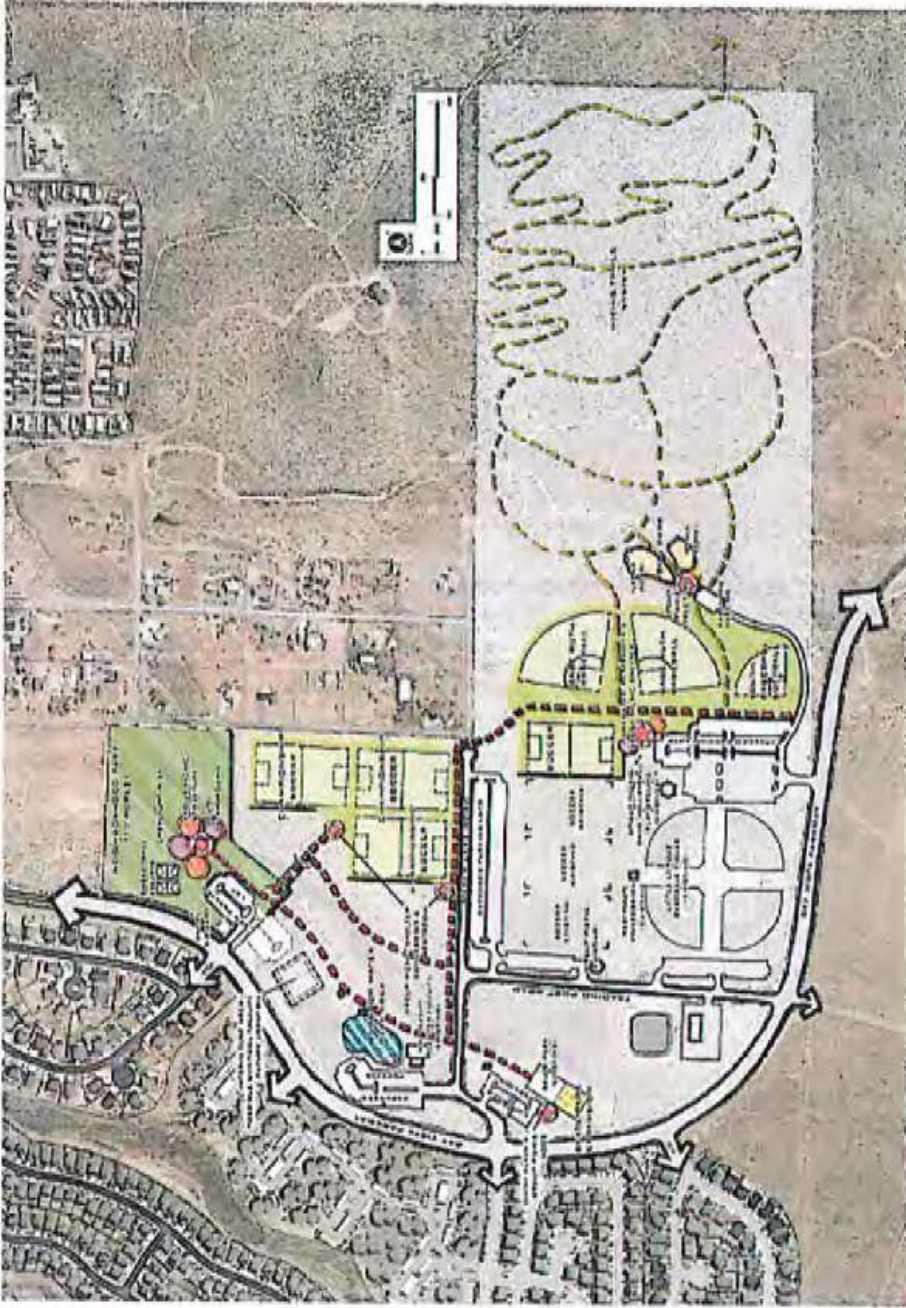
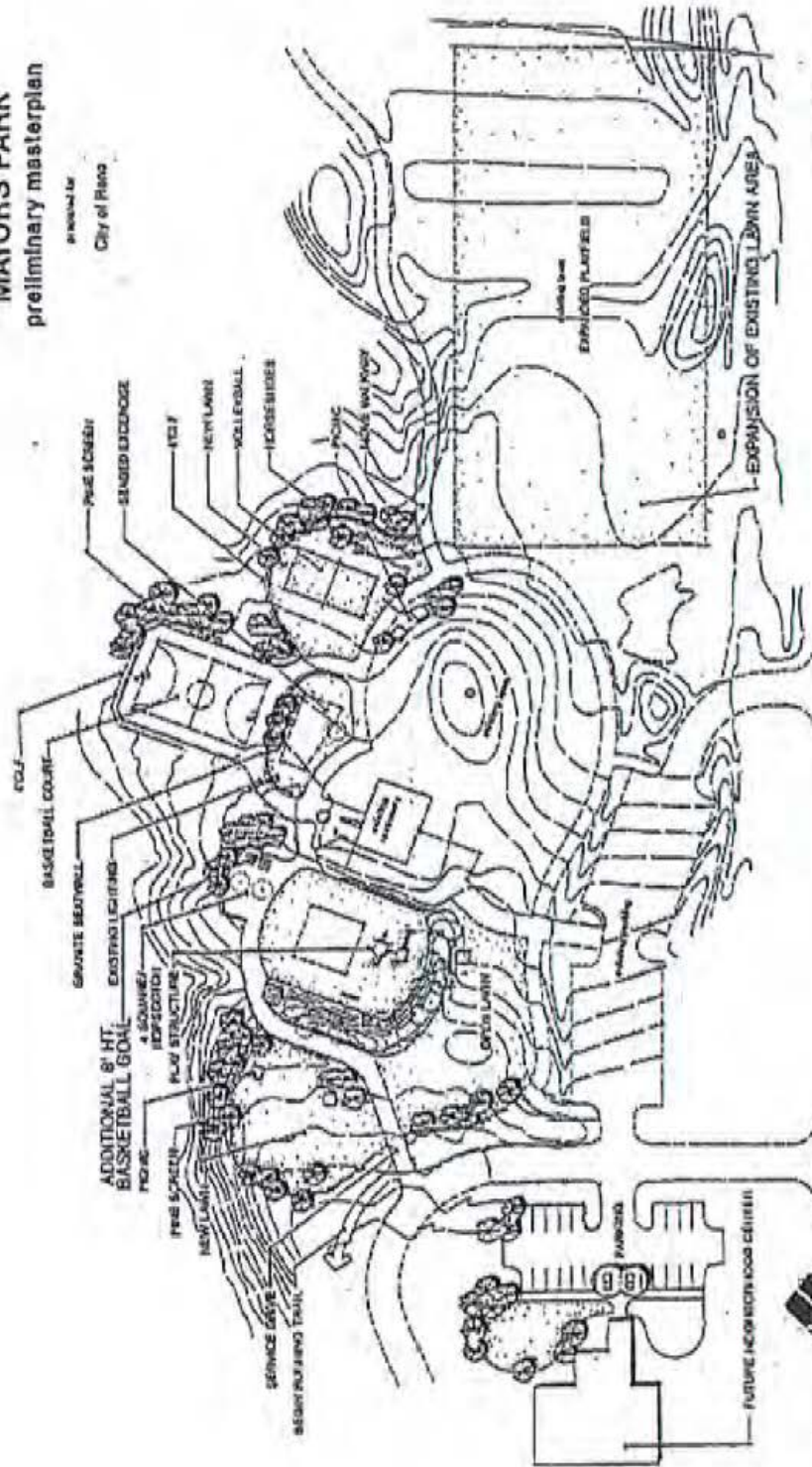


Exhibit 11

**North Valleys Regional Park Master Plan
2011 North Valleys Park Master Plan Update**

MAYORS PARK
preliminary masterplan

prepared for
City of Reno



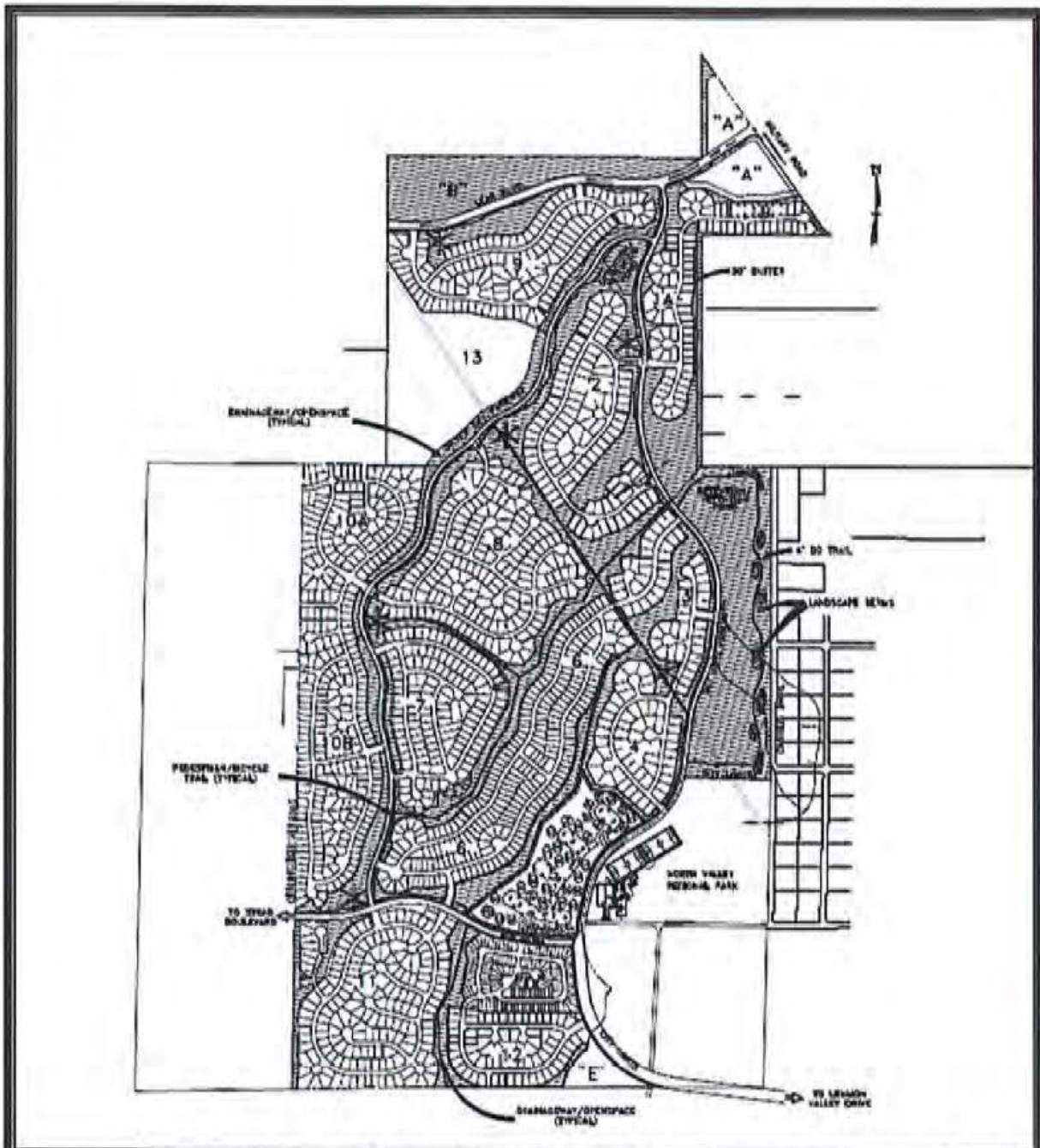
S&B
March 31, 1993


Figure 3-2. Mayor's Park

construction at the rate of one percent of construction "value" up to \$1,000 per home) can be used to provide for the needed and desired improvements to the adjacent Mayor's Park.

The master plan for Mayor's Park envisions expanded lawn and landscaping, play structures, picnic tables, a basketball court, volleyball court and walkways. A neighborhood center may be considered in the long term plan.

Open Space - A comprehensive network of paths and trails is provided in the Sky Vista open space system. The system provides safe and convenient connections between the various residential areas, existing school sites, the commercial uses, and the regional park. The system encompasses some 7.5 miles of paths/trails.



SKY VISTA TRAIL/PATH & OPEN SPACE PLAN	FIGURE 3-3 SCALE: 1" = 1,100' Copyright SUMMIT ENG 2012	 SUMMIT ENGINEERING CORPORATION <small>5405 52nd Avenue, Suite 200, NW, Issaquah, WA 98027</small>	SHEET 1
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Pocket Parks - The plan for Sky Vista includes the option to incorporate "pocket parks" in or adjacent to the residential areas. These parks are generally a half-acre to an acre in area and are designed to achieve multiple and flexible results. If needed, based upon actual resident demographics, some of these areas could include "tot lots" or other play facilities. Other pocket parks could include passive and/or active facilities to complement the community lifestyle. Options include volleyball courts, "sports courts," picnic facilities and general play areas. These parks can provide a great opportunity to provide needed turf areas, which can lessen the need for grass on individual lots. This has obvious water resource management benefits. The pocket park system will include all of the park elements cited in Reno Municipal Code 18.04.060.

Residential Construction Tax – The 2,358+/- homes in Sky Vista will generate an estimated \$1,835,500+/- in park tax funds as shown in Table 3-1.

TABLE 3-1 RESIDENTIAL CONSTRUCTION TAX GENERATION

PARCEL TYPE/#	NUMBER OF DWELLING UNITS	ESTIMATED AVERAGE CONSTRUCTION VALUE	RCT GENERATION
1	89±	\$1,000	\$89,000±
2	106±	\$900	\$95,400±
3	55±	\$900	\$49,500±
4	54±	\$900	\$48,600±
5	282±	\$400	\$112,800±
6	240±	\$700	\$168,000±
7	134±	\$800	\$107,200±
8	174±	\$700	\$121,800±
9	138±	\$800	\$110,400±
10	304±	\$800	\$243,200±
11	177±	\$800	\$141,600±
12	69±	\$800	\$55,200±
13	338±	\$1,000	\$338,000±
D	126±	\$1,000	\$126,000±
E	72±	\$400	\$28,800±
	2,358±		\$1,835,500±

Sky Vista will include a variety of recreation facilities on-site. These on-site facilities provide recreation improvements which will complement the offsite facilities and serve to meet the specific recreation and park needs of the future residents of the area including the following features:

- Bicycle/Pedestrian path networks - 7.5+/- miles
- Pocket Parks - 7 at 0.5 to 1 acre each = 3 to 7+/- acres
 - children's play apparatus area .50 to .75 acres
 - landscape park/quiet area .50
 - family picnic area .25 to .75 acres
 - game court area .25 to .50 acres
 - turf play field 1.00 to 3.00 acres
- Par Course
- Small Picnic Areas-10+/-

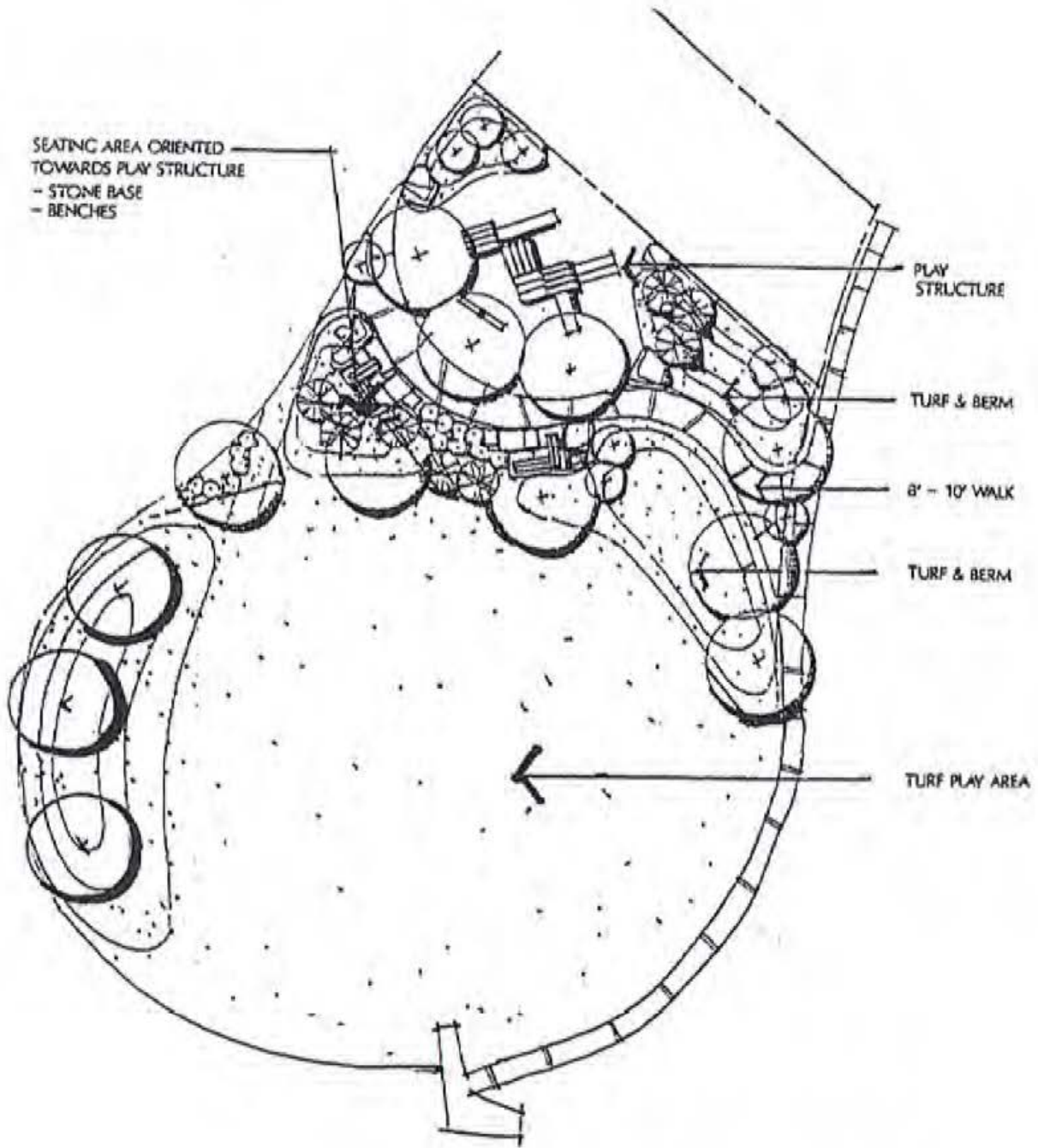
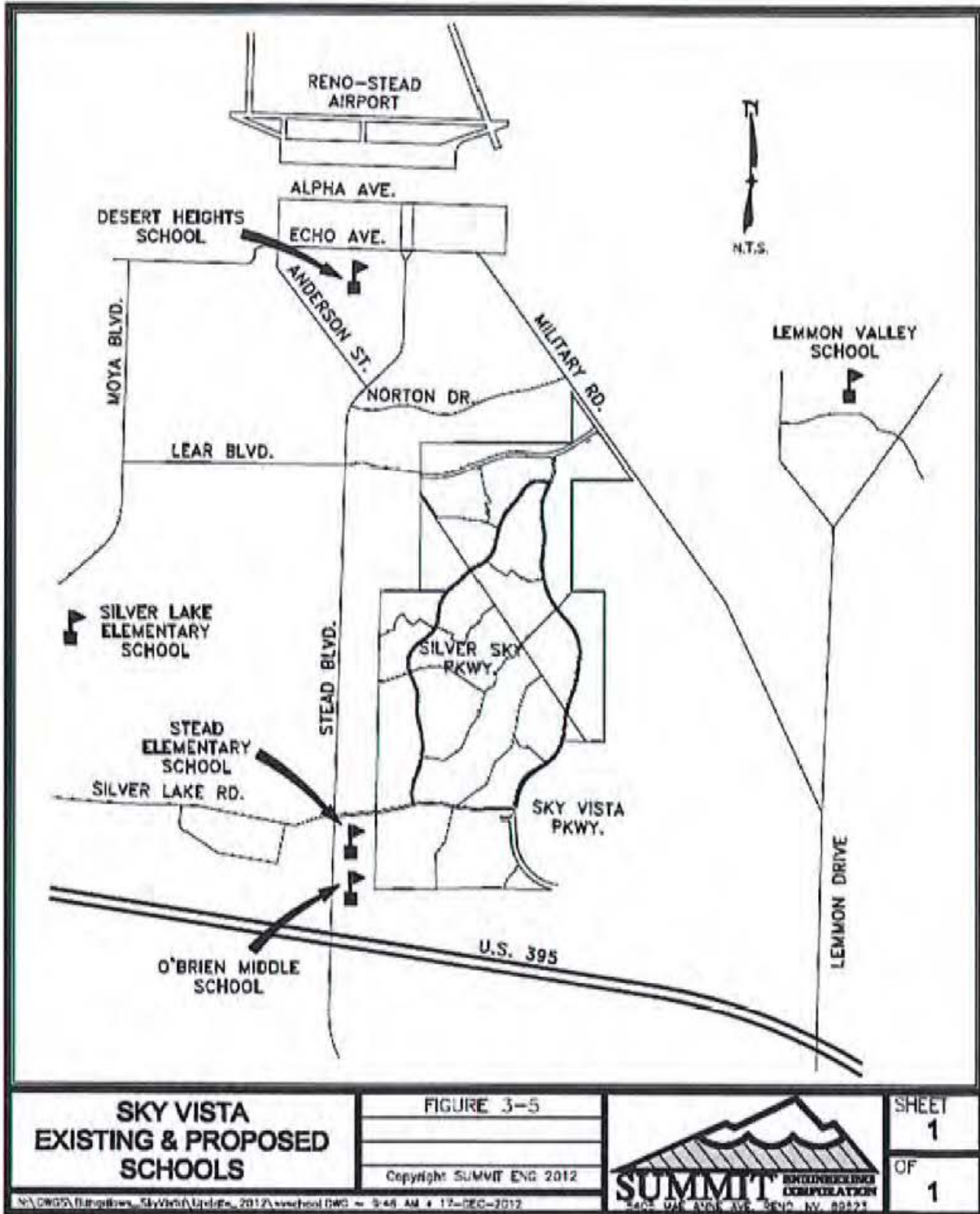


Figure 3-4. Pocket Park Concept Plan



Project costs for these facilities are summarized below.

**Table 3-2
Sky Vista Recreation Facility Costs**

FACILITY	PROJECTED COST
Bicycle/Pedestrian Paths	\$390,000±
Pocket Parks	\$300,000 to \$750,000±
Par Course	\$13,000 to \$15,000±
Equestrian Trail	\$5,000±
Small Picnic Areas	\$12,000±
Grand Total	\$730,000 to \$1,172,000

Note: These costs do not include landscaping, irrigation or ±\$1.2 million in effluent lines servicing the North Valley's Regional Park and Sierra Sage Golf Course.

The homes in Sky Vista should yield \$1,835,500 in Residential Construction Tax (RCT) or park funds. Since a great deal of the parks/recreation needs are accommodated with Sky Vista improvements, 50% of the RCT collected will be refunded to the Sky Vista developer, SWD, LLC. By requesting 50% of the RCT in a refund, 50% of the RCT collected remains for park development in Mayor's Park or for other facilities. The refund of \$600,000 to \$650,000+/- is well below the facility costs of \$730,000 to \$1,172,000+/-.

The developer of residential parcel D and Village 13 shall be allowed to request a refund in the amount of 50% of the RCT, in which payment of shall be contingent upon the determination of staff and by the City Attorney's office that such payment of the refund is in conformance with State statute and City ordinance.

Sky Vista Associates will enter into an agreement with the City of Reno regarding the RCT refunds as follows:

1. The agreement shall be effective on the first of the month following the month in which the Planned Unit Development (PUD) is approved by the Reno City Council for Sky Vista.
2. Fifty percent (50%) of all RCT tax monies collected by City on issuance of building permits for construction within Sky Vista shall be credited to Sky Vista Associates.
3. City shall collect the RCT in accordance with its usual practices and procedures and applicable law. Disbursements shall be made by the City not less often than each calendar quarter, on or before the fifteenth day following the end of such quarter. All disbursements shall be accompanied by sufficient data to enable Sky Vista Associates to identify the source of such payments. Periodically, but not more frequent than semi-annually, Sky Vista Associates shall have the right for its representatives to inspect the City's books and records to determine the accuracy of payments.
4. Sky Vista Associates agrees to fully comply with all provisions of the Master Plan respecting development of the above recreation facilities. Sky Vista Associates agrees

to convey such facilities in a lien free condition to the City of Reno as each such facility has been completed.

5. A development agreement, a homeowners association or other approach mutually acceptable to the City of Reno and Sky Vista Associates will provide for the maintenance of open spaces/paths in a first class condition in perpetuity and to charge such reasonable fees or charges to Sky Vista property owners as may be necessary to cover the costs of such maintenance.
6. The parties hereto agree to execute such other and further documents as may be necessary to carry out the provisions hereof.

Schools

At present the schools serving the Stead area have the following capacities and enrollments:

**Table 3-3
Stead Area School Capacities & Enrollments**

SCHOOL	CAPACITY	ENROLLMENT ^a	UNUSED CAPACITY
Stead Elementary	763	701	62
Silver Lake Elementary	621	630	(9)
Lemmon Valley Elementary	733	687	46
Alice Smith Elementary	783	730	53
Desert Heights Elementary	774	506	268
Subtotal Elementary	3,674	3,254	420
O'Brien Middle	1,191	592	599
Cold Springs Middle	1,639	686	953
Subtotal Middle	2,830	1,278	1,552
Hug High	1,915	1,418	497
North Valleys High	2,599	2,033	566
Subtotal High	4,514	3,451	1,063

^aEnrollment figures based on projected enrollments and classroom needs 2015-2016 as provided by Washoe County School District.

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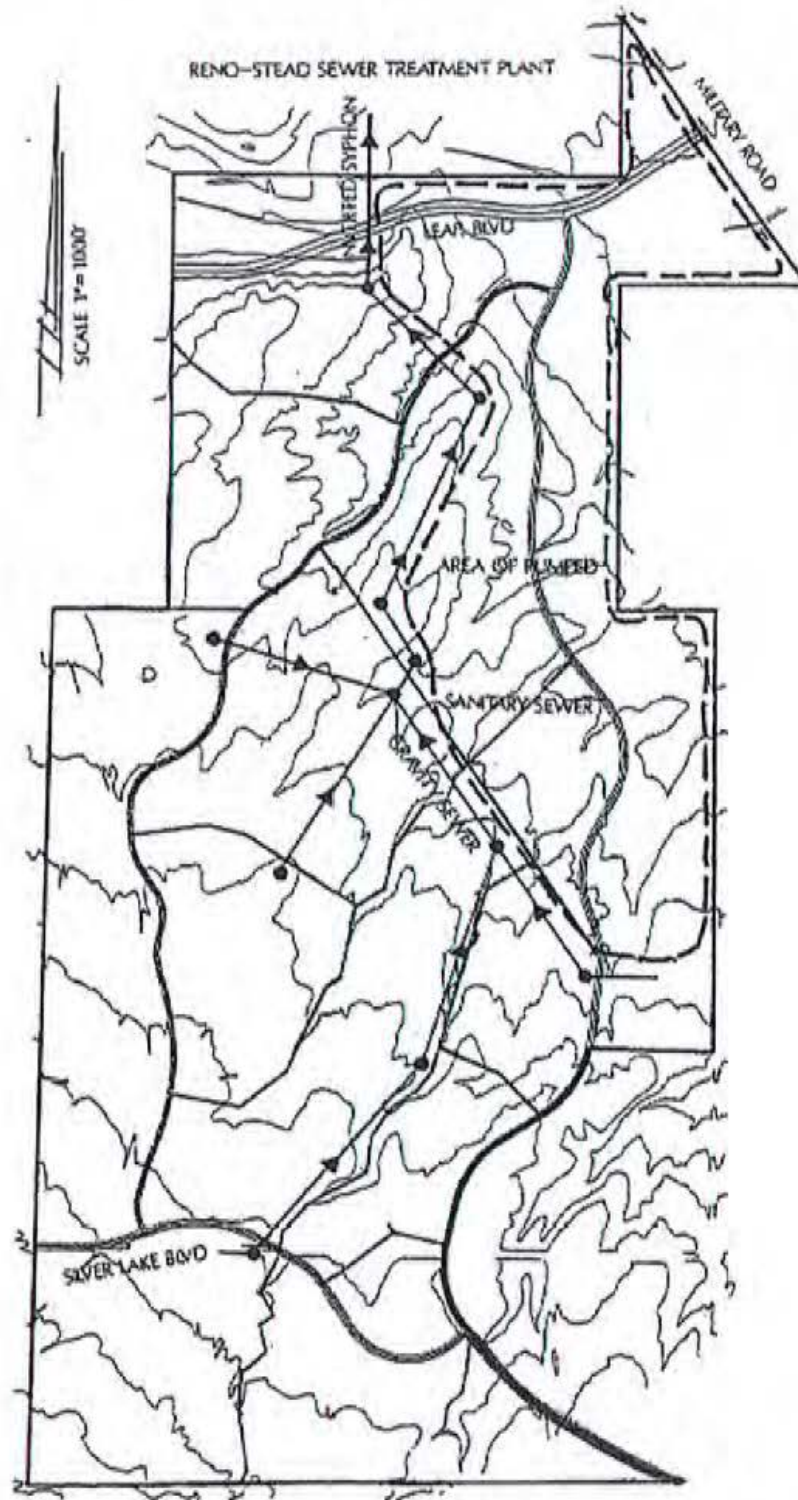


Figure 3-6. Master Sewer Plan

Water Supply

Sky Vista has been included in the service territory of Sierra Pacific Power Company. Sky Vista will ultimately require about 900 acre feet per year of water rights. Water rights will be dedicated to the City of Reno as Sky Vista develops.

With the recent state legislation encouraging wastewater effluent reuse and the current application of treated effluent at Mayor's Park for landscape irrigation, it is envisioned that similar opportunities for onsite irrigation will be developed for this project. The additional treatment process at the Reno-Stead Wastewater Treatment Plant (RSWWTP), required as a result of not using a buffer zone, is currently being utilized at its full capacity of 60,000 gpd. Due to the fact that there will be no buffer zone for the proposed onsite irrigation, an expansion of the existing additional treatment process will likely be required. Though technically feasible, as evidenced by the successful track record of supplying treated effluent that has a fecal coliform count two orders of magnitude less than that required for regular discharge, (200/100 ml versus 2.2/100 ml), investigations will have to be made to evaluate space, power and hydraulic constraints as well as any savings that might be gained through economies of scale.

Sewerage

Sewage Treatment is provided by the Reno-Stead Wastewater Treatment Facility which was recently expanded from a one million to 1.5 million gallon per day capacity. About 0.8 mgd (million gallons per day) is currently being processed. The plant discharges treated effluent into Lemmon Lake. The treatment process results in sludge after extended evaporation. The sludge is trucked out. A limited quantity of the effluent is subject to advanced wastewater treatment which is used for irrigation of nearby Mayor's Park.

Sky Vista has the following sewage treatment demands:

**Table 3-5
Sky Vista Sewage Treatment Demands**

2,366 homes @ 325 gpd/du	768,950± gpd
Commercial 10.19± net acres @ 1,000 gpd/acre	10,190± gpd
Total	779,140± gpd

Additionally, the following undeveloped land uses in the Stead area have the following potential sewage treatment needs:

**Table 3-6
Other Stead Area Sewage Treatment Needs**

Future Residential:	2,100± homes @ 325 gpd/du	682,500± gpd
Future Industrial:	1,350± acres @ 500 gpd/du	675,000± gpd
Future Commercial:	500± acres @ 1,000 gpd/du	500,000± gpd
Future Public Uses:	200± acres @ 350 gpd/du	70,000± gpd
		1,927,500± gpd

Thus, the plant will at some point need to be expanded to about 3.5+/- m.g.d. According to the draft Regional Water Quality and Quantity Study, the Stead Treatment Plant:

Reno-Stead and Lemmon Valley Wastewater Treatment Facilities

The Reno-Stead WWTF and the Lemmon Valley WWTF are existing facilities currently permitted to operate at 1.5 mgd, respectively. Effluent from both facilities is disposed of through land discharge/evaporation. All scenarios include a 2.0-mgd expansion of the Reno-Stead WWTF to 3.5 mgd and abandonment of the Lemmon Valley Plant. To comply with effluent reuse guidelines, filtration and disinfection facilities would be required. The effluent reuse facilities would be sized for 3,100 ac-ft/yr by the year 2012. Effluent storage is required during the nonirrigation season, and because insufficient lands exist for land application of the total volume of effluent, provisions for land purchases have been included in the scenarios,

Sewer Collection

A very schematic sewer collection system is outlined with this application. Prior to the recordation of the first final map or the issuance of the first building permit for a nonresidential or multi-family structure in Sky Vista, a sewerage study must be prepared and approved by the City of Reno. This study will address the sewerage of Sky Vista as well as adjacent undeveloped areas in the City of Reno or in the City's "Sphere of Influence" as identified in the Truckee Meadows Regional Plan, and the planned North Valleys Regional Park. The study will also address the use or future use of effluent for open space and park irrigation.

Sewer service to the individual lots of the development will be standard sewer service.

Sewer laterals will connect each lot to a public line within a dedicated right-of-way or easement. The only runs of the sewer "cross-country" are in locations between individual "projects." Most of these cross country runs will be shorter than the 350' minimum distance between manholes, but when necessary, the manhole will be placed within a bike/pedestrian way to provide access.

Stormwater Management

Preliminary Hydrology Report (Summary)

The Sky Vista site slopes northeast toward the Lemmon Valley Dry Lake. The ground cover consists mainly of sagebrush and native grasses. Two drainageways cross the site. The northern one drains west to east, the other enters the site from the south and traverses the site northeast. Both of these drainage basins join and leave the site under Military Road.

Storm drainage improvements for the proposed development will use the existing natural drainage of the site. Two sites have been located for potential detention ponds (See the Hydrology Report in the Appendix). It is required that development will not increase the downstream runoff.

Public Safety

Fire Protection - According to the City of Reno's "Fire Protection Plan" (May 29, 1992):

"Distribution of fire stations is designed to provide adequate fire protection for the entire city and to provide any one area of the City with an adequate response time. A response distance of 1-1/2 miles from a fire station results in an average response time of four minutes.

The City has identified a four-minute response as the preferred standard of service for intense urban development such as the downtown, residential uses with 21 or more units per acre, or development with hazardous occupancies (i.e. high fire loads or explosion potential). Response times of four to six minutes can be suitable for most types of residential or commercial uses, as a baseline standard. However, for properties that are beyond a four-minute response time from a fire station, private fire protection measures may be necessary. Response times over six minutes will affect the types of development allowed on a piece of property. Properties beyond a six-minute response are most suitable for low intensity uses, such as Suburban Residential, Neighborhood Commercial, or Distribution and Warehousing. Response times over eight minutes are strongly discouraged.

In calculating the response time to most properties, a 1.5-minute dispatch time, and 35 mile per hour travel speed, the Fire Department may adjust the assumed travel speed in calculating response times. The reporting station may be a Reno or Truckee Meadows facility, pursuant to the "Emergency Aid Agreement Between the City of Reno and Truckee Meadows Fire Protection District, 1991".

Mitigation Procedures for Fire Department Response in Excess of Four Minutes.

A point system is used to evaluate the increasing hazard to life and property for excessive Fire Department response times. The Hazard Points, as shown in "Table 1", are based on a relative hazard rating based on the potential for a fire to grow out of control and lead to multiple structure fires or a conflagration. In addition to the hazard to property from excessive response times, there is a substantial risk of multiple structure fires in the wildland hazard zone and moderately increased risk to life and property in the urban/wildland transition zone. The combined effect of these two impacts on the Fire Department's ability to control fires is represented in the matrix format and accumulated point system in "Table 1". Additional hazard points are assessed for obstruction or other hindrances to Fire Department response and fire suppression operations which may limit the Fire Department's ability to control a multiple structure fire.

"Table 1" shows the normal requirements for construction for projects with a four (4) minute or less response time for reference purposes. For projects without any area exceeding six-minute response time and with only 25% of the area exceeding a response time of four minutes, development is permitted without mitigation

requirements provided no high fire or explosion hazard exists.

For projects with areas exceeding six-minute Fire Department response times, the points accumulated in "Table 1" must be mitigated by the developer from the list of mitigation measures included in "Table 2". Response times in excess of eight minutes ultimately must be satisfied by the construction and staffing of permanent fire station facilities. Before such fire station facilities are in-service, development projects are not relieved from providing the mitigation measures in "Table 2".

The location of the two existing fire stations in the Stead Area is shown in Figure 12, along with the response time coverages to Sky Vista. As shown, all of Sky Vista lies within an acceptable response time and given the nature of the project, no mitigation measures should be needed.

Police Protection - The Stead Area is served by the Reno Police Department Service Center located at 10555 Stead Boulevard. This location, just a quarter of a mile or so west of Sky Vista, provides for convenient and efficient service.

**TABLE 1
FIRE HAZARD & RESPONSE EVACUATION MATRIX**

Response Time	Non-Wildland Zone	Wildland Fire Hazard Transition Zone	Wildland Fire Hazard Zone
0 to 4 minutes (for reference only)	UFC/UBC Code requirements 0 points	UFC/UBC Code; Class A, non-wood roofing; chimney spark arrestor required 0 points	UFC/UBC Code; Class A, non-wood roofing; chimney spark arrestor; and 30 ft. vegetation clearance required 0 points
Above 4 minutes but less than 6 minutes	UFC/UBC Code requirements 2 points	UFC/UBC Code; Class A, non-wood roofing; and chimney spark arrestor required 2 points	UFC/UBC Code; Class A, non-wood roofing; fire resistant siding/box eaves; chimney spark arrestor; and 30 ft. vegetation clearance required 2 points
6 minutes, but less than 8 minutes	UFC/UBC Code requirements 3 points	UFC/UBC Code; Class A, non-wood roofing; and chimney spark arrestor required 3 points	UFC/UBC Code; Class A, non-wood roofing, fire resistant siding/box eaves; chimney spark arrestor; and 30 ft. vegetation clearance required 3 points
8 minutes or greater	UFC/UBC Code; and full public second access to city standards are required 6 points	UFC/UBC Code; Class A, non-wood roofing; chimney spark arrestor; and full public second access to city standards required 6 points	UFC/UBC Code; Class A, non-wood roofing; fire resistant siding/box eaves; chimney spark arrestor; 30 ft. vegetation clearance; and full public second access to city standards are required 6 points

For all projects exceeding four-minute response time and the following characteristics, add the following points to the values in Table 1 above:

- Road grades in excess of 8% – 1 point
- Difficult access (fire access roads not conforming to UFC 10.207) – 1 point
- High fire hazard (includes UBC Group H-1, -2, -3 and Class V warehouse commodity occupancies) -- 1 point
- Negative development characteristics (i.e., localized weather conditions, topography, excessive conflagration potential, etc.) as determine by the Fire Chief and the Zoning Administrator -- up to 2 points

UFC - Uniform Fire Code; UBC - Uniform Building Code; Class A roofing is fire retardant roofing as per UBC

Figure 3-7. Reno Fire Protection Plan Table 1

**TABLE 2
MITIGATION MEASURES**

PROJECT FEATURES OR CHARACTERISTICS	POINT VALUE
Development not exceeding 3 residential dwelling units per acre (may be used in conjunction with 25' minimum building separation and irrigated landscaping for one additional point)	2
Building separations:	
Min. 25 ft. with irrigated landscaping in between	2
Min. 50 ft. with hardscape or drought-tolerant landscaping in between	2
Min. 100 ft. with native vegetation in between	2
Flame resistant/retardant siding and box eaves on structures (if not already required)	2
Class A, non-wood roofing (if not already required)	2
Second public vehicle access constructed to full city standards -- not emergency access standards (if not already required)	2
Automatic sprinkler protection	5
Fire alarms monitored by a central station service	3
Formation of snow removal district	1
Positive development characteristics as determined by the Fire Chief and the Zoning Administrator	Up to 2
In lieu exactions to the City of Reno:¹	
110% of sprinkler cost (at \$1.50/sq. ft.) ²	5
100% of sprinkler cost (at \$1.50/sq. ft.) ²	4
90% of sprinkler cost (at \$1.50/sq. ft.) ²	3

¹ Based on the assumption that if the city had projected fire protection facilities in place and in service, an acceptable level of response would be provided. In lieu exactions would be used to expedite the establishment of the facilities and equipment necessary for this service. In lieu exactions are not an option if the development would not benefit from the planned capital improvements as determined by the Fire Chief.

² In 1992 dollars. Costs are tied to the "ENRCC" Index and may be adjusted annually. Source: International Association of Fire Chiefs, Operation Life Safety Program.

Figure 3-8. Reno Fire Protection Plan Table 2

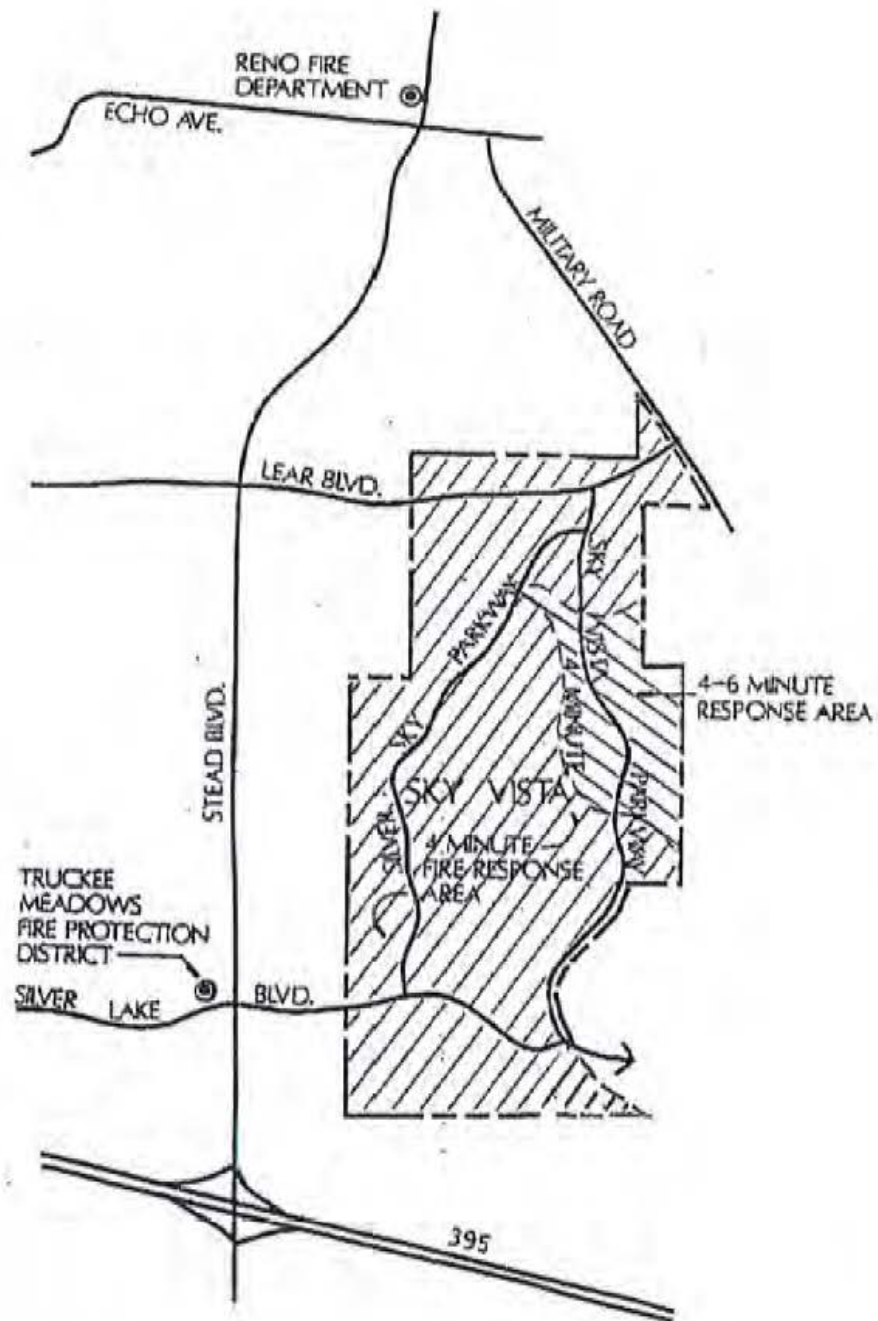


Figure 3-9. Stead Fire Stations/Coverage

4. COMMUNITY DESIGN STANDARDS

Open Space

Function - Open spaces will be designed to become a dominant visual characteristic in the project. This will be accomplished by the following.

- Open spaces will be used to preserve or enhance natural features such as wetlands and drainageways.
- Open spaces will incorporate some landscaping, facilitate storm drainage, and establish continuity and organization in the community.
- Open spaces will be interspersed throughout Sky Vista to effect the desired character.
- The open space system will largely be accessible and visible to the general public and designated for such use in perpetuity once put to open space use.
- Open spaces will provide path/trail linkages among community facilities and residential uses.
- Open spaces will provide visual relief from continuous development by establishing breaks or buffers between land uses.

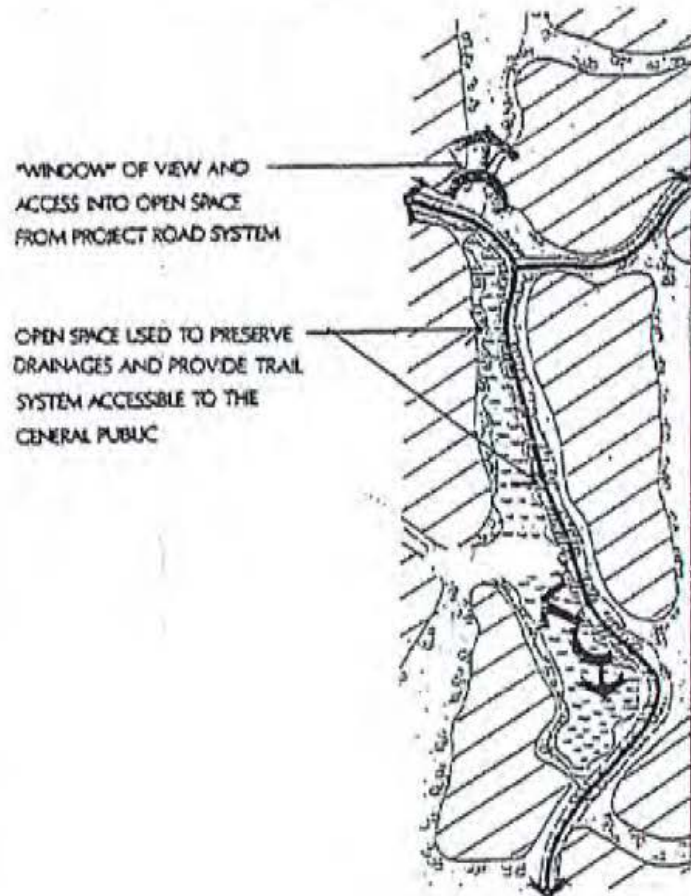
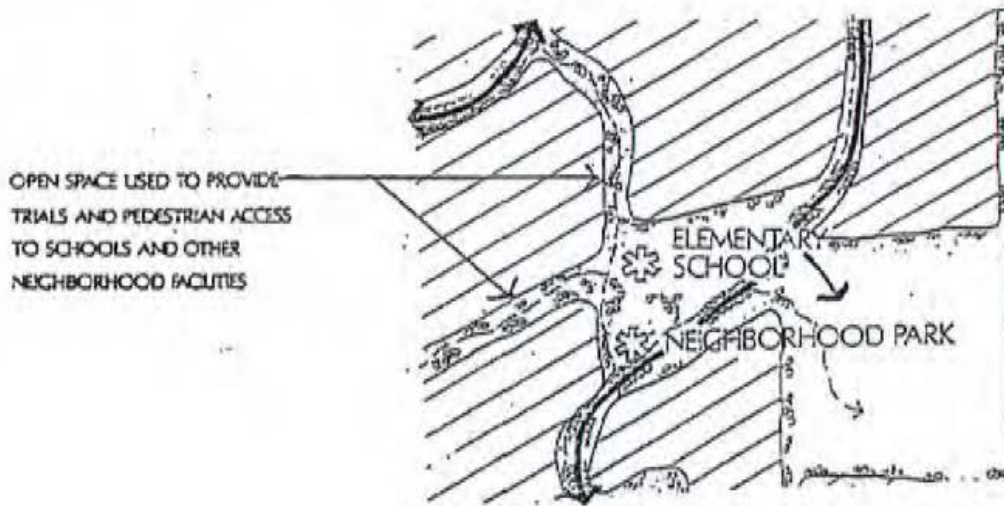
Open Spaces will be designed for both active and passive uses. For example, plazas in commercial areas may be most appropriately designed with finished hardscape materials such as stone or brick, and include fountains and seating areas. Pocket parks in residential areas could be developed with grassy fields, play equipment, and sports facilities.

Clustering & Bufferyards/Land Use Compatibility

Clustering

Clustering can be used appropriately for a variety of uses including the following:

- Protection of wetlands,
- Protection of natural vegetation such as willow trees and scrub,
- Establishment of active and passive recreation,
- Establishment of a trail/path network,
- Protection of natural drainage ways to prevent soil erosion and use of open space for stormwater management,



LEGEND



DEVELOPMENT AREA



OPEN SPACE

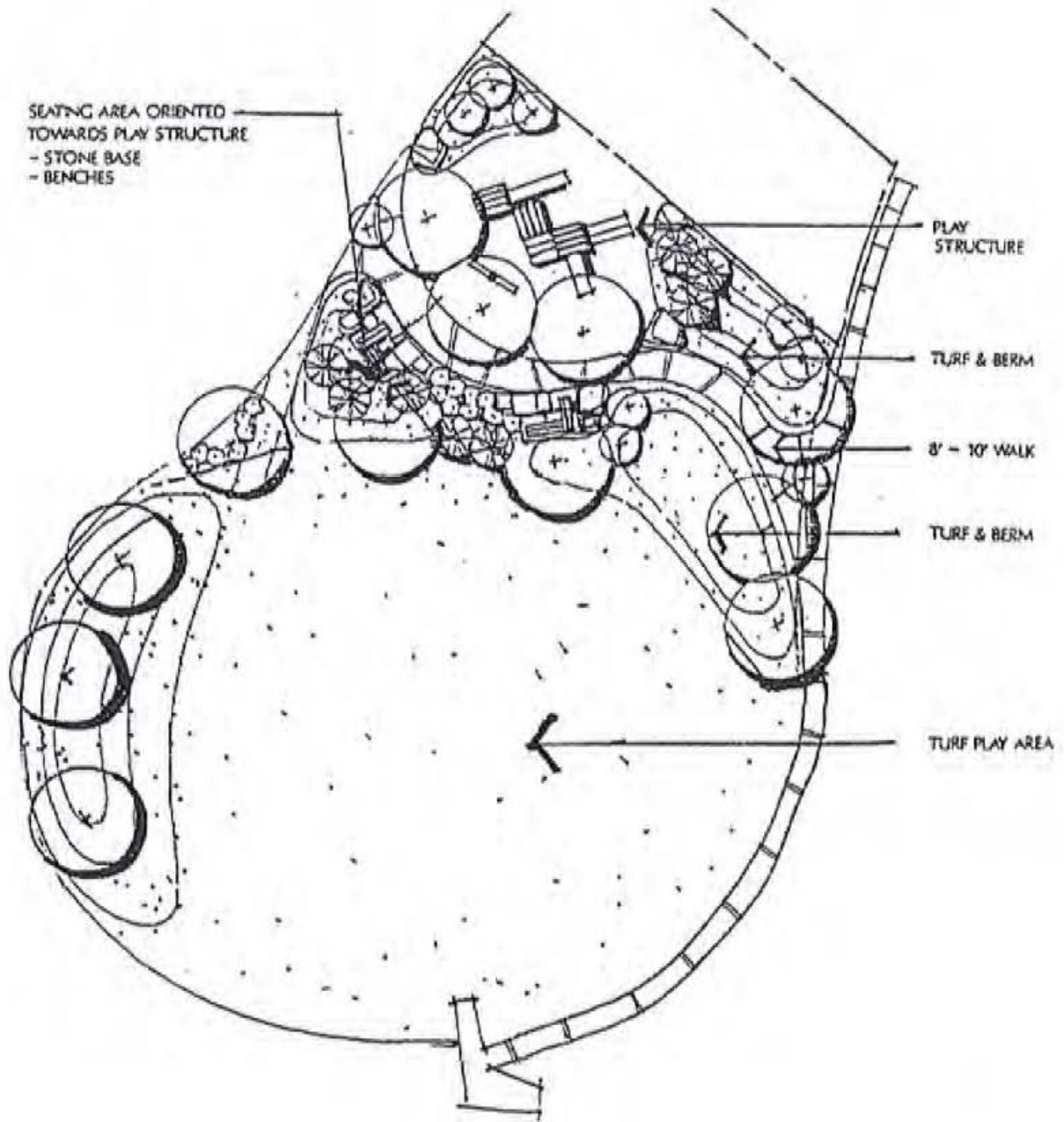


ROADWAYS



POTENTIAL FACILITY

Figure 4-1. Open Spaces



TYPICAL POCKET PARK

Figure 4-2. Typical Pocket Park

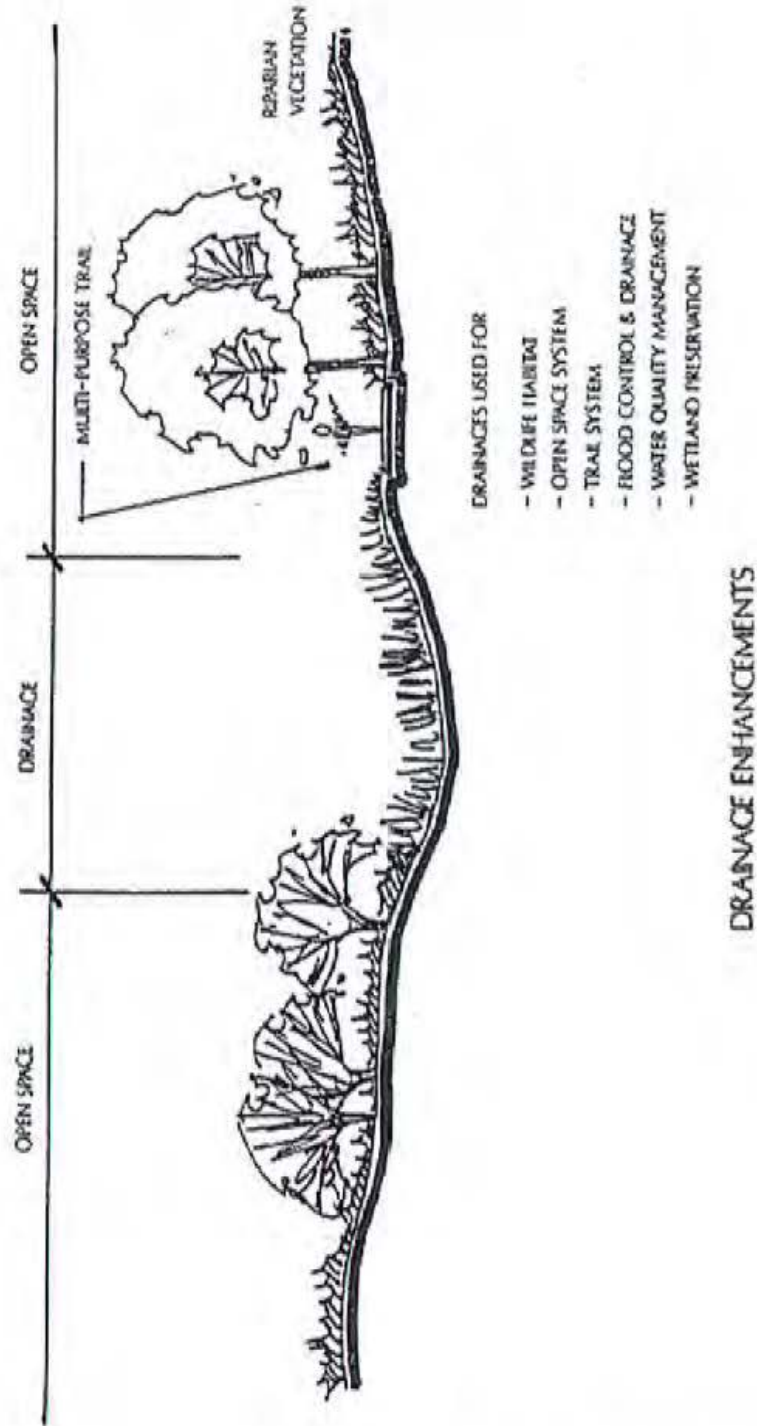


Figure 4-3. Drainage Enhancement

- Preservation of open areas to reduce the perception of density over a conventional subdivision,
- Effect a "sense of community" through ingenuity and originality in individual site design.

The following are inappropriate uses of clustering to be avoided:

- Destruction, loss or damage of significant natural, scenic, or historic resources.
- Placement of the density all to one area without the gain of public or community/resident value.
- Non-mitigation for incompatibility with adjacent uses.
- Establishment of non-functional or un-usable open areas,
- Creation of open spaces with maintenance or access problems.

Bufferyard Standards & Land Use Compatibility

The measures in the following section are the design tools that will be employed either separately or in combination to mitigate existing or potential conflicts. Specific development relationships will be evaluated with the final development entitlement process (e.g. tentative subdivision map) for each project.

Potential land use compatibility measures include:

- **Open Space Setbacks** - By providing an open space buffer between differing land uses, conflicts can often be avoided. The width of the buffer required will depend on the extent of landscaping and the degree of potential incompatibility. The ownership, use, and maintenance of the open space buffer must be defined.

An open space buffer will be provided between the project and Cassilis Drive. The majority of this land will be left as undeveloped open space (Figure 2-3). Landscape berms will be installed along the west side of Cassilis Drive. These berms will be revegetated with native seed mixes and tree groupings will be installed as shown on Figure 4-5.1.

- **Landscaping and Topographic Changes** - As part of an open space buffer or as a treatment of land immediately adjacent to buildings, landscaping can be used to reduce conflicts.

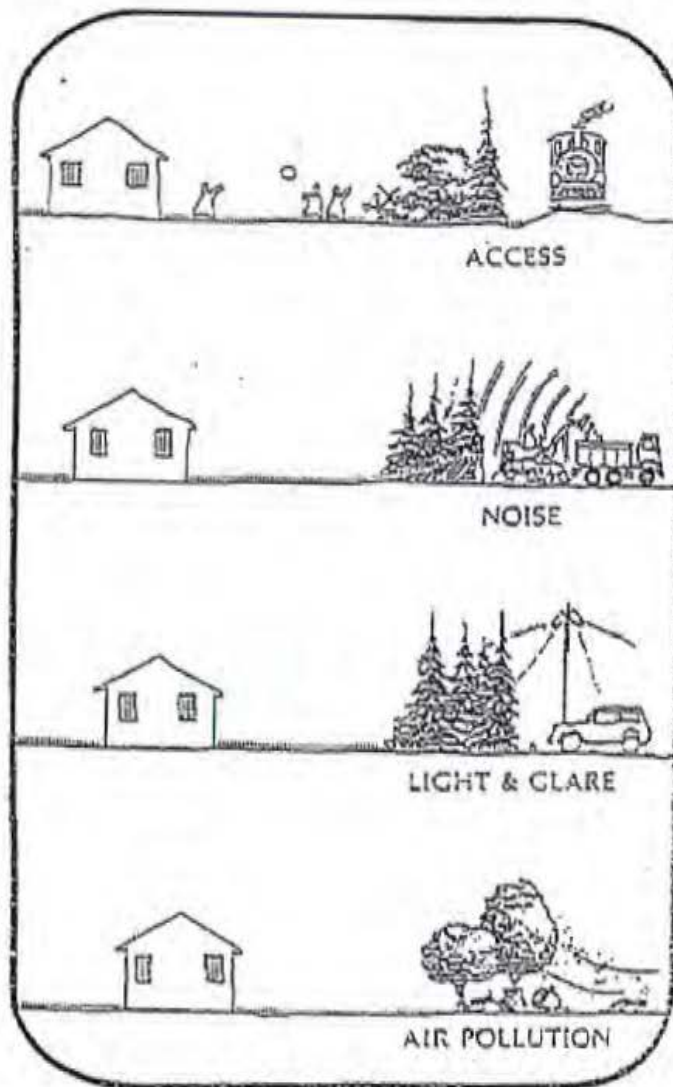
Growth of plants can be visually appealing and also can be inhospitable to unwanted travelers. Such natural screening can discourage unwanted and unsafe pedestrian or bicycle access between land uses.

Good landscaping can help other mitigation measures. It can reduce the width of open space buffer required. It can soften the visual conflict created by safety and security fences.

Recontouring of the land can nurture appropriate views, subdue sounds, change the sense of proximity, channel pedestrian travel and block or soften potentially objectionable views.

- **Orientation** - The strict spatial proximity between land uses and the apparent or functional proximity can be very different depending on the orientation of buildings, access and activities in the two land uses. The buildings themselves can cause a buffer to be created by effectively turning their backs on each other – orienting views, access and principal activities away from the other land use. Care must be taken, however, that a hazardous and unaesthetic "no-man's" land is not created in the process. Some appropriate use must be given to the intervening space. Alternately, the intervening space can be eliminated altogether if the two buildings share a common back wall. An entire site plan can be oriented so that the activities and functions are aligned hierarchically by placing those least compatible furthest from the common boundary between land uses and those most compatible near that boundary.
- **Barriers and Alleviation** - It may be appropriate and necessary to use physical barriers to prevent the undesirable attributes of one land use from affecting the people and activities in the adjacent land use. Fences, walls and berms can prevent the passage of people into areas that would be unsafe or insecure. They can also prevent spillage of materials from one site to another. Noise, light and odor pollution can be reduced at the point of origin by modifying the normal design of the operations causing the pollution. Light and noise can also be mitigated through physical barriers such as fences, walls, berms, screens and landscaping.
- **Architectural Compatibility** - In addition to the architectural considerations involved in mitigation through orientation. The materials, colors, scale, and prominence of buildings in adjacent land uses can be coordinated so there is a gradual transition from one land use to another rather than a sharp and displeasing contrast. Purely aesthetic details that are "tacked" into a building can cause more harm than good. The architectural compatibility should rise from a total consideration of the function of each land use and the function of the space between them.
- **Circulation** - Streets and parking areas can often serve to reduce certain types of land use conflicts.
- **Internal relationships** can be addressed in a much more flexible fashion by addressing potential internal land use conflicts (e.g. traffic, privacy, noise, light, hours of operation, etc.) to ensure potential conflicts are properly addressed when development is proposed.
- **Bufferyards** are intended to separate different land uses from each other and are intended to eliminate or minimize potential nuisances such as dirt, litter, noise, glare of lights, excessive signage, and unsightly buildings or parking areas, or to provide spacing to reduce adverse impacts of noise and odor. Plantings

provided in connection with bufferyards also assist in reducing air pollution.

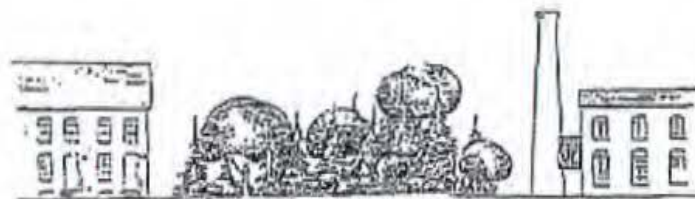


Purpose

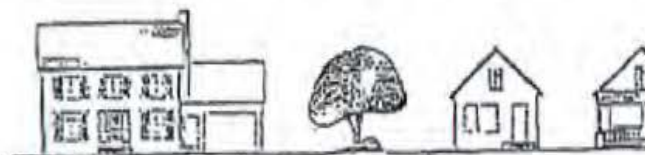
Bufferyards provide visual barriers which block out the glare of lights, signs and other visual nuisances. In addition, planted buffers function in two ways to block noise. Distance and plant material reduce the intensity of noise, and wooded areas introduce background sounds of birds and wind through trees. While these background noises do not actually reduce noise, they make it less noticeable and therefore less annoying. Buffers also shield the source of the noise from view, which tends to distract attention from the nuisance and thereby minimizes its perceived impact. They may also serve as a protective or safety barrier, insofar as they block physical passage. Finally, relatively heavily planted buffers reduce air pollution, dust and dirt. Greenery in urban areas may make important contributions to better air and aid improvements of water quality.

Note: Taken From Performance Standards: Kindig

Figure 4-4. Bufferyards -Purpose



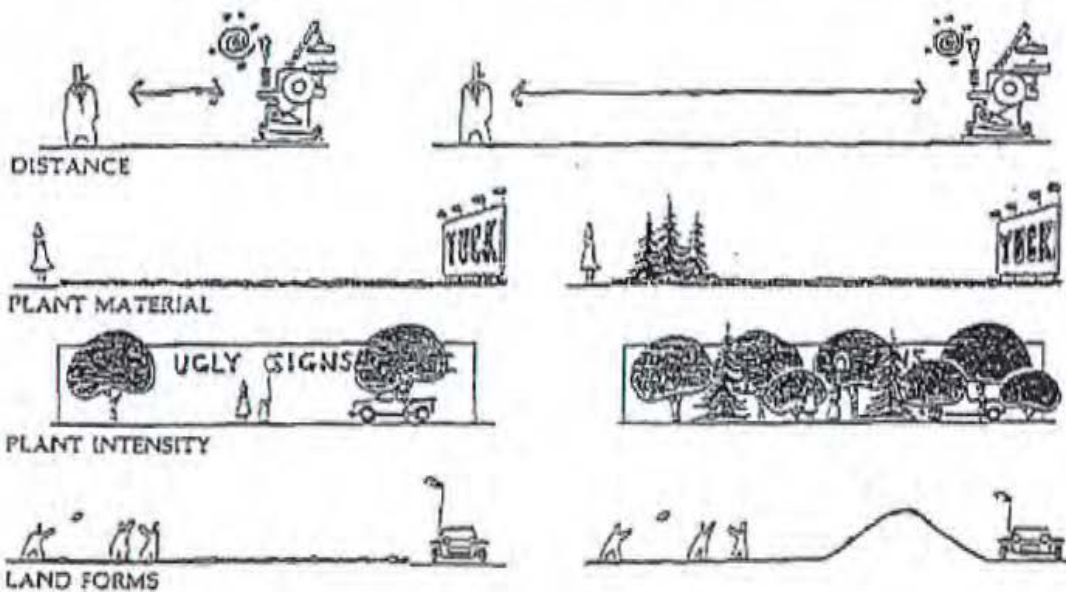
MAJOR DIFFERENCE-LARGE BUFFER



SMALL DIFFERENCE-SMALL BUFFER

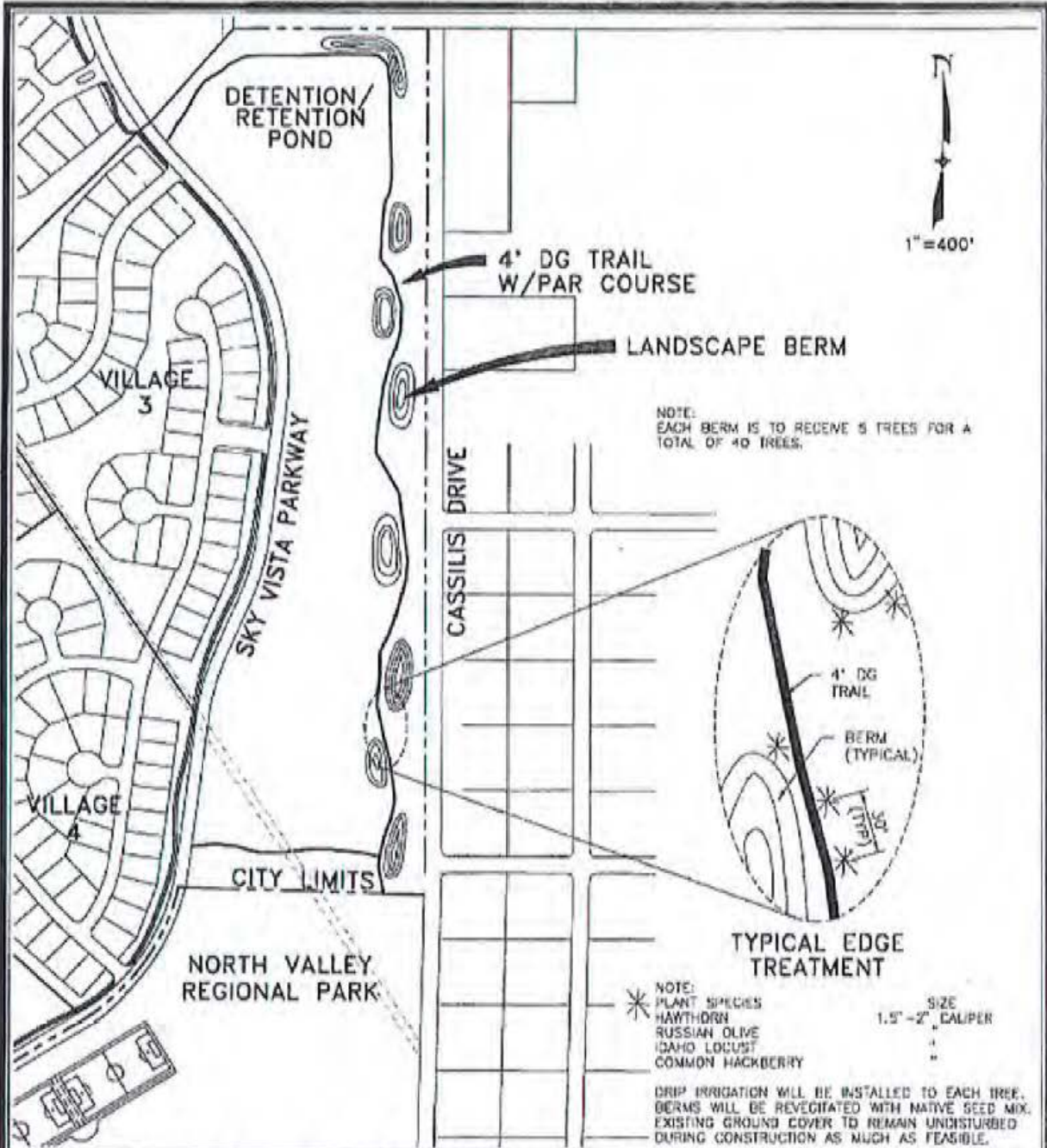
Variables

There are four basic variables in the bufferyard design: distance, plant material, plant density and land forms. A combination of all of these factors can be used to develop bufferyards. Because each element performs a different function, a different combination of elements is specified for different juxtapositions of uses. For example, far more and denser planting is required between a residential use and an industrial use than between a residential and small office use. In the case of an extreme disparity between adjacent land uses, structural bufferyard elements such as walls or berms may be required.



Note: Taken From Performance Standards ; King

Figure 4-5. Bufferyards - Variables



<p>SKY VISTA CASSILIS DRIVE LANDSCAPING</p>	<p>FIGURE 4-5.1</p>	<p>SUMMIT ENGINEERING CORPORATION</p>	<p>SHEET 1</p>
	<p>SCALE: 1" = 400'</p> <p>Copyright SUMMIT ENG 2003</p>		<p>OF 1</p>

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Circulation, Streets and Roadways

The roadways in Sky Vista will be designed to meet the specific needs of the area with streets that are as small as practical, provide for streetscaping along primary roadways, provide for proper speeds in residential areas, and promote innovative land planning.

The roadways in Sky Vista will generally be public. Individual project roadways may be private and gated. For example, a project geared to the elderly might use private/gated access for security reasons. Development of the project will generally conform to the circulation plan as shown in Figure 4-6. The circulation plan reflects the general locations and hierarchy of roads. Streets will be designed to be safe and efficient, not overpowering. Streets will be aligned to establish an effective circulation pattern. Streets will also be routed to respect the topography and natural features such as wetlands, drainages and existing vegetation.

Several types of streets make up the circulation pattern. The type of street varies from an arterial standard to small, lightly traveled courts or cul-de-sacs. The anticipated traffic volumes, topography and land use of the area will dictate street width as well as the parking and sidewalk/path requirements. Street design speeds will meet or exceed the standards established in the City of Reno Public Works Design Manual. Local roads may be designed for lower speeds with speed limit posting subject to approval by the City Engineer.

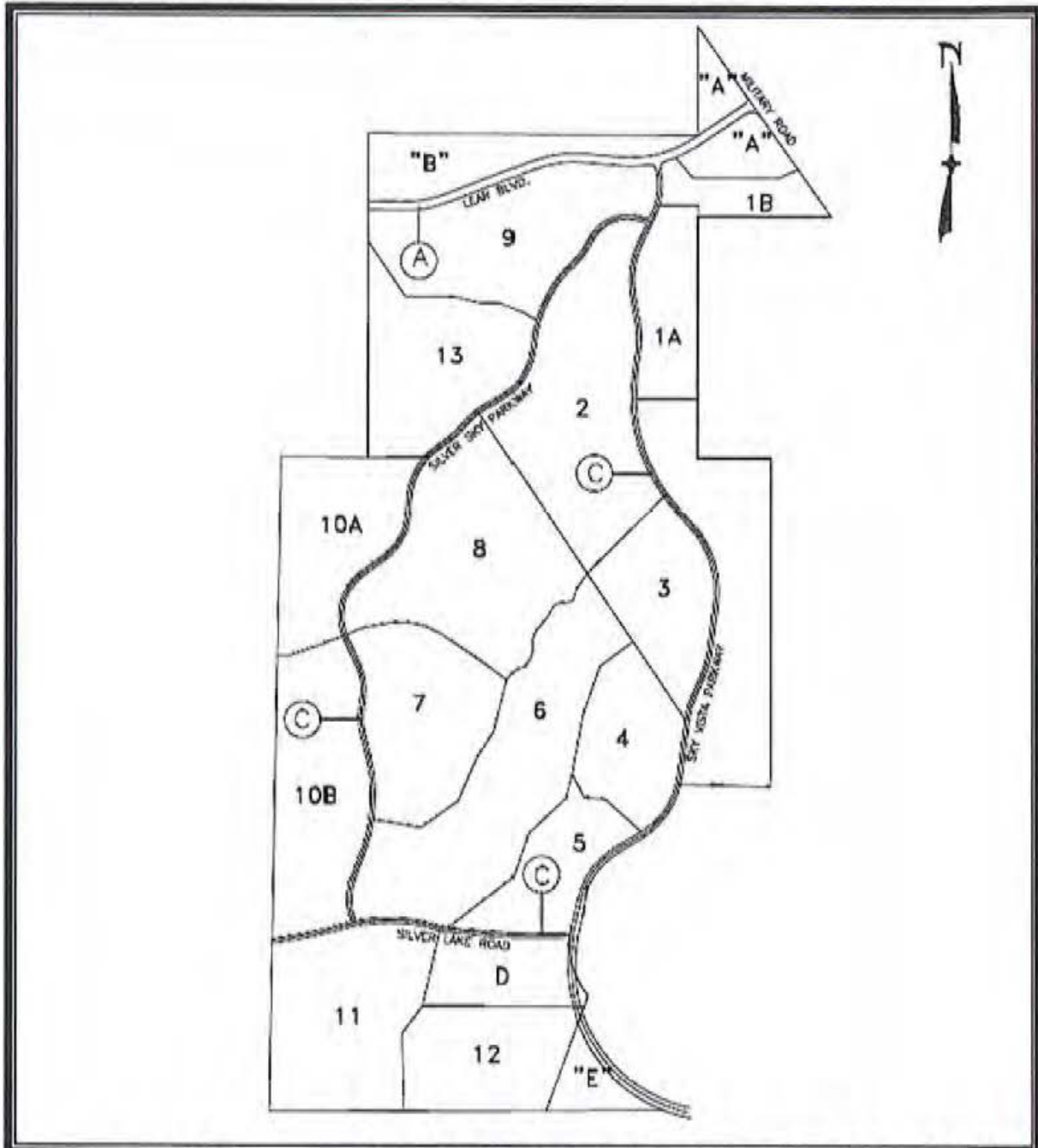
Primary access into Sky Vista is provided initially on Lear Boulevard from Military Road/Lemmon Drive. Sky Vista Parkway will ultimately provide primary access from Lemmon Drive. Silver Lake Boulevard will provide limited access to/from Stead Boulevard. Signage and landscaping will let a visitor know he or she is entering the Sky Vista community. Landscaping will be site-sensitive and inviting, accenting the native plant community. The entrance parkways will incorporate turning lanes, landscaping and paths, as needed.


Arterial Roadways

Lear Boulevard, a parkway street, has been constructed adjacent to the site from its present terminus to the east of Stead Boulevard as a 4-lane commercial arterial accommodating some truck traffic.

Major Collector

Sky Vista Parkway, Silver Lake Boulevard and Silver Sky Parkway will be "major" collectors. These roads will have 12-foot travel lanes and 6-foot paved shoulders. The roadway width will be increased to 40 feet where bus stops or other types of curb use are required and to 50 feet adjacent to Parcels 5 and D. Landscaping will flank both sides of these roadways. An 8-foot multi-purpose pathway will serve bicycles and pedestrians on one side of the roadway within the open space area. Medians may be used to structure left turn lanes, establish focal or identity points.



SKY VISTA CIRCULATION PLAN	FIGURE: 4-8		SHEET
	N.T.S.		1
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201208 016 15th St. PC#0, NY 69523

Residential Collector

Residential collector roadways will be used wherever traffic volumes are expected to be 1,000 ADT or greater. These streets will be identified with each tentative map. Medians may be used to structure left turn lanes or establish identity or focal points. These roadway sections will have minimum 12-foot travel lanes in each direction, with a minimum paved section of 30 feet. Direct driveway access from a lot to a collector roadway will be limited to selected lots with shared driveways and/or special driveway requirements (precluding back-out maneuvers). Resident parking will be accommodated "on-lot or on local residential streets." Parking bays and courts, with no direct access to collector roads, can be used to provide guest/visitor parking if needed.

Local Roads

Local roads provide access to lots and connect to the collector roads. These roads will have a minimum width of 32 feet curb face to curb face. Where a local road does not require on-street parking, the width will be 24 feet curb face to curb face. Whenever a local road's anticipated traffic volume exceeds 500 ADT, a 4-foot path or sidewalk will be constructed along the street unless alternative pedestrian access (not along the roadway) is provided. Other roadways may provide a path or sidewalk along only one side.

Cul-de-Sacs

Cul-de-sacs will be constructed to the same roadway width standards as local roads. The bulbs will have a minimum diameter of 80 feet face of curb to face of curb, unless the Reno Fire Department requires a 100-foot diameter. The center of the bulb (bulb diameter less 48 feet) may be landscaped and may include parking. The bulbs may use a variety of curves and radii to effect "freeform" or alternative geometric shapes. No sidewalks are required on cul-de-sac streets serving 15 or fewer homes.

Eyebrows/Parking Courts

Eyebrows or parking courts can be used to provide access to lots off of the other types of roadways. These courts may be either "freeform" or "structured" in appearance. They will be designed to accommodate the equivalent of an 80-foot minimum diameter, similar to cul-de-sac bulbs. The access way width will be a minimum of 24 feet curb face to curb face.

Emergency Access/Service Roads

Emergency access roads are twenty feet wide and will be designed to meet all of the "fire apparatus access road" requirements of Sec. 10.201 through 10.206 of the Uniform Fire Code. Service roads, such as lot access drives, and utility access ways, will be a minimum of 12 feet wide.

Table 4-1

Street Standards

Facility Type	Maximum Density Allowed (DU/Acre)	Minimum R-O-W Width (1) (Ft.)	Ffc Width (2) (Ft.)	Curb (3) Type	On-Street Parking (No. Sides)	Sidewalk No. Of (4) Sides	Street (5) Lighting	Maximum Cul-de-Sac Length (Ft.)	Max. (6) ADT
Arterial	--	80	68	Vert.	0 to 2	1 path	I & MB	N/A	40,000
Major Collector	--	50	36	Vert.	0	1-path	I & MB	N/A	10,000
Residential Collector	6.2	32	30	Vert.	0	1-path	I & MB	N/A	10,000
Local St.	--	46	36	Vert.	2	1-path	I & MB	400	1,000
Local St.	6.2	38-46	28-36	Vert.	1 or 2	1 or 2	I & MB	400	300
Local St.	4.2	38-46	28-36	Vert.	1 or 2	1 or 2	I	500	500
Local St.	2.5	28-46	24-36	Rolled	0 to 2	0 or 1	I	600	200

Notes:

(1) ROW = right-of-way

(2) On streets less than 36 feet in width, extra public utility easements may be required for placement of utilities (gas, water, electric, cable)

(3) Curb types are either vertical - (vertical face) or rolled.

(4) For streets with sidewalks on one side only, sidewalk width shall be 5' minimum. In cul-de-sacs, sidewalks shall be extended at least to the cul-de-sac bulb with a handicap ramp. On collector streets, an 8-10' shared bike/pedestrian path may be constructed on one side only in lieu of sidewalks upon approval of the City Engineer.

(5) I - Intersection, MB - Midblock. Midblock street lighting will not be mandatory on roads with less than 500 ADT unless necessary for traffic safety and the safety and convenience of the public. Necessity may be determined by the City Engineer, Chief of Police, or through the neighborhood planning process.

(6) ADT refers to average daily traffic. Collector streets are limited to a maximum volume of 4,000 ADT where single family or duplex housing fronts directly on the street. In other cases, the maximum allowable ADT - 10,000.

(7) Amount of common (public) off-street parking in addition to any garage and driveway spaces. If parking is eliminated on one or two sides of the street, provide one or two common spaces, respectively.

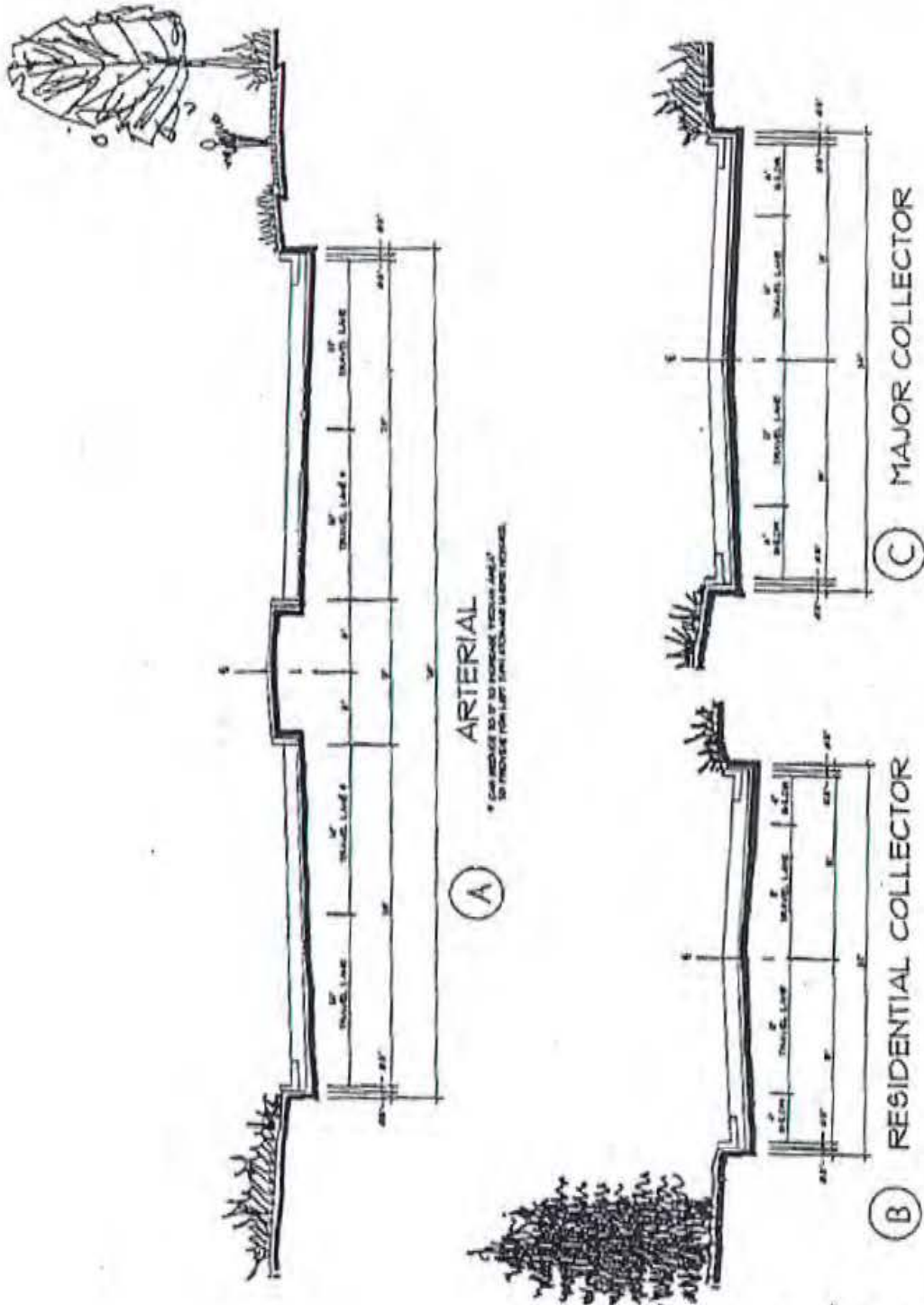


Figure 4-7. Street Sections

Path/Trail & Sidewalk Standards

The following standards will apply to the path/trail network for non-motorized traffic in the Sky Vista project:

Table 4-2
Path/Trail Standards

PATH/TRAIL TYPE	TREAD WIDTH	SURFACE*	MAXIMUM	DESIRABLE GRADE
Pedestrian	3' - 4'	DG, PCC or AC	Varies, follow topography	15 - 25%
Pedestrian/Bicycle**	8'	AC or PCC	15% max.	14% desired max.
Mountain Bikes/Hike	8'	DG	18%	8%
Public-Multi Use Easement; Ped./Bike/Mtn. Bike**	8' Ped. Bike	DG or Crushed Rock	14%	8%

*DG - Decomposed Granite

*AC - Asphalt Concrete

*PCC - Portland Cement Concrete

**Bicycle facilities shall conform to the AASHTO Guide for Development of New Bicycle Facilities.

The following general guidelines will apply to the pedestrian and/or bicycle pathways.

- Pathways will meander within open space areas.
- Any paths around wetland areas will generally be kept to the edges of the wetland to control their impact and reduce the number of bridges or boardwalks that will be needed.
- Link major natural and landscaped open spaces, schools, and parks, to the residential and commercial uses with the pedestrian/bike trail system providing an alternative to automobile transportation.
- Separate paths and trails from automobile traffic where practical to provide a safe and aesthetic experience with, parking lanes, landscape strips or by placing them in separate corridors.
- The objective is to create a community-wide path and trail system to link residential areas, community facilities and public amenities. The path and trails criteria are intended to provide safe, functional, and aesthetically pleasing walkways within and between development parcels. The criteria also strive to create connections to the overall walkway system to allow all residents optimal pedestrian access throughout the area.

- Each individual project within the Sky Vista project will provide safe and convenient internal walkways that connect to the path/trail system shown in Figure 4-8.
- Where practical, paths/trails should be located and aligned to provide views of surrounding natural features and community open space.
- Curved walkways should be designed as sweeping curves that create visually appealing landscape forms. Abrupt or irregular curves and jogs should be avoided. Curved walkways should not be used in areas too narrow to allow a sweeping curve.
- All walkways will be a minimum of four feet wide.
- Concrete sidewalks, 5 feet in width, shall be provided adjacent to multi-family and commercial uses unless a pedestrian/bicycle path is provided.
- To the extent possible, all walkways should be handicapped accessible. Where site or development conditions make full handicap access unfeasible, an alternative handicapped route should be designed. Handicapped accessible walkways are to be designed to ADA standards.
- Curb ramps will be constructed wherever a walkway crosses a curb.
- The recommended location for curb ramps is in the center of the street crosswalk. Curb ramps should occur as a natural extension of the walkway, allowing pedestrians to pass from a walkway, down a ramp and onto a street crossing without deviating from the direction of the walkway or crossing.

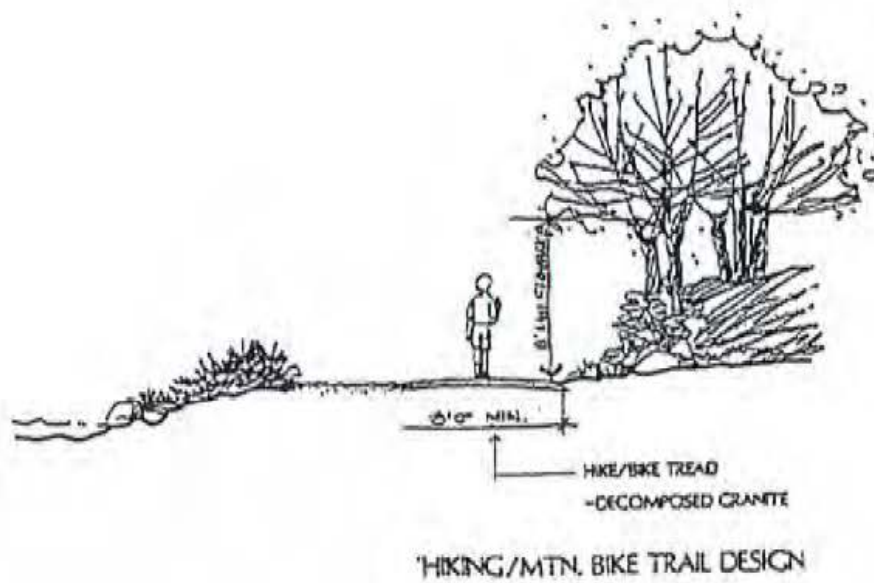
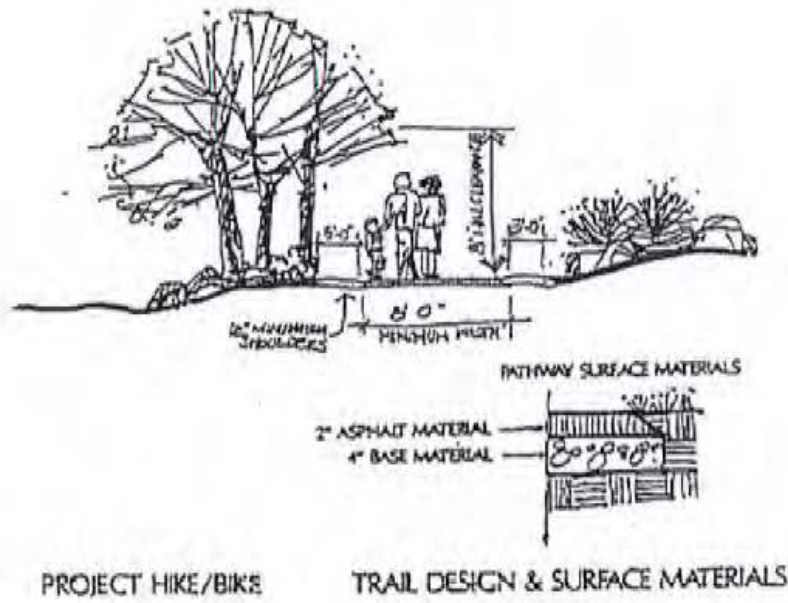


Figure 4-8. Path/Trail Sections

Transit

Transit service is now provided along Stead Boulevard and on Lemmon Drive. Service within Sky Vista will most likely center around the multi-family area, the neighborhood commercial center, and the school site. Service could easily be provided from Buck Drive west on Sky Vista Parkway to Silver Lake Boulevard and west to Stead Boulevard. A bus stop could be provided near the multi-family and neighborhood commercial uses. This route would replace the existing segment of bus travel from Buck Drive to Highway 395 and on to Stead Boulevard. Another link to Lear Boulevard north with a loop segment to Stead Boulevard and Silver Lake Boulevard may also be feasible. Due to the presence of employment to the northwest on Stead Boulevard, a park-and-ride facility may be feasible in the future. As individual tentative maps and/or Special Use Permits are prepared and processed, the Regional Transportation Commission will be contacted for input regarding current and planned transit service needs. Applicants shall dedicate necessary right-of-way and construct transit pads and shelters as required by the Regional Transportation Commission and the City Engineer. Site planning for Sky Vista addresses the following points to facilitate pedestrian movement and potential transit use:

- Frequent pedestrian access is encouraged through individual neighborhoods/development to paths/trails in both open spaces along streets and those between parcels. This will be accomplished in paths between lots, paths along drainage elements and at the ends of cul-de-sacs where bus stops are located.
- Convenient pedestrian access will be encouraged from bus stops to building entrances in commercial structures, unimpeded by landscaping and vehicle travel conflicts.

Grading, Drainage and Stormwater Management

Grading

The design objectives for grading are intended to create smooth slope transitions between grade changes, integrate buildings and site improvements with the site, minimize the negative impacts of grading during construction, and to encourage the use of landform as a landscape design element.

Fill material should be spread when deposited to avoid the appearance of a dump site. Grading plans should include information about stockpiles including the location, size, erosion control measures and length of time that stockpiles will remain.

Where the results of grading will be in public view, smooth slope transitions will be created between grade changes unless they are screened by structures or another approach is integral to the project design. No cutting, filling or earthwork disturbance from construction vehicles may overlap onto adjacent property unless approved as a part of construction documents.

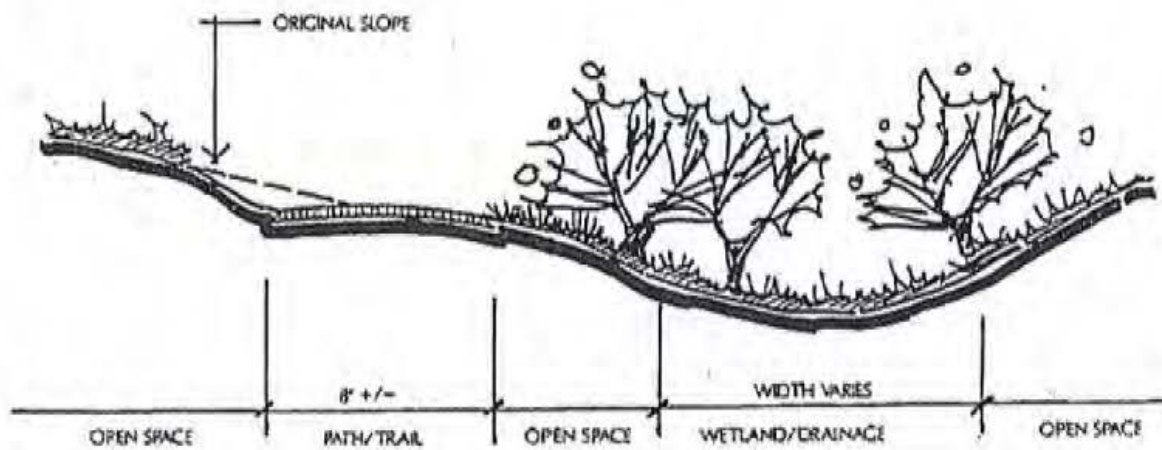
Retaining walls, constructed immediately adjacent to or connecting with a building, will be constructed of a material that visually matches or complements the exterior building material or that is an integral material in the landscape.

The time period that excavation or fill soils are open to erosion should be managed by completing ground cover and planting of disturbed areas as soon as practical after final grading. Cuts and fills will be kept to a reasonable level to reduce visual impact. The following recommendations will be considered to reduce excessive grading:

- Street layouts which minimize cut and fill
- Building with internal steps and multiple levels
- Low retaining walls and building stem walls
- Drainage easements
- Earth integrated structures
- Berms and landscaping to blend cuts and fills

MINIMIZE DISTURBANCE OF NATIVE SLOPES &
VEGETATION WITH CONSTRUCTION OF PATHS/TRAILS.

- REVEGETATE SCARRED SLOPES WITH SEED MIX
TO REPLICATE NATIVE PLANT COMMUNITY.



TYPICAL PATH/TRAIL SECTION GRADING

Figure 4-9. Typical Path/Trail Section Grading

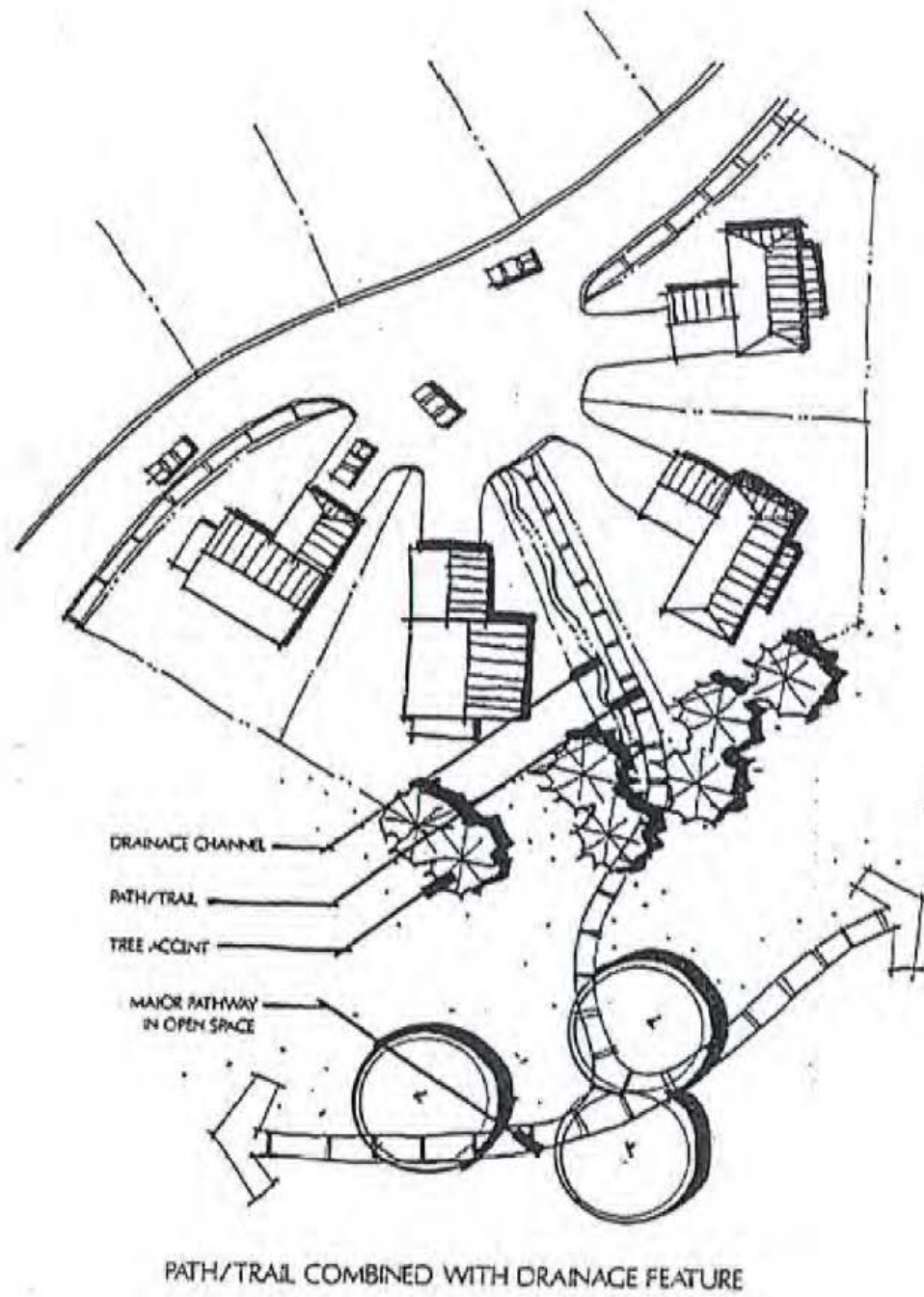


Figure 4-10. Path/Trail Combined with Drainage Feature

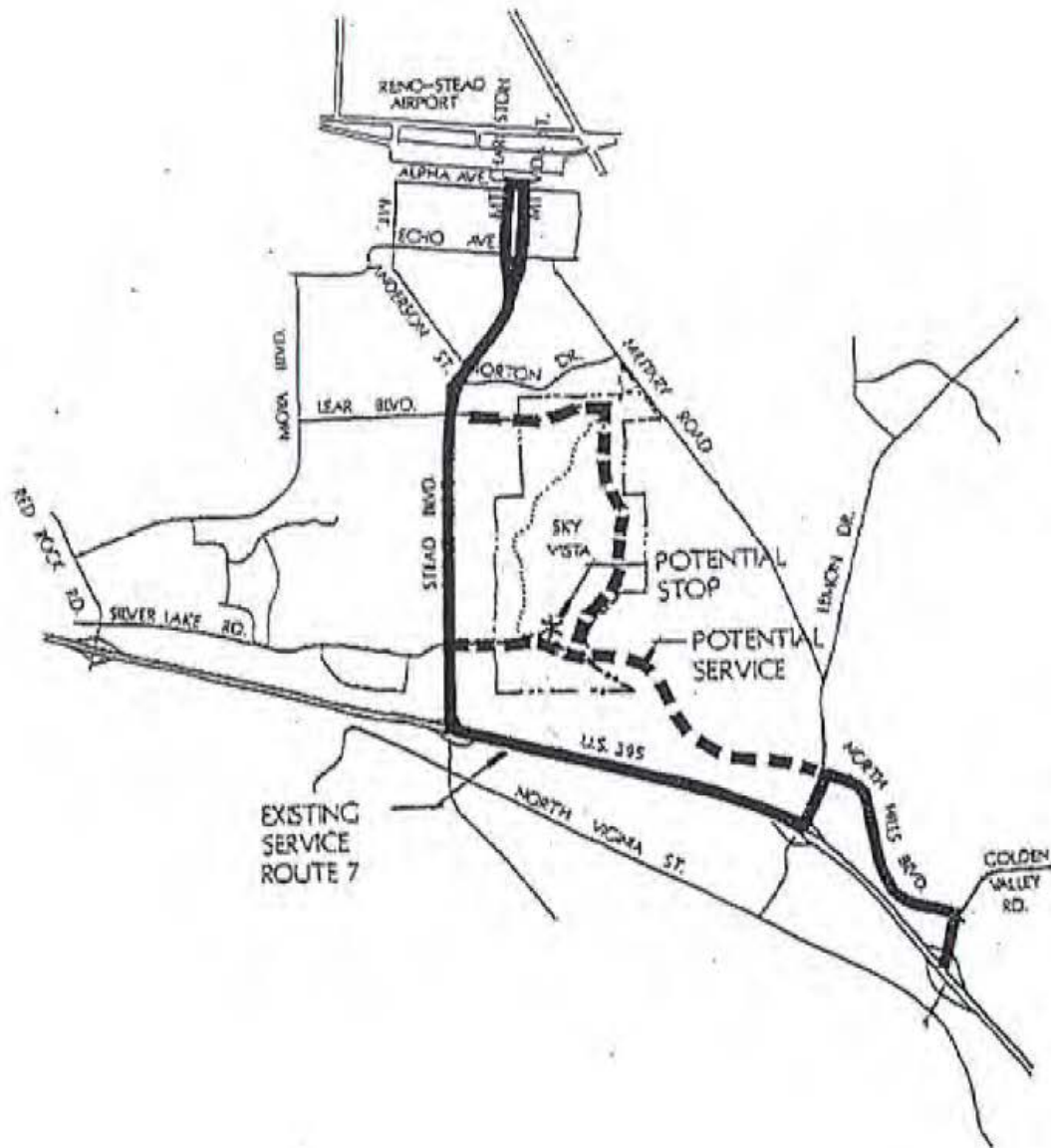
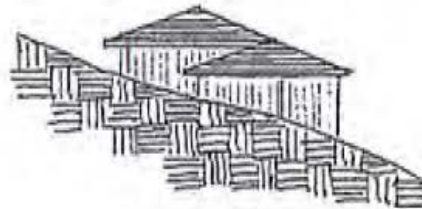


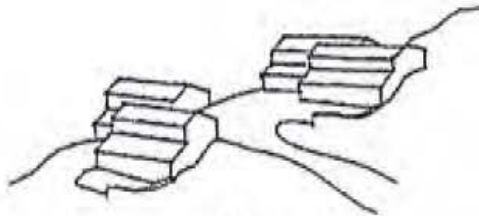
Figure 4-11. Existing & Proposed Citifare Service



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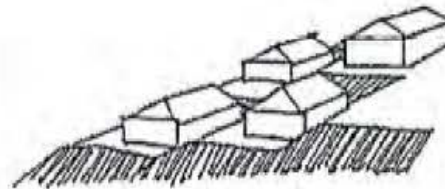


THIS:



THIS:

- MAINTAIN NATURAL TOPOGRAPHY BY:**
- CLUSTERING RESIDENTIAL UNITS.
 - UTILIZING FLOOR PLANS THAT ALLOW FOR GRADE CHANGE.



NOT THIS:

- EXCESSIVE GRADING IS NOT DESIRABLE. AVOID:**
- OVERTOP GRADING
 - BUILDING ON RIDGELINES

Figure 4-12. Building Adaptation for Topography

Drainage

Drainage improvements within Sky Vista are intended to provide safe and efficient drainage that blends into the community and serves multiple functions, such as open space and recreation amenities, in addition to accommodating drainage.

- Design drainage systems to maintain all weather vehicular access on public streets, drives, and in parking areas.
- Protect adjoining properties from flooding or surface drainage. Do not alter the existing drainage patterns of a site or the quantity of water that drains onto adjacent properties unless the changes are part of an overall drainage plan and provisions are made to accommodate altered drainage patterns.
- Paved curb outlets used to drain development parcels to exterior streets should be designed to blend into the streetscape and, where practical, be used as walkways.
- Provide erosion control procedures during construction such that water/soil erosion does not unduly encroach onto adjacent sites.
- Provide finished grades at individual parcel boundaries which meet existing grades at open spaces or with slopes that complement that of the open space.

Stormwater Management

The key concept regarding stormwater management is to use multi-objective planning in the development of stormwater management techniques for Sky Vista. Criteria include:

- Provide for flood flows and public safety.
- Incorporate water quality enhancements where appropriate.
- Develop drainage elements as appropriate for open space/recreation.
- Incorporate the system into recreational facilities such as trails, parks and school athletic fields.
- Enhance for wildlife.

The majority of stormwater will pass through the drainage and open space system with added detention function. Open spaces will be designed for surface movement of storm flows between development parcels, while serving a recreation function for paths/trails. Where culverts are necessary, they will be designed in an aesthetic manner, such as by using rockeries as energy dissipaters and concealing pipe end sections. Energy dissipation devices, where needed, will be designed in a natural or sculptural fashion rather than as angular/regular features, where practical.

The use of drainageways and wetlands for flood control will be done in a naturalistic manner, utilizing rounded rather than angular landforms and horizontal alignments, slopes predominantly not greater than 3:1 and varying sized rockeries and boulders, or other treatments rather than uniform rip-rap treatments.

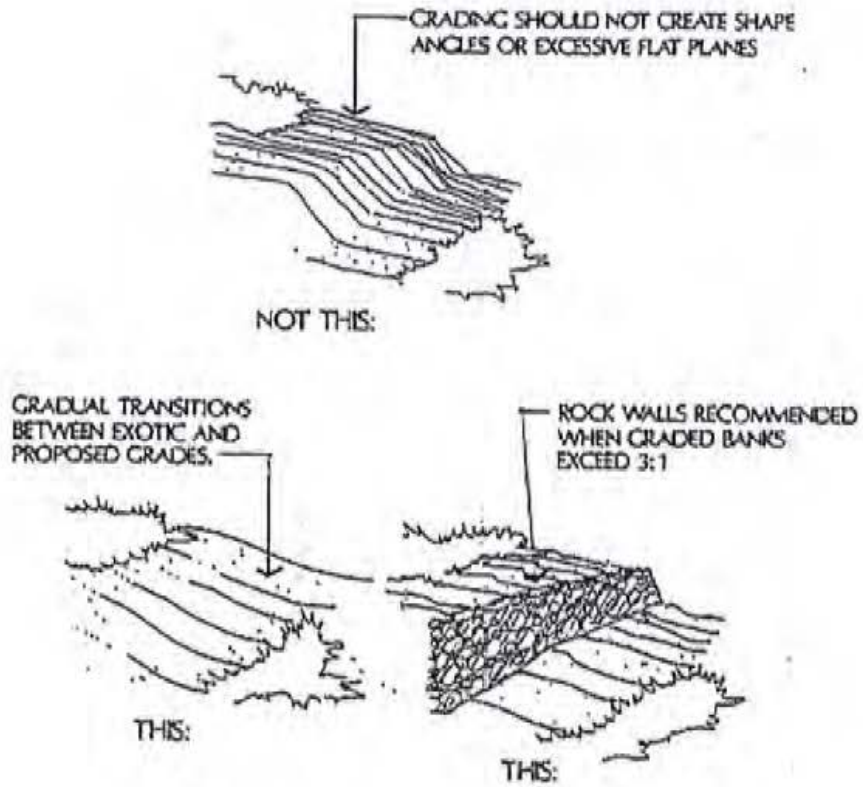


Figure 4-13. Grading

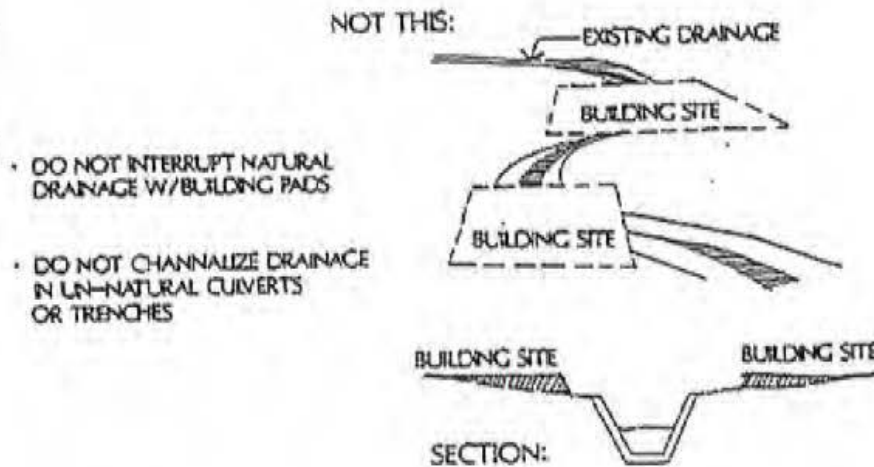
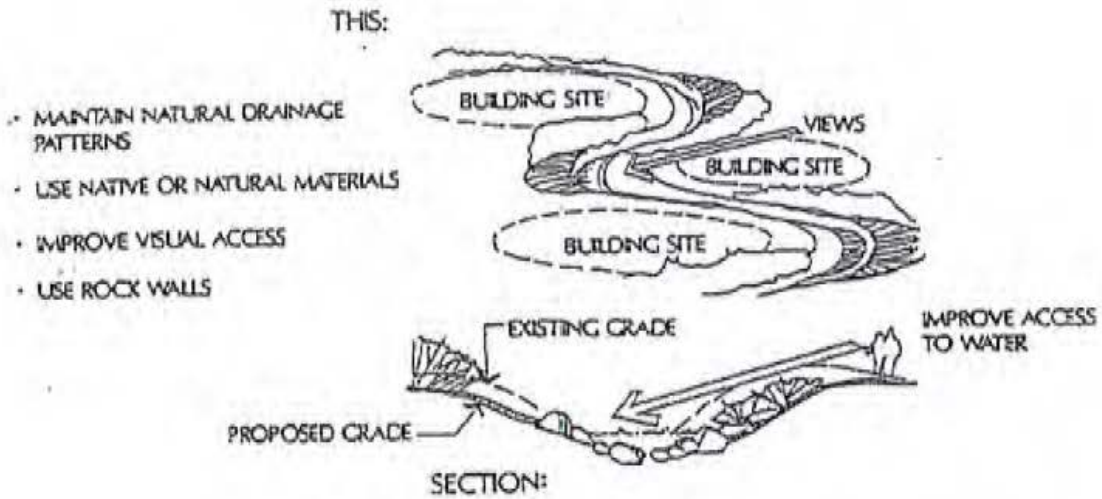


Figure 4-14. Building Sites & Grading

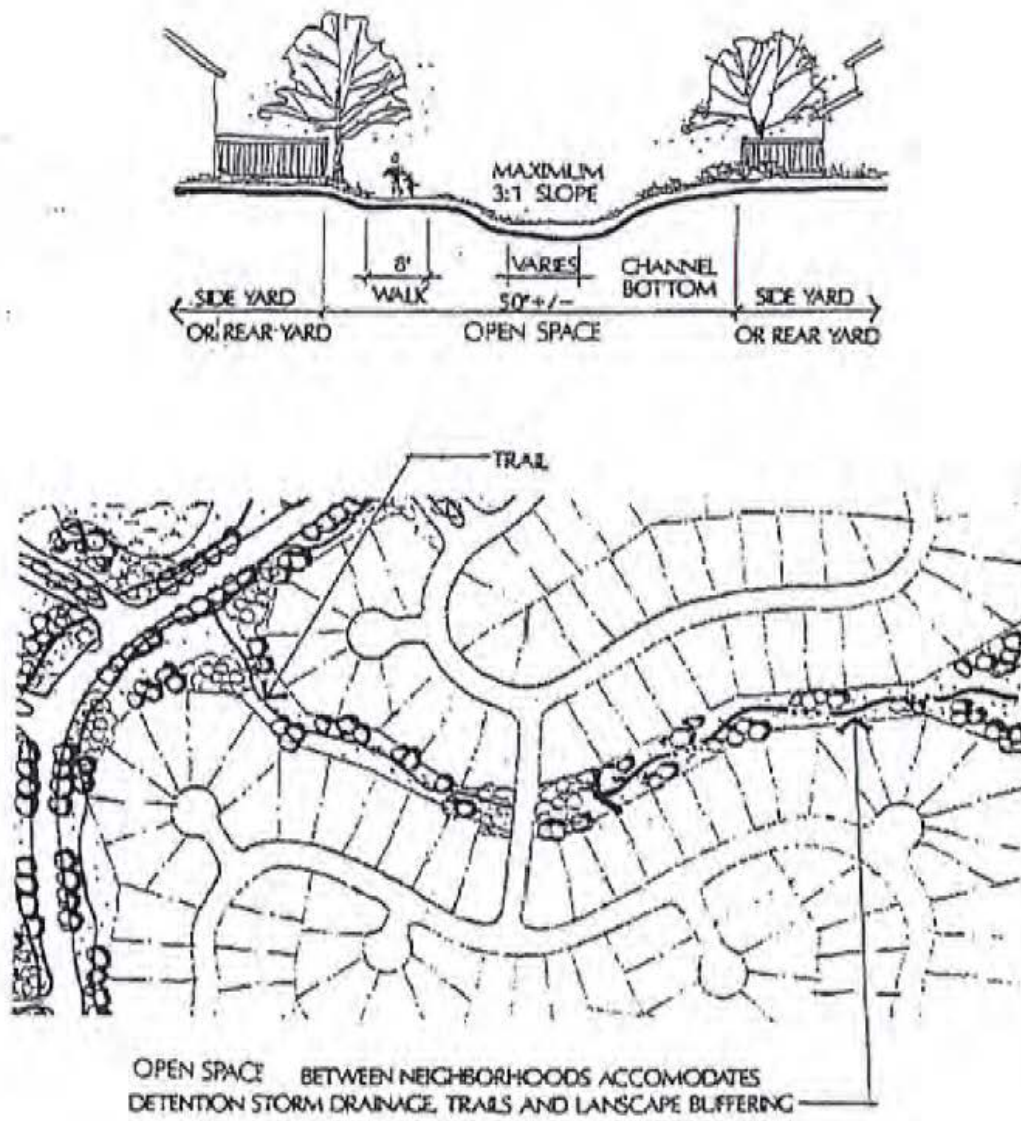


Figure 4-15. Open Space Drainageway

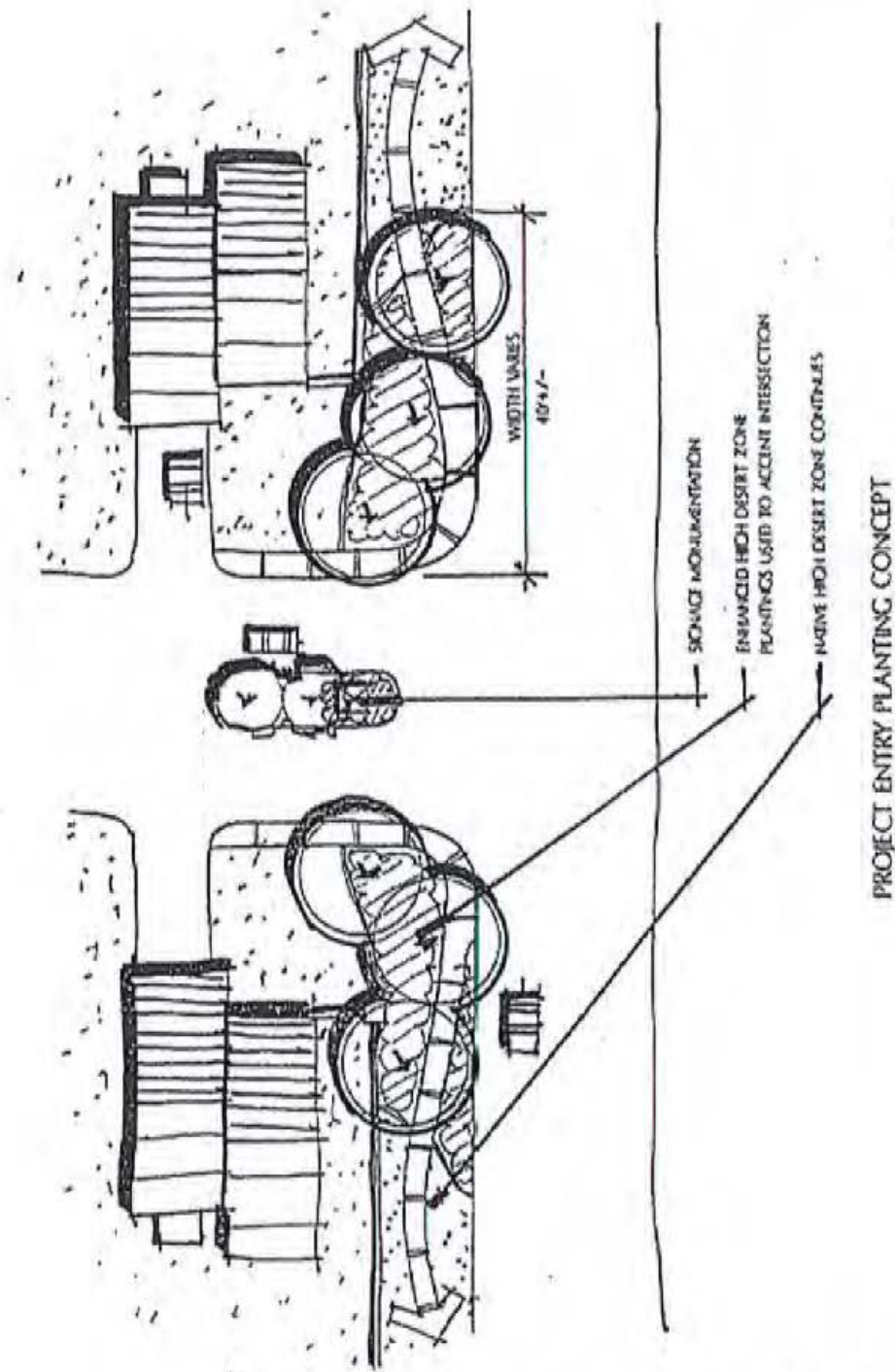


Figure 4-16. Project Entry Planting Option

Signage/Entries

The signage standards direct the use, location, scale and design of signage to properly convey information, avoid clutter, and add to the aesthetic value of Sky Vista.

- Signage will be used as business and activity center identification, for public traffic control/safety (stop signs, road crossings, school zoning, etc.), for public information (street names, subdivisions names, special places, etc), and as a community design element (project entry monuments/signs, replication of logotypes and project colors, etc).
- Signage will be clear and direct, relating the required information with minimal confusion.

The size and scale of signage will relate to its exposure to passing viewers and also to the hierarchy of importance of the feature. For example, smaller scale signage will be used for slow moving traffic and in residential areas.

Signs will be an integral part of the architectural design of nonresidential buildings. For example, commercial signage should be included on building facades and illuminated in a fashion that complements the architecture and the surrounding area.

Freestanding signs should be visually integrated with the contours, forms, colors and detailing of the natural and manmade landscape. The colors and materials of signs should reflect the visual attributes of the buildings to which they refer and the theme of the community and surroundings.

Residential Areas

This section provides design criteria for signs and graphics that are specific to residential areas.

Concepts for the location of project entry features are shown in Figures 4-16 to 4-19. Examples of entry features are illustrated to show design character and the quality of standards which should be established.

A uniform open space graphic and signage system will be designed for all signs related to public open spaces and the path/trail system. Off-site sales or directional signs are allowed to direct traffic to project and community facilities during construction and sales.

Project Entry and Identification - A permanent project entry sign can be incorporated into the primary entry features.

On-site Sales Sign - one temporary project sign, to be removed when the model homes are sold, may display product name, prices, builder's name, financing and any other features that describe the project. The sign is limited to the criteria described in Table 4-3.

On-site Directional - parking or directional signage can be provided for each project as needed. This signage is limited to the size, shape and format described Table 4-3.

Model Home Sign - one sign per model home may be provided showing the name of the model. The sign shall be the same size, shape and format described in Table 4-3.

Custom Home Sign - one sign may be provided for each custom home to name the builder, architect, real estate company, owner or marketing information. The sign shall be the same size, shape and format shown in the Table 4-3.

The following issues related to materials will be considered in the design of signs:

Steel - satisfactory for sign faces, potential rusting must be avoided by hot-dipped galvanized coating prior to painting.

Aluminum - versatile and easily used, requires anodizing.

Bronze or Brass - excellent for cast, cut, or extended letters, for plaques or symbols and can be used in its natural color.

Wood - natural product, needs good coating if painted, opportunity to take advantage of natural grain pattern as a sandblasted plaque.

Masonry - stone, brick, or concrete are good permanent materials that are suitable for casting, carving, sandblasting, or as a background for cast letters.

Plastics - acrylic plastics are allowed for letters and sign faces, but are not acceptable for cabinet fabrication.

Minimize the number of sign poles by consolidating street and stop signs, and mounting to street light poles wherever possible. No sign shall be located so as to obstruct the visibility of traffic or directional signage, or traffic control devices.

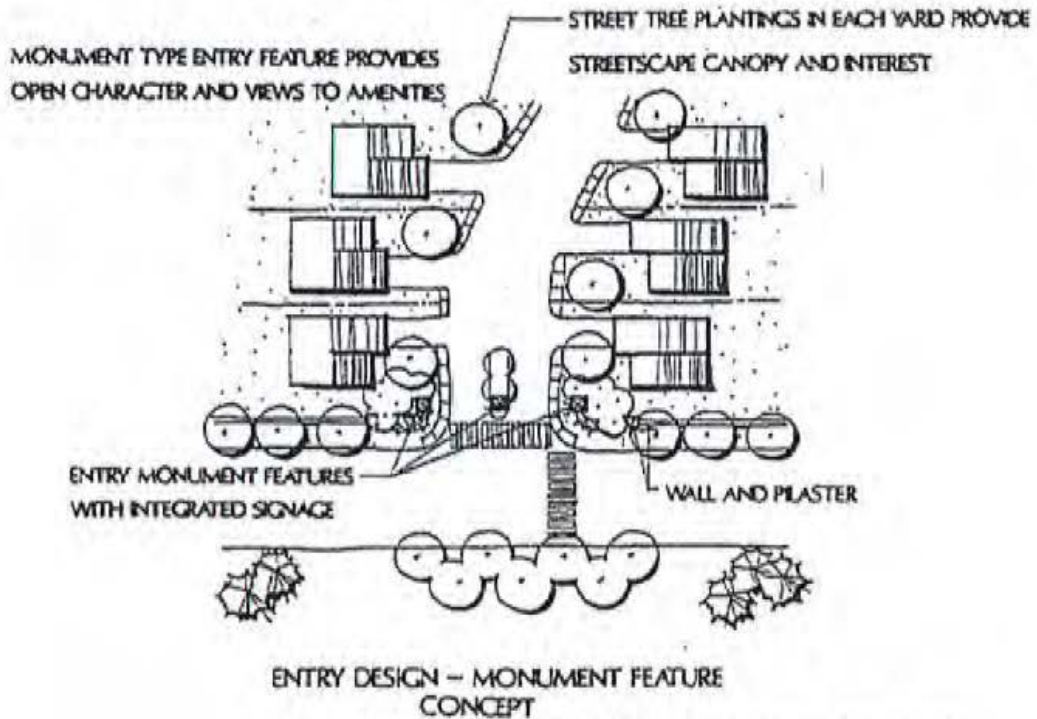
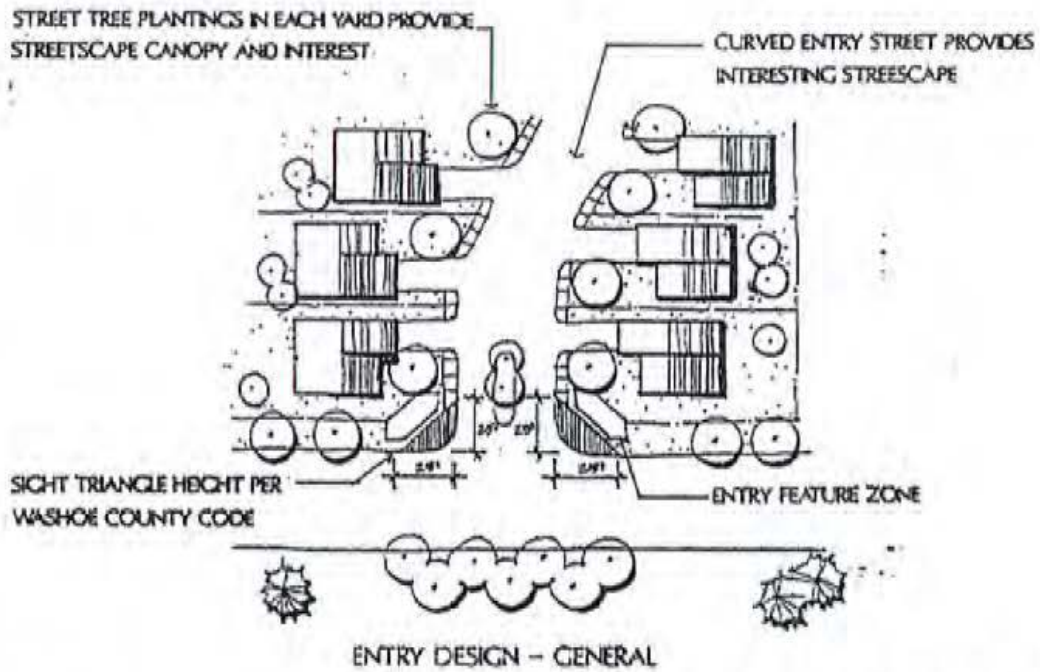


Figure 4-17. Entry Design Concepts

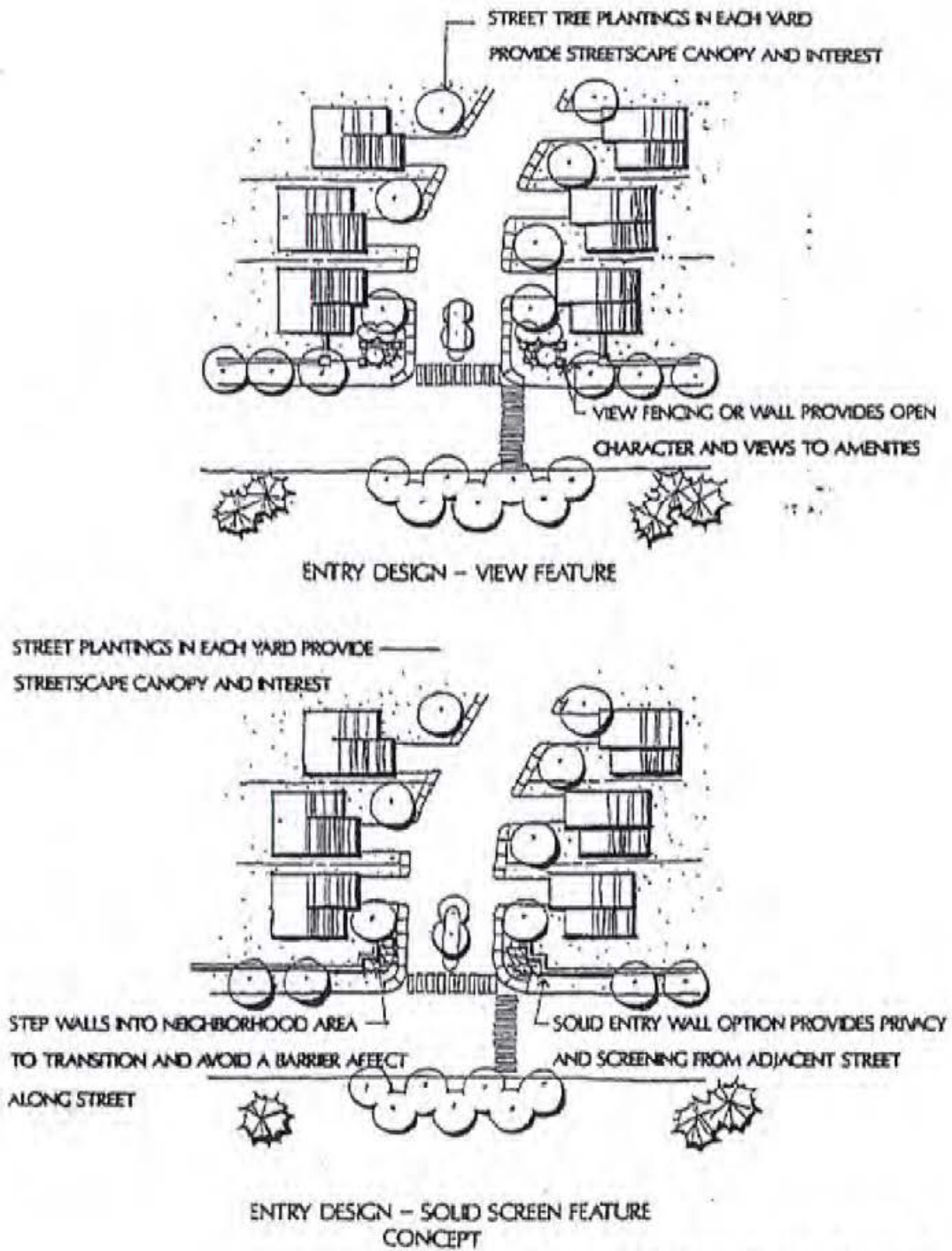


Figure 4-18. Entry Design Concepts

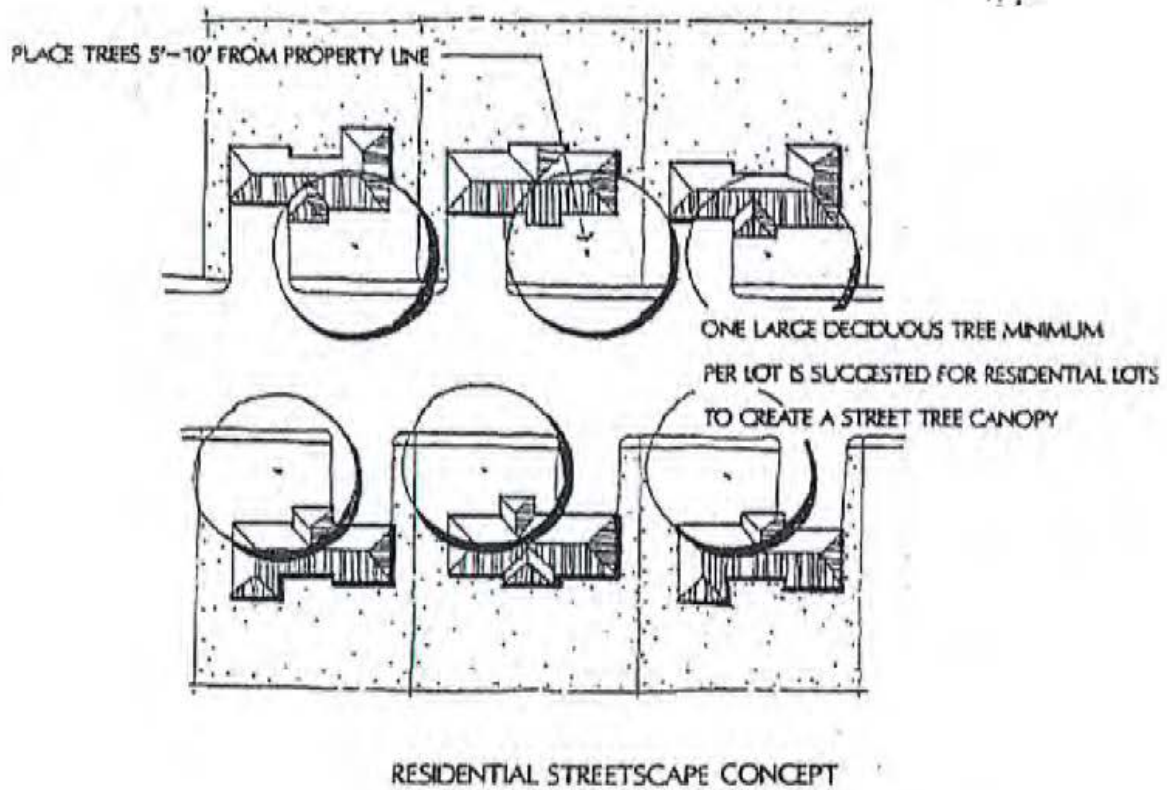
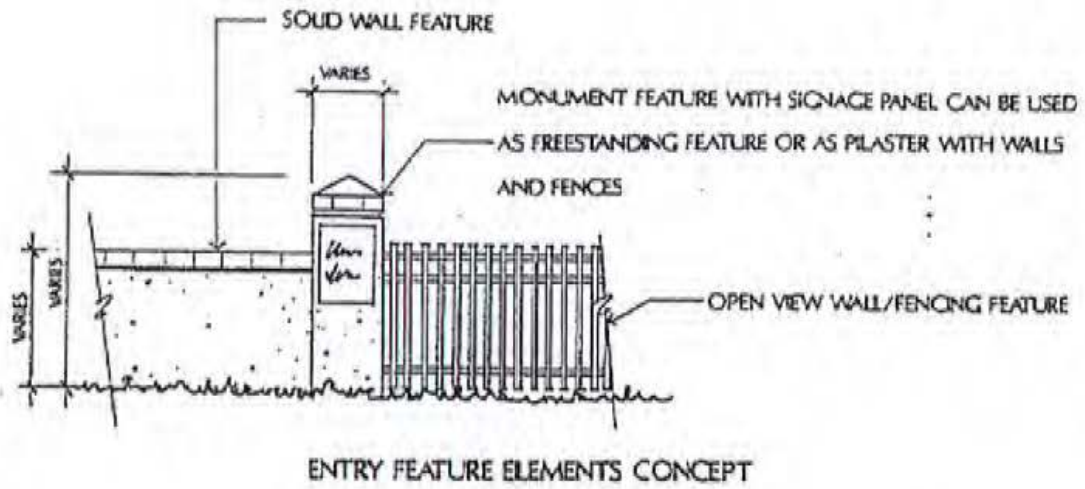


Figure 4-19. Entry Design Concepts

The following signs are prohibited:

- Any revolving beacon, flashing and/or rotating sign, any sign with intermittent lighting (with the exception of flashing school crossing signs or temporary construction or other safety signs).
- Any sign which extends above the roof line or parapet, whichever is higher.
- Any sign emitting sound or substances.
- Any billboard.

Special community events and election-related signs shall be permitted two (2) weeks prior to and one (1) week after the event. Signs and sign structures shall be maintained at all times in good repair, with supporting frame and fastenings free from deterioration, rust or loosening. Signs shall be able to withstand wind pressures in the area in which they are located.

Convenience Commercial - Outdoor Signage

The goal of these guidelines is to assure that signage is compatible with the surrounding neighborhood and to protect neighborhood aesthetics.

- Signage shall be integrated into or otherwise visually related to a building and composed of materials compatible with or similar to the materials of the building.
- Landscaping shall be utilized to enhance the appearance of ground mounted signage.
- Pole mounted signs, spanner boards, and signage on gas canopies are prohibited.
- The light from any light source intended to illuminate a sign shall be so shaded, shielded, or directed so that the light intensity or brightness shall not adversely affect surrounding or facing properties, nor adversely affect safe vision of pedestrians or operations of vehicles moving on public streets, driveways or parking areas.

Non-Residential Areas

It is the intent of the non-residential standards that signs identify and locate, rather than advertise and sell. The key concept is to encourage signs that are an integral, cohesive part of the landscape and architecture. Freestanding signs will be visually related to the contours, forms, colors and details of the architectural and/or the landscape design. The colors and materials of signs will complement the buildings to which they refer. Building-mounted signs will be integrated with the architecture.

TABLE 4-3, SIGNAGE STANDARDS
SINGLE FAMILY RESIDENTIAL SIGNAGE CRITERIA

PROJECT IDENTITY	PURPOSE	MAXIMUM NUMBER AND TYPE	INFORMATION ALLOWED	MAX HT	SIZE		ILLUMIN			SPECIAL CONSIDERATIONS
					MAIN SF SKEN FACE	FACE FOR MESSAGE	INT	EXT		
PROJECT IDENTITY	to identify project	one free-standing monument or wall mounted sign per project entry	name of complex, logo	8' monument 6' walls	7 sf	3 sf	*	**	the 8' height limit can be exceeded if design is the same or similar to recommended monument prototype	
					12 sf	5 sf				
INFO DIR.	orientation and traffic control	parking directions sign(s) in model home	directions e.g. to model home parking	3'	2 sf	1.2 sf	*	**	As signage to be consistent within a site's signage system.	
TEMPORARY	marketing to describe product	the primary entry(ies) associated with marketing of the sales office	design & text	8'	32 sf	16 sf			Erected 7 days preceding event. Removed 5 days following event.	
CONSTRUCTION	to identify house and builder	one per site	project name developer opening date	6'	24 sf	10 sf			Erected at commencement of construction. Removed at completion of construction.	
CONSTRUCTION	to direct construction traffic only	as needed	directions and traffic control	6'	9 sf	4 sf			Erected at commencement of construction. Removed at completion of construction.	

** Preferred
 * Acceptable
 ET - Earth Tones
 AC - Accent
 MS - Masonry
 PL - Plastic
 DIRC - Design Review Committee

MULTI-FAMILY RESIDENTIAL		SIZE				ILLUMIN			SPECIAL CONSIDERATIONS
PURPOSE	MAXIMUM NUMBER AND TYPE	INFORMATION ALLOWED	MAX HT	MAIN SF SIGN FACE	FACE FOR MESSAGE	INT	EXT		
PROJECT IDENTITY	Identify project	one free-standing wall enclosed sign per entry	name of complex, logo, address	8' building mounted	40 sf 50 sf	12 sf 25 sf	*	**	Monolithic monument or wall mounted sign integrated in landscaping
INFO DIR.	orientation and traffic control	as needed	directions for circulation around site	6'	12 sf	5 sf	*	**	All signage to be consistent within a site's signage system.
TEMPORARY	marking or to announce an event	one/short, one marketing entry, one marketing at sales office	date of event, design & text	6'	12 sf	4 sf			Erected 7 days preceding event. Removed 5 days following event.
CONSTRUCTION	identify site, builder, etc.	one/short	project name, developer, opening date	5'	20 sf	8 sf			Erected at commencement of construction. Removal at completion of construction
CONSTRUCTION	direct traffic	as needed, approved by DRC	directions and traffic control	6'	9 sf	4 sf			Erected at commencement of construction. Removed at completion of construction.

** Preferred
* Acceptable
ML - Metal
WD - Wood
MS - Masonry
PL - Plastic
ET - Earth Tones
AC - Accent
DRC - Design Review Committee

SINGLE BUILDING SIGNAGE CRITERIA									
PURPOSE	MAXIMUM NUMBER AND TYPE	INFORMATION ALLOWED	MAX HT	MAIN SF SIGN FACE	FACE FOR MESSAGE	INT	EXT	SPECIAL CONSIDERATIONS	
SINGLE BUILDING IDENTITY	one free-standing entry or on building mounted sign	name of business or tenant logo and address	8' monument building mounted	40 sf 80 sf	15 sf 24 sf	•	**	Monolithic monument integrated in landscape preferred building mounted to be architecturally integrated	
INFO DIR	orientation and traffic control	traffic circulation directions to tenants	6'	12 sf	5 sf	•	**	All signage to be consistent with a site's signage system	
TEMPORARY	announce special events, leasing coming business	simple text date of event	5'	24 sf	12 sf			Erected 10 days preceding event. Removed 5 days following event.	
CONSTRUCTION	identify site and developer	project name developer opening date	5'	45 sf	24 sf			Erected at commencement of construction. Removal at completion of construction	
CONSTRUCTION	direct construction traffic	directions and traffic control	8'	16 sf	8 sf			Erected at commencement of construction. Removed at conclusion of construction	

** Preliminary
* Acceptable
ML - Metal
WD - Wood
MS - Masonry
PL - Plastics
ET - Earth/Tones
AC - Accent
DRIC - Design Review Committee

Number dimensions, and Location of Individual Sign for Neighborhood/Commercial Use
 Sign Type
 Individual Signs shall not exceed the applicable maximum number, dimensions or setbacks

shown in this table unless explicitly justified and approved through a special use permit approval.

Freestanding - One per street frontage	
Area (sq. ft.)	80
Height (feet)	25
Setback (sq. ft.)	10
Wall Signs (sq. ft.)	60%

Tenant/Uses Identification Options

The identification needs of tenants is based on the building configuration, entry location(s) and the number of tenants. The following forms of signage can be used depending on the occupancy and entry.

**Table 4-4
Tenant Identification Signage**

Occupancy	Sign Type
Single Occupancy or Double Occupancy Building with two separate primary entrances:	Building-Mounted Identification Sign or Fascia-Mounted Identification Sign.
Multiple Occupancy Building with single primary entry:	Building Exterior Tenant Directory.
Multiple Occupancy Building with separate entries:	Building-Mounted Identification Sign.
For Anchor Tenant:	Fascia-Mounted Identification Sign or Storefront Identification Sign.

Tenant identification signage will be a component of the architectural design of the building. Sign placement will relate to reveal lines and other architectural elements. Colors will complement that of the building palette. National corporations may use their corporate logo color. Another identification "zone" is that comprised of the fascia panel or entry canopy. The building address can also be displayed on the storefront glass at the building entry. The tenant name may also be displayed on the storefront glass if another form of tenant identification sign is not used. Tenant directories are freestanding monument signage.

**Table 4-5
Exterior Tenant Directory Signage**

Building exterior Tenant Directory-Tenant directories are a freestanding monument located near the building entry.

Height: 5'6" maximum
Width 4'6" maximum

Table 4-6
Project Directional Signage

Project Directional Signage - Post and panel signs with directional arrows indicating destinations to provide easy directional reference to motorists.

Height:	4'0"
Panel:	5' long x 2'6" maximum size
Post:	Square section, 3" x 3" maximum

Table 4-7
Project Regulatory Signage

Project Regulatory Signage - Regulatory signs will be pole-mounted flags used to control vehicular circulation and parking, and to identify handicapped access and parking.

Height:	4'0"
Panels:	25" x 24", 18" x 24" or 12" x 18"
Post:	2" x 2"

Project Entry Features

Residential project entries are to identify residential complexes, orient visitors and residents, and add interest to the streetscape. Entries are to blend into the Sky Vista streetscape in a manner that complements the environment. It is recommended that one entry to each residential project be developed as the primary "image entry." The primary entry area will be designed to integrate any walkways or paths, street planting, and model homes into a single complex maximizing the value of these improvements, and establishing a quality image at the onset of project development. Project entry monuments will be visually compatible or complementary with project wall and fencing design. Several "character" entry designs are provided as the basis for project entry design. Alternative design that is compatible with the project objectives can be used.

- Monument Option - This prototype is recommended for project entries that focus on open space amenities, where the objective is to minimize the barrier between the residential area and the adjoining amenity, and create continuity within the neighborhood.
- View Wall Option - This prototype is also for projects that orient onto open space, but where more separation is preferred.
- Wall Option - This option is provided for projects where the objective is to visually screen or separate residential areas from the rest of the community.

Project entry signs can be mounted on entry walls or monuments. Island monuments must be set back a minimum of 15 feet from a street to provide adequate sight distance. Residential project entry signs and graphics can use individual letters or a single plaque. They can be made of brass or other metals, plastic, tile or ceramic, or incised in stone or masonry. The message area, including logo and lettering, is not to exceed 24 square feet on monuments and 40 square feet on walls. Individual symbols and plaques will be securely anchored to the wall or monument to prevent loss due to vandalism or normal wear.

Entry sign illumination will be with indirect fixtures, that are screened from view by vegetation, or backlighting. Lighting will not cast unwanted glare on adjacent property, walkways or roadways. Recessed lights will have guards to prevent injury to pedestrians touching hot glass and to minimize vandalism. For directional light cut off and glare control, half shields or other techniques will be used on above grade fixtures where adjacent land uses or motorists could be affected.

At entries, the project name can be integrated into walls which flank the entries. Identity will be prominent but secondary to the architectural features and their plantings. Signage standards for individual projects will maintain the overall continuity of the streetscape, while encouraging variation that reflects unique site/design qualities and user requirements. The scale and proportion of the entry will vary according to the specific site design and land use. The finishes of each structure are integral to the character of the project and will be reflected in the sign system. Colors will be chosen for a palette consistent with the overall design of the site and structure.

Landscaping

The primary goals for landscaping include preserving the native sagebrush community, providing some pleasant & shady public spaces, active areas, and streets; and designing for an efficient use of water.

Objectives

The two primary objectives in support of these goals are grouping plants of like requirements and uses into zones and either eliminating turf or maintaining a minimum amount of turf which is functionally necessary and using drought resistant turf varieties. Additional objectives in landscaping are as follows:

- The native sagebrush community will be preserved as much as practical by judicious site planning and grading of proposed development features such as roadways, development sites and paths/trails.
- The use of plant zones with consideration of like requirements will accompany design based on the uses and activity levels planned for various facilities within Sky Vista.

- Plants will be selected which are especially drought resistant.
- Hardscape materials such as stone, brick, gravel, wood and concrete will be encouraged as an alternative to turf where they can perform a function in the landscape. Materials selected which can allow rain to penetrate the soil such as decks and crushed rock are favored.
- Mulches are encouraged, such as crushed stone and bark, to conserve water by holding down soil temperature and reducing evaporation. The use of mulches is also encouraged to deter weed growth.
- Soil improvements are recommended by adding organic matter to improve the water holding capacity. A volume of organic material equal to 1/4 or 1/3 of the soil volume should be used.
- Soil testing is encouraged to determine site specific fertilizing recommendations which will moderate the soil pH.
- Efficient irrigation systems will be utilized in conjunction with plantings grouped according to zones. Drip irrigation bubblers and low-angled spray types of equipment are recommended.
- Reclaimed sewage effluent will be utilized for irrigation as much as practical rather than fully potable water.
- Plantings will be used for climate modifications such as for shade and winter windbreaks.
- The placement of turf and other high water consuming plants will be limited and will occur around structures and high activity areas where the cooling effects can be realized.
- Planting techniques are encouraged which trap natural and irrigation water for optimal plant utilization.

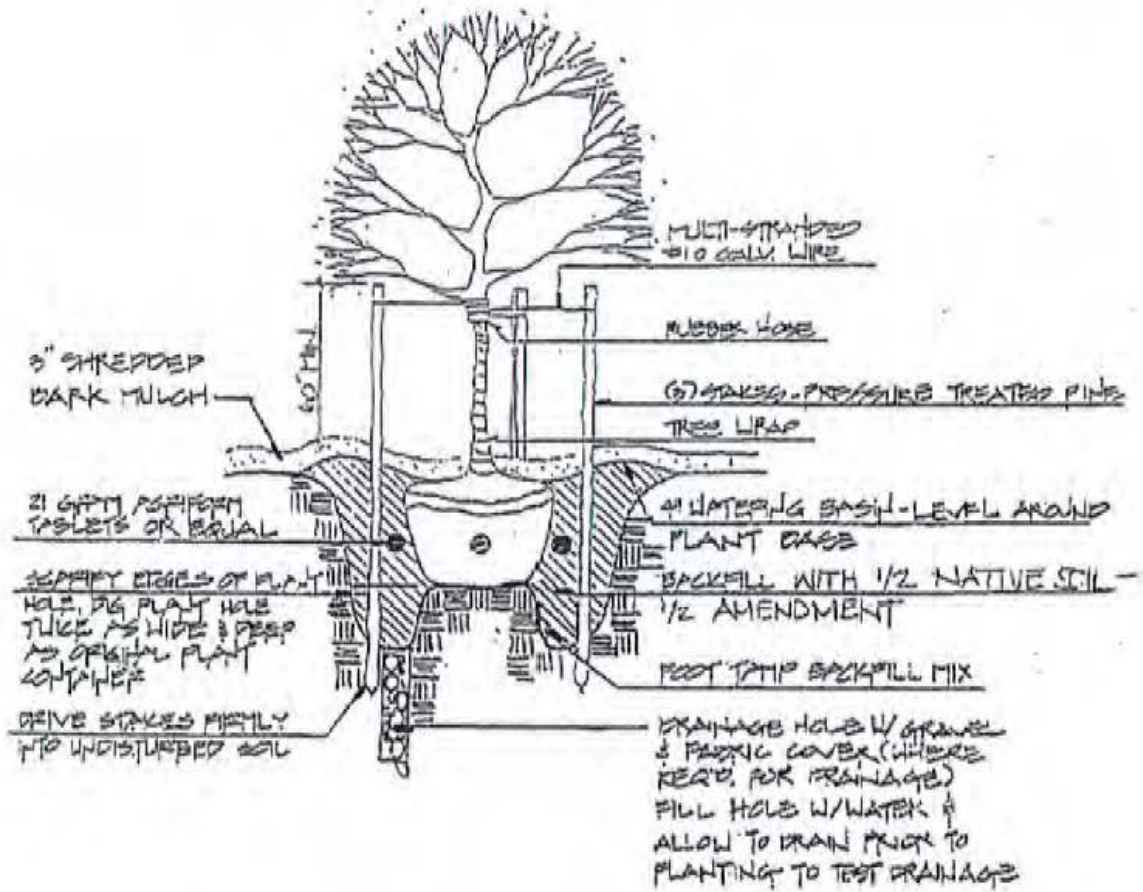
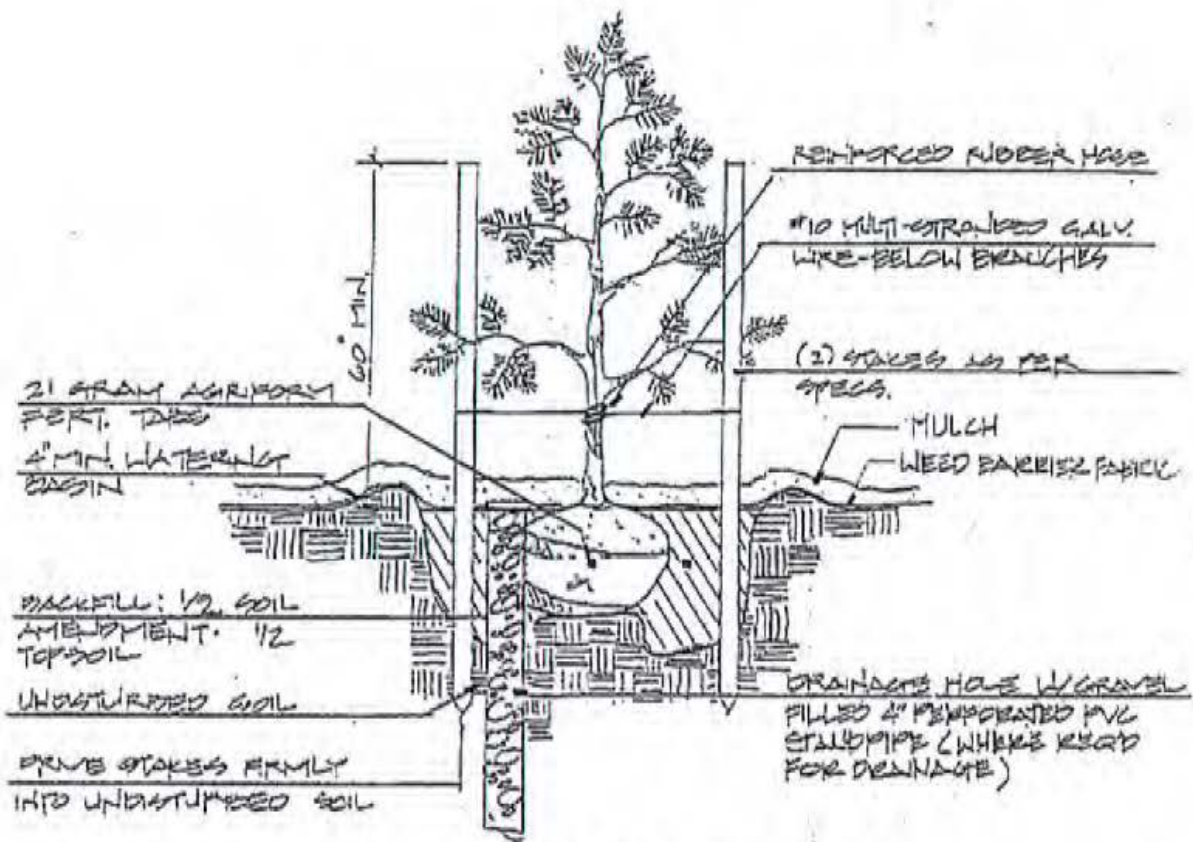


Figure 4-20. Planting Details



EVERGREEN TREE PLANTING DETAIL

Figure 4-21. Planting Details

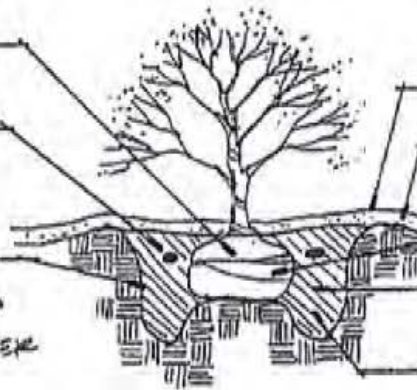
SHRUB TO BEAR SAME RELATION TO FINISH GRADE AS IT BORE TO PREVIOUS GRADE.

WATER PLANT WELL IMMEDIATELY AFTER PLANTING
1 OR 5 GALLON SIZE

TURF DOWN TOP 1/3 OF BURLAP OR BALL (IF B&B)

VICTORS 14-3-3 180L WATER SOLUBLE PLANT TABLETS ± 2" BELOW TOP OF ROOTBALL

SCARIFY EDGES OF PLANT HOLE
DIG PLANT HOLE TWICE AS WIDE & 1/2 X DEPTH OF ORIGINAL PLANT CONTAINER



4" WATERING BASIN

MULCH (4" SHREDDED CEDAR OR REDWOOD)

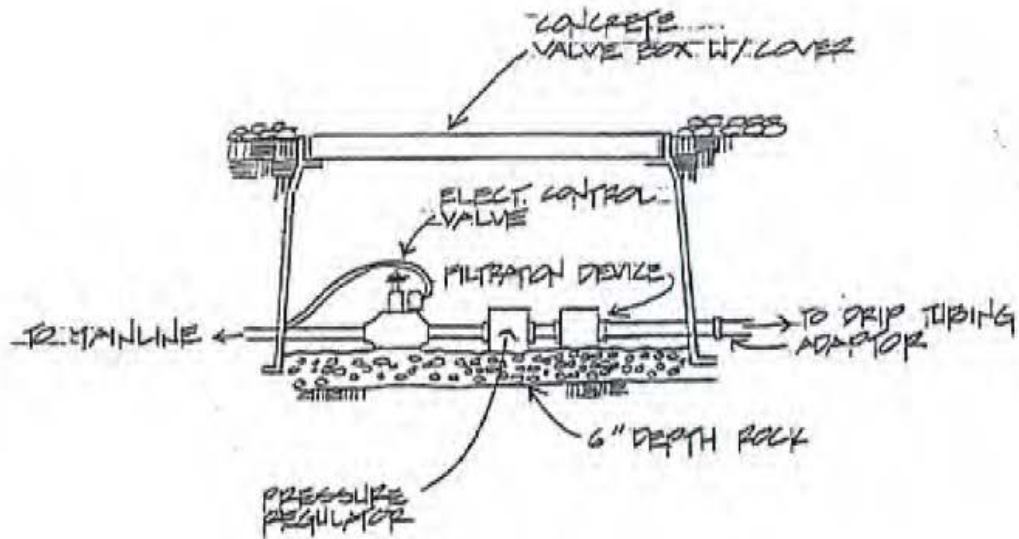
CUT ANY ENCIRCLING ROOTS

FOOT TAMP BACKFILL MIX AND WATER BEFORE PLANTING SHRUB

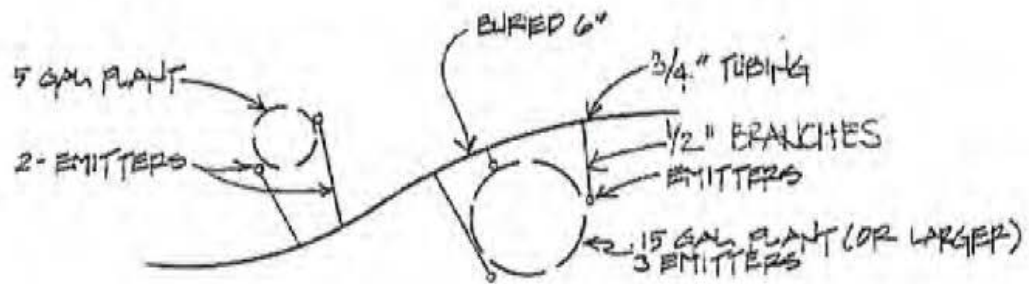
BACKFILL MIX: NATIVE SOIL SCREENED FREE OF ROCKS, CLODS & DEBRIS > 1/2" DIA.

NOTE: GRADE PLANT WELLS SUCH THAT WATER COLLECTS AT EDGE OF ROOTBALL - NOT AT THE STEM/TRUNK.

Figure 4-22. Planting Details

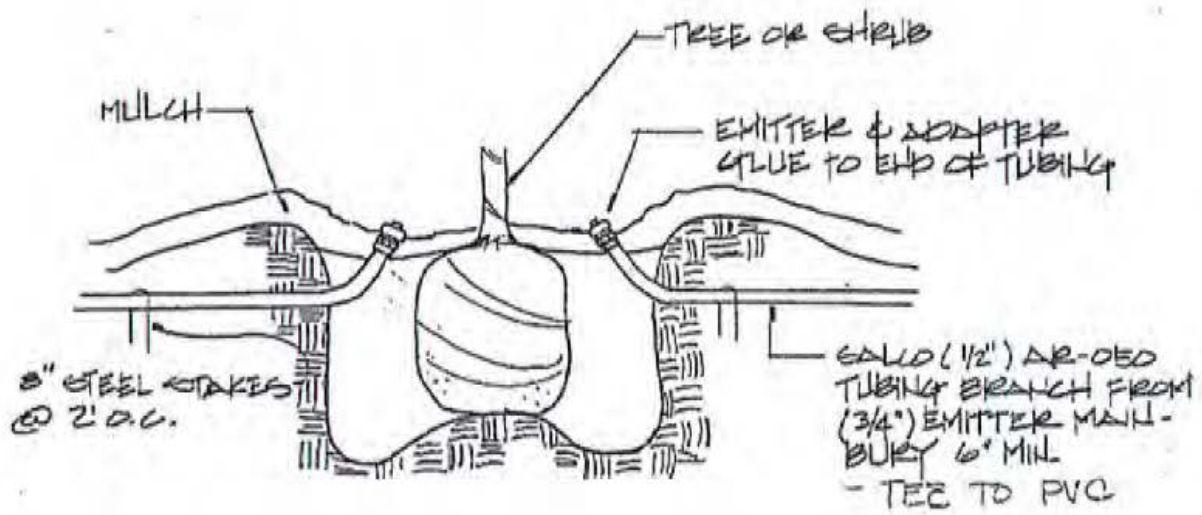


DRIP CONTROL VALVE DETAIL



EMITTER LOCATION PLAN

Figure 4-23. Drip Irrigation Details



- NOTES:
- LOCATE EMITTERS @ SOIL SURFACE MIDWAY BETWEEN ROOTBALL & EDGE OF PLANT WELL
 - (2) 1 GPH EMITTERS PER #3 PLANT & #7 PLANT
 - (2) 2 GPH EMITTERS PER TREE

Figure 4-24. Drip Irrigation Details

Landscape Zones

Landscape zones are suggested which feature a distinct character suitable for various land use and functional requirements at Sky Vista. Plant materials suggested for each zone have similar water requirements.

- Plant species selected should be those that are tolerant of the environment in which they will be grown including salinity, alkalinity, soil/water characteristics, soil physical properties, drainage and proneness to flooding, water tables and any other influential factor. Special emphasis will be given to the selection and trade off between species that are rapid growers and those that grow well at low water availability and species with pleasing aesthetic properties.
- Native vegetation such as the sagebrush community and willow trees will be retained to the degree possible. Due care will be used to ensure this vegetation will be protected during construction. These areas include the willow masses within drainages. Vegetation that complements the natural landscape will be the dominant characteristic within the open space system.

Sky Vista will include the following landscape zones: Natural High Desert, Enhanced High Desert, and Desert Oasis Garden. The zones are described below.

Natural High Desert

The Natural High Desert landscape consists of both undisturbed and revegetated sagebrush community areas and wetland-willow brush areas within the natural drainages. This zone occurs primarily in drainages, slopes and common open space areas where activity is very limited such as areas near paths/trails. Some portions of lots may be undisturbed or revegetated with plants of this zone where low activity levels are anticipated. These areas are left undisturbed to preserve the existing character. Plants in this zone will be those which can survive on natural precipitation once established. Disturbed areas in this zone such as old roadbeds or slopes disturbed during construction will be revegetated using a drought resistant seed mix.

Plants which are recommended for use in revegetation of the sagebrush community areas include:

EVERGREEN SHRUBS

Artemisia tridentata	Big Sagebrush
Artemisia tridentata vaseyana	Sagebrush
Artemisia tridentata wyomingensis	Sagebrush
Atriplex canescens	Four Wing Saltbush
Atriplex confertifolia	Shadscale
Cercocarpus montanus	Beech Leaf Mtn. Mahogany
Cercocarpus nauseosus	Rabbitbrush
Chrysothamnus viscidiflorus	Rabbitbrush
Cowania mexicana	Cliffrose
Ephedra viridis	Mormon tea

Purshia tridentata

Bitterbrush

DECIDUOUS SHRUBS

Chamae batiaria millefolium
Colutea arborescens
Fallugia paradoxa
Peraphyllum ramosissimum
Purnus andersonii
Purnus sp.
Rhus trilobata
Rosa sp.

Fern Bush
 Bladder Sage
 Apache Plume
 Squaw Apple
 Desert Peach
 Sand Cherry
 Skunkbush
 Harrison's Yellow

GROUNDCOVERS

Achillea tomentosa
Atriplex gardneri
Artemisia schmidtiana
Euphorbia myrsinites
Oenothera speciosa

Woolly Yarrow
 Gardner Sage
 Silber Mound
 Spurge
 Mexican Primrose

PERENNIALS/ANNUALS*

Achillea filipendulina
Achillea millefolium
Coreopsis lanceolata
Erigeron umbellatum
Gaillardia sp.
Gypsophila paniculata
Centaurea cyanus

Fernleaf Yarrow
 Common Yarrow
 Narrow Leaf Coreopsis
 Sulpher Flower
 Blanket Flower
 Baby's Breath
 Bachelor Buttons*

GRASSES

Agropyron riparoum 'SODAR'
Bromus toctorum
Elymus conereus
Oryzopsis hymenoides
Poa nevadenis

Streambank Wheatgrass
 Basin Wildrye
 Indian Ricegrass

Additional plants which are recommended for use in revegetation of wetland sites are as follows:

SHRUBS

Rosa woodsii
Salix exigua

Woods Rose
 Willow

FORBES

Epilobium exaltatus
Lepidium latifolium

GRASSES

Carex nebrascensis
Juncus balticus
Muhlenbergia asperifolia
Poa sp.
Polypogon nomospliensis
Typha latifolium

Enhanced High Desert

The Enhanced High Desert landscape consists of areas enhanced by the addition of complementary plant material either interspersed into the existing sagebrush community or placed within new planting beds. This zone is used to accent areas such as neighborhood entries, seating/resting areas along paths/trails, in landscape beds which surround high activity areas such as turf areas but where moderate activity is expected to occur. This treatment will also be used to establish groves of trees both for shade and as an evergreen accent along the path/trail system.

Areas on lots which utilize this zone are planting beds which surround the desert oasis zone such as turf areas, as well as around decks and patios where more intense color and interest is desired than completely natural but where activity is limited.

Plantings in this zone will be those which can survive on limited irrigation. Landscaped beds in the Enhanced Desert Zone consist of primarily and aggregate or wood mulch ground plane with dispersed ground covers, shrubs, and possibly trees.

The plants recommended for use in this zone are as follows:

LARGE SHADE TREES

Catalpa bignonioides Bungei	Manchurian Catalpa
Catalpa speciosa	Northern Catalpa
Celtis occidentalis	Hackberry
Gleditsia tricanthos inermis	Thornless Honeylocust
Gymnocladus dioicus	Kentucky Coffee Tree
Maclura pomifera	Osage Orange
Quercus macrocarpa	Bur Oak
Quercus muehlenbergii	Chinkapin Oak
Quercus robur	English Oak
Robinia pseudoacacia 'Purple Robe'	Black Locust

EVERGREEN TREES

Cedrus atlantica glauca	Blue Atlas Cedar
Cedrus deodra	Deodor Cedar
Cercocarpus betuloides	Western Mt. Mahogany
Cercocarpus intricatus	Little-leaf Mtn. Mahogany
Cercocarpus ledifolius	Cur-leaf Mtn. Mahogany
Juniperus monosperma	One-Seed Juniper
Juniperus scopulorum	Rocky Mountain Juniper
Pinus edulis	Two Needle Pinyon
Pinus monophylla	Single Leaf Pinyon
Pinus jeffreyi	Jeffrey Pine
Pinus nigra	Austrian Pine
Pinus ponderosa	Ponderosa Pine
Pinus sylvestris	Scotch Pine
Sequoiadendron giganteum	Giant Sequoia

MEDIUM - SMALL DECIDUOUS TREES

Acer ginnala	Amur Maple
Amelanchier alnifolia	Serviceberry
Amelanchier utahensis	Serviceberry

Cotinus coggygria	Smoketree
Crataegus phaenopyrum	Washington Hawthorne
Cragaegus crus-galli	Cockspur Hawthorne
Crataegus crus-galli inermis	Thornless Hawthorne
Crataegus laeugata	Pauls Scarlet Hawthorne
Crataegus succienta x oxyacantha	Toba Hawthorne
Elkæagnus angustifolia	Russian Olive
Elgeagnus umbellatum	Buffalo berry
Koelreuteria paniculata	Golden Rain Tree
Malus sp	Apple Tree Varieties
Malus sp.	Crabapple
Morus alba	Mulberry
Quercus gambellii	Gambel Oak
Robinia idahoensis	Idaho Locust
Tamarix	Tamarisk

EVERGREEN SHRUBS

Arctostaphylos patula	Greenleaf Manzanita
Cytisus sp.	Broom
Juniperus chinensis	Juniper
Juniperus communis sazatilis	Dwarf Mtn. Juniper
Juniperus sp.	Many
Mahonia aquifolium	Oregon Grape
Pinus mugo mugus	Dwarf Mugo Pine
Pinus mugo pumilio	Shrubby Swiss Pine
Pinus nigra dwarf	Dwarf Austrian Pine
Pyracantha coccinea	Lalandei Pyracantha
Yucca sp.	Yucca

DECIDUOUS SHRUBS

Artemisia fridgida	Fringed Workwood
Artemisia schmidtiana	Silver Mound
Berberis mentorensis	Mentor Barberry
Berberis thunbergi	Barberry
Buddlea davidii	Butterfly Bush
Caragana arborescens	Siberian Peashrub
Caragana fruticosa	
Caragana pigmei	
Cotinus coggygria	Green Smoketree
Cottoneaster sp.	Cottoneaster
Forestiera meomexicana	New Mexico Privet
Hibiscus syraicus	Rose of Sharon
Holodiscus discolor	Ocean Spray
Perouskia atriplicifolia	Russian Sage
Potentilla fruticosa	Bush Cinquefoil
Purnus besseyi	Sand Cherry
Rhus glabra cismontana	Dwarf Smooth Sumac
Ribes aureum	Golden Currant
Ribes cereum	Squaw Currant
Rosa foetida bicolor	Austrian Copper Rose
Symphoricarpus	Snowberry, Coralberry
Syringa vulgaris	Lilac

GROUND COVER/VINES

Arctostaphylos uva ursi	Kinnikinnick
Lavandula sp.	Lavender
Juniperus sp.	Juniper (many)
Mahonia repens	Creeping Oregon Grape
Parthenocissus quinquefolia	Virginia Creeper
Phlox subulata	Creeping Phlox
Potentilla verna	Potentilla
Santolina chamaecyparissus	Lavender Cotton
Thymus serpyllum	Thyme
Thymus vulgaris	Common Thyme
Zauschneria californica	Calif. Fuschia

PERENNIALS

Achillea filipendulina	Fernleaf Yarrow
Aegopodium podagraria	Bishops Weed
Aster spp.	Dwarf Michaelmas Daisy
Aubrietia deltoidea	Aubrietia
Aurinia (alyssum) saxatile	Basket of Gold
Aurinia (alyssum) saxatile compactum	Dwarf Basket of Gold
Aurinia saxatile (alyssum)	Basket of Gold
Centranthus sp.	Jupiters Beard
Cerastium tomentosum	Snow in Summer
Coreopsis lanceolata	Coreopsis
Echinacea purpurea	Purple Cone Flower
Gaillardia sp.	Blanket Flower
Iris	Dwarf Iris
Iris germanica	Iris
Linum lewisii	Flax
Monardella odoratissima	Mountain Lavender
Oenothera speciosa	Mexican Evening Primrose
Penstemon cyananthus	Wasatch Penstemon
Penstemon strictus Bandera	Royal penstemon
Rudbeckia sp.	Gloriosa Daisy
Santolina chamaecyparis	Lavender Cotton
Zinnia grandiflora	Rocky Mountain Zinnia

MEADOW GRASSES

Briza maxima	Rattlesnake Grass
Cortaderia seloana	Pampas Grass
Elymus glaucus	Blue Wild Rye
Festuca ovina	Blue Fescue
Glycera maxima variegata	Variegated Manna Grass
Helictotrichon sempervirens	Blue Oat Grass
Miscanthus sinensis Gracillimus	Maiden Grass
Pennisetum setaceum	Fountain Grass
Stipa gigantea	Giant Feather Grass
Spartina michauxiana Aureo Marginata	Cord Grass

TURF GRASSES

Buchloe dactyloides	Buffalo grass
Festuca ovina duriuscula	Hard fescue

Desert Oasis Garden

The Desert Oasis Garden landscape includes limited areas tolerant of a high level of activity, play and use designed for a lush, colorful, and high density appearance. These areas will occur as focal points in the community such as turf in pocket & neighborhood parks and other public facilities. These zones will be designed to encourage residents to maximize the use of such areas through proper placement, sizing and design.

Areas on lots which are appropriate for this zone are turf areas, vegetable gardens, annual flower beds and other intensively landscaped areas.

Areas where this zone is used can be especially effective next to structures where breezes over landscape plantings can cool structures and where plantings will suffer the least from wind and sun.

Plant materials in this zone will have moderate and occasionally high irrigation requirements.

Plant materials recommended for use in this zone include the following list.

LARGE SHADE TREES

Acer platanoides	Norway Maple
Fraxinus pennsylvanica Marshall Et. Al.	Marshall Seedless
Fraxinus quadrangulata	Blue Ash
Fraxinus velutina Modesto	Modesto Ash
Platanus acerifolia	London Plane Tree
Quercus rubra	Red Oak
Tilia americana	American Linden
Tilia cordata Greenspire	Greenspire Linden
Tilia cordata	Littleleaf Linden
Tilia x euchlora Redmond	Redmond Linden

EVERGREEN TREES

Calocedrus decurrens	Incense Cedar
Picea abies	Norway Spruce
Picea pungens glauca	Colorado Blue Spruce
Pinus contorta latifolia	Lodgepole Pine
Pinus contorta murrayana	Lodgepole Pine
Pseudotsuga menziesii glauca	Rocky Mtn. Douglas Fir

MEDIUM - SMALL DECIDUOUS TREES

Acer tartaricum	Tatarian Maple
Acer campestre	Hedge Maple
Amelanchier sp.	Serviceberry
Cercis canadensis	Eastern Redbud
Cornus mas	Cornelian Cherry
Corylus avellana	European Hazelnut
Corylus cornuta	Western Hazelnut
Crataegus ambigua	Russian Hawthorn
Crataegus crus-galli	Cockspur Hawthorn
Crataegus lavalley	Lavalle Hawthorn
Crataegus phaenopyrum	Washington Hawthorn

Euonymus europaeus
 Laburnum anagyroides
 Laburnum x watereri vossi
 Prunus padus
 Prunus sp.
 Prunus sp.
 Pyrus calleryana Bradford Et. Al
 Sorbus aucuparia Blackhawk Et. Al
 Syringa reticulata

Spindletree
 Golden Chain Tree
 Golden Chain Tree
 Mayday Tree
 Flowering Cherry
 Flowering Plum
 Ornamental Pear
 European Mt. Ash
 Japanese Tree Lilac

EVERGREEN SHRUBS

Cotoneaster sp.
 Cotoneaster dammeri
 Eremurus sp.
 Mahonia repens
 Pax istema myrsinites
 Pax istema myrsinites
 Picea abies Nidiformis

Cotoneaster
 Bearberry
 Desert Lily
 Oregon Grape
 Mountain lover
 Pachestema
 Nest Spruce

DECIDUOUS SHRUBS

Enonymus alatus
 Philadelphus lewisii
 Physocaropus sp.
 Potentilla fruticosa
 Potentilla verna
 Ribes aureum
 Viburnum tinus

Winged Eunoymus
 Mock Orange
 Ninebark
 Bush Cinquefoil
 Potentilla
 Golden Currant
 Leatherleaf Viburnum

GROUND COVERS/VINES

Aronia melanocarpa elata
 Ajuga reptans
 Antennaria alpina
 Antennaria rosea
 Arabis caucasica
 Campsis radicans
 Clematis jackmanii
 Clematis langutica
 Clematis orientalis
 Convallaria majalis
 Cotoneaster dammeri
 Euonymus fortunei
 Hedera helix
 Hypericum repens
 Lonicera japonica
 Lysimachia numularia
 Parthenocissus quinquefolia
 Polygonum auberti
 Sedum sp.
 Stachys lanata
 Vinca major
 Vinca minor
 Vitis arizonica

Glossy Black Chokeberry
 Ajuga
 Mtn. Rose Pussy Toes
 Positytoes
 Wall Rockcress
 Trumpet Vine
 Jackman Clematis
 Golden Clematis
 Oriental Clematis
 Lily-of-the-Valley
 Bearberry
 Winter Creeper
 English Ivy
 St. Johns Wort
 Honeysuckle
 Moneywort
 Virginia Creeper
 Silver Lace Vine
 Goldmoss Sedum
 Lang's Ears
 Periwinkle
 Dwarf Periwinkle
 Arizona Grape

PERENNIALS

Cerastium tomentosum	Snow in Summer
Chrysanthemum coccineum	Painted Daisy
Chrysanthemum maximum	Shasta Daisy
Chrysanthemum parthenium	Feverfew
Coreopsis verticillata	Coreopsis
Dianthus barbatus	Sweet William
Dianthus deltoides	Maiden Pink
Echinacea purpurea	Purple Coneflower
Echinops exalta	Globe Thistle
Erigeron speciosus	Sugarloaf
Hemerocallis sp.	Daylily
Iberis sempervirens	Candytuft
Kniphofia sp.	Hot pokers
Lathyrus latifolia	Sweet Pea
Lavandula officinalis	Lavender
Lysimachia paniculata	Moneywort
Papaver orientale	Oriental Poppy
Penstemon palmerii	Penstemon
Rudbeckia sp.	Gloriosa Daisy

TURF GRASS

Festuca arundinacea	ARID	Tall Fescue
Poa pratensis		Kentucky Bluegrass

General Procedures

The following general procedures are recommended during grading operations and during preparation of planting areas:

- In all areas to be graded, the top 6" - 8" of site topsoil will be stripped and stockpiled for future use in areas to be re-planted. Where disturbed areas will be revegetated with native plant seed, existing plant material should be incorporated into the topsoil using a sheeps foot compactor prior to stripping. This will provide organic material and native seed. Where disturbed areas will be re-planted with natural or enhanced high desert plants, existing vegetation should be removed prior to stripping of topsoil. If soil tests indicate that site topsoil is of proper pH and composition, site topsoil may also be used in desert oasis areas.
- Following grading operations, stockpiled topsoil will be placed at a minimum 6" depth over roughened subgrade in all disturbed areas to be planted. Following placement preparation of topsoil, a seed mix consisting of native desert grasses, shrubs and forbs will be applied. If seeding is done in late fall, prior to the onset of rains, supplemental irrigation will not be required. Revegetation/seeding not completed during the fall must be watered with a temporary irrigation system until plants are established.

The suggested method to be used for seeding/revegetation of disturbed areas is described below. Revegetation is best conducted in the fall.

- Rake soil to break up large clods, crusted or compacted soils, if necessary.
- Broadcast or drill seed.
- Rake soil to place seeds 1/4" - 1/2" below the surface, unless soil already permits this.
- Apply 2000 lb/AC (or equivalent material) mulch with 300 lb/AC fertilizer. Suggested fertilizer is 16-0-0 or 16-20-0 to be verified with soil testing and site specific recommendation.

Visual Criteria

- The overall forms of the introduced plant material should be complementary to the existing on-site vegetation.
- Where limited on-site vegetation exists, plant forms should be kept similar to each other in order to provide neighborhood unity.
- Colors and textures of plant material should be limited within neighborhoods to strengthen unity and provide a "sense of place." Monochromatic color schemes (shades of the same color) are encouraged.
- Ultimate size of plants will be given careful consideration. Plants which quickly outgrow their usefulness will be avoided.

Functional Criteria

- Plants can be grouped with those that have similar growing requirements. This reduces the problem of over watering and shading out plants which have adapted to one set of conditions.
- In areas where screening is needed, the plants selected will be evaluated for their screening effectiveness. Evergreens which branch close to the ground will be favored.
- Trees which provide a shade canopy over hard surface areas are desirable. Trees will be evaluated in terms of how well they enhance architecture, enclose pedestrian spaces, and link various activity centers within the project.
- The use of plants to reduce heating and cooling needs around living units is desirable. Evergreens along the north and west sides of units are encouraged, since they create air pockets against the house which act as an insulator. Deciduous plants around the perimeter of the unit are encouraged since they provide summer shade while allowing winter sun to enter the unit from the south.

Cultural Requirements

- The primary intent will be to group the requirements of the proposed plants in order to ensure survival rates and compatibility.
- Since water conservation is an objective, new plantings that can survive on existing rainfall or that can withstand prolonged periods of drought will be favored.
- Plants which require little maintenance will be favored over those which require constant spraying and pruning to remain healthy. Homeowners will be encouraged (via a "Yardscape Planning" brochure provided to all Sky Vista property owners) to have a soil analysis done to determine pH, acidity/alkalinity, general soil type, and the availability of nutrients. They can then select plants which adapt well to the existing conditions with minimum amount of upkeep and water by checking with the County Extension Service.
- Plant materials with a combination of fast, medium and slow growth rates is desirable. Fast growth plants adapt quickly, provide quick cover, but have a short life span and are sometimes subject to disease. Medium growth plants take over as the faster plants begin to die out, usually after 15-20 years. They are generally more attractive and less subject to disease. Slow growth plants remain small for a long period of time, but eventually become a dominant plant type. They are highly resistant to disease, long-lived and are not subject to the problem of wind breakage.
- A variety of sizes provides a more natural appearance and reflect the availability of a particular plant material.

General Landscaping Criteria

- Native vegetation is intended to be the dominant characteristic of the landscape. Introduced vegetation which complements the native palette will be used for revegetation of disturbed areas.
- The use of berms as landscape features is encouraged where complete recontouring and revegetation must occur. Continuous expanses of landforms will be created to look natural as opposed to contrived or manmade. Architectural or structured berms (i.e. retaining walls, earth buildings, sculptural landforms, etc.) should be an integral part of the architectural and landscape theme of a project.
- All projects shall be maintained in a neat and attractive condition. Minimum requirements include replacing dead or dying plant materials, watering and general clean-up.

Irrigation

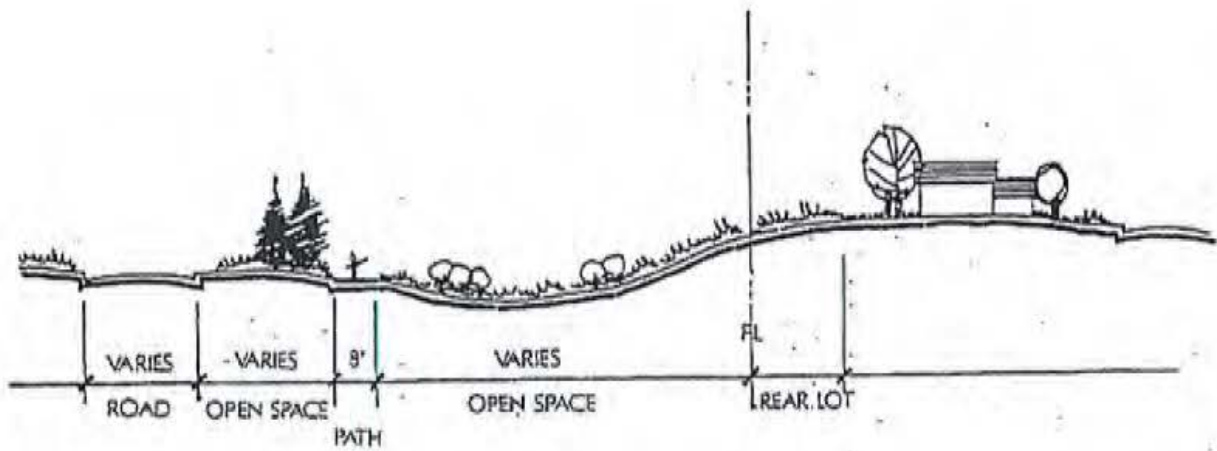
- The design objective for irrigation systems is to create systems that are water efficient and low maintenance.
- Drip and lawn areas will be properly zoned for exposure, i.e. north with east exposures, and south with west exposure, isolating all four exposures whenever possible.
- Provide adequate water to establish and maintain landscape plantings and promote water conservation.
- All planting areas are to have automatic irrigation systems.
- Irrigation systems will be designed to provide complete and adequate coverage (taking into consideration wind patterns and other disruptive factors) while using water conserving methods.

Water/Energy Conservation

- A primary objective is to maintain the option of reuse of reclaimed sewage effluent for irrigation of open spaces with consideration of public perception, health risks, cost-efficiency, and water quality.
- Landscaping will be designed with consideration given to conserve water and energy.
- Zoned landscaping provides for the use of energy/water effectively in intensively used and important areas:
 - Use drip irrigation
 - Encourage xeriscape principles throughout public and private landscapes
- Use trees for shade and cooling in targeted areas, where practical.
 - South side of buildings
 - Parking lots
 - Streets
 - Over turf areas
 - Use trees for windbreaks
 - North side of building
- Use turf for cooling around intensively used areas.
- Site, building, and landscape design will consider energy consumption and provide more comfortable indoor and outdoor spaces.
- Building form, orientation and location can take advantage of microclimatic factors,

including sunlight, wind, and ventilation. For example, the placement of landscaping, windows, overhangs, awnings, and activity areas all relate to solar energy use.

- To provide shade on the south side of buildings, protected courtyards, arcades, awnings, and overhangs provide a means to moderate temperatures during hot summer months.
- Where appropriate, drought-tolerant, deciduous trees will be installed on the south and west sides of buildings to provide shade in summer while still allowing sunlight in the winter.
- Building heights relate to open spaces to allow sun and ventilation, protection from prevailing winds, and enhancement of views.

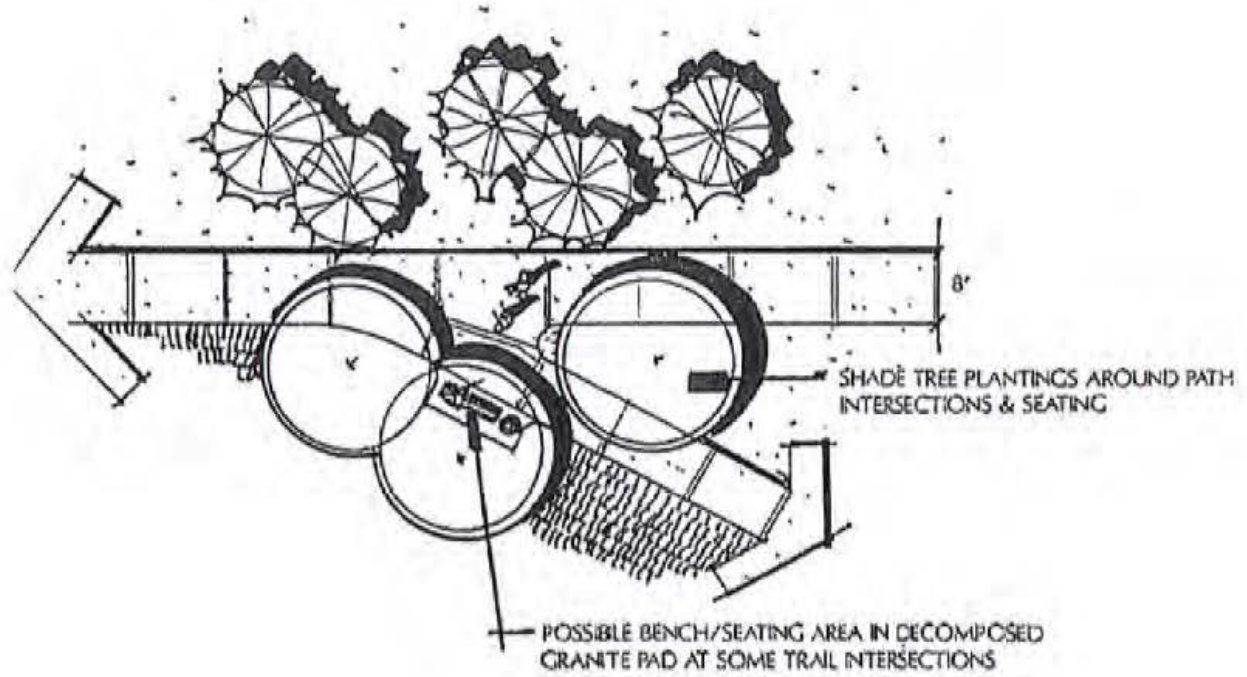


POTENTIAL NATURAL LANDSCAPE ON REAR OF LOT COMPLEMENTS OPEN SPACE EDGE

- EITHER UNDISTURBED OR REVEGETATED
- LOW WATER AND MAINTENANCE REQUIREMENT
- HYDROSEED DROUGHT RESISTANT GRASS, SHRUB & FLOWER MIX

RESIDENTIAL REAR YARD LANDSCAPE OPTION

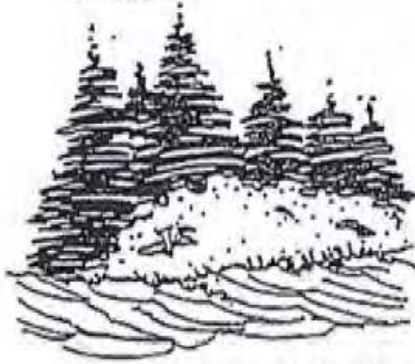
Figure 4-26. Residential Rear Yard Landscape Option



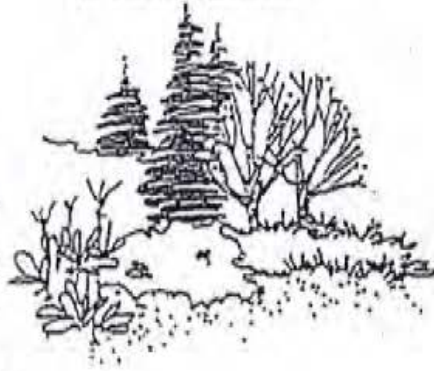
TYPICAL PATH/TRAIL INTERSECTION & PLANTINGS

Figure 4-27. Typical Path/Trail Intersection & Plantings

Natural and informal groupings in large masses.



Limit the use of multiple plant varieties or exotic plants.



Contrast evergreen and deciduous masses.

THIS:

NOT THIS:

Figure 4-28. Landscape Planting Concept

Streetscaping

Streetscaping that is water conserving and low maintenance-oriented will be established to provide a sense of community and organization throughout the street network. Landscaping, signage, lighting and fencing in Sky Vista will be of a unified or complementary design, providing a continuous theme to the entire project. A consistent palette of plant materials will be used throughout the streetscape system, selected for the specific environment and effect. Organization of these design elements will implement the desired concept of enhancing the natural high desert and nurturing the rural and suburban atmosphere.

Project Entries

Landscaping

- Introduced landscaping will be designed to effect a natural look and blend into the native vegetation palette.
- Combinations of ornamental trees can be used along with masses of evergreens.
- Ornamental and colorful/four season accents of trees, shrubs and groundcovers will be used at key intersections.
- Landscaping in rolling mounds will blend into the adjacent parcels where ground is disturbed.
- Landscape boulder groupings will be placed in beds with trees, shrubs and groundcovers.

Signage

- A project monument sign with any community logo and lettering will be placed just within the project boundaries.
- Additional signage will be used as necessary for information, direction and presenting other community features.

Lighting

- Lighting will be carefully used as needed to provide security safety and to subtly enhance entry design elements. Accent lighting is appropriate for ornamental landscaped areas.

Parkway/Entrance Roads and Arterial/Collector Roads

Landscaping

- Landscaping will be designed for a natural informal look.
- Native scrub vegetation will be preserved as much as practical with revegetation of disturbed areas to complement the native plant palette. Revegetation plants will consist of drought tolerant plant material.
- Combinations of ornamental and shade trees can be used along with informal masses of evergreens in mulched landscaped beds or interspersed within the native scrub vegetation.
- Shade tree groupings will be used to provide shade along the paths/trails.
- Ornamental and colorful/four season accents of trees, shrubs and groundcovers will be used at key areas such as at key intersections and turnarounds.
- Landscaping in rolling mounds will blend into adjacent development parcels where native vegetation is disturbed.
- Landscaping complementary to riparian/wetland vegetation will be used where the roads cross existing drainages and wetlands.

Local Streets

Landscaping

- Landscaping within each internal area will be consistent or complementary, with the landscaping blending from one lot to the next.
- Street tree plantings within each internal area on lots will be encouraged. Tree species will be consistent for each internal area.

Eye-brow/Cul-de-Sacs

Landscaping

- Ornamental and colorful four season accents of trees, shrubs and groundcovers can be used.
- Landscape boulder groupings will be placed in beds with trees, shrubs and groundcovers.
- Landscape mounding will be used in conjunction with boulders and landscaping.

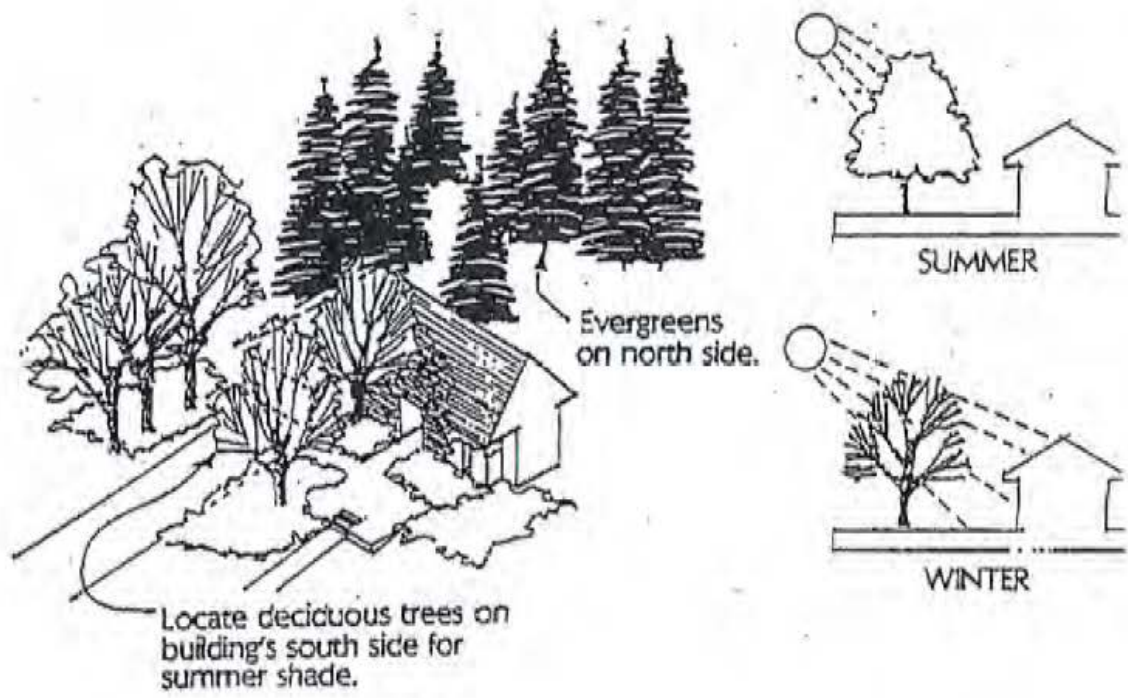


Figure 4-29. Planting for Energy Conservation

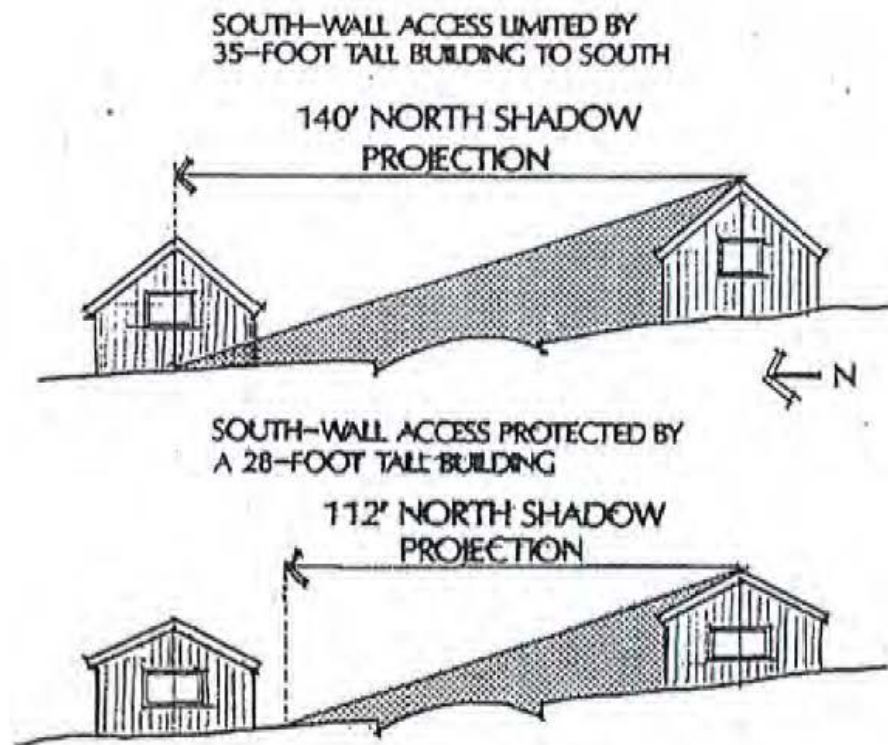


Figure 4-30. Solar Access Considerations

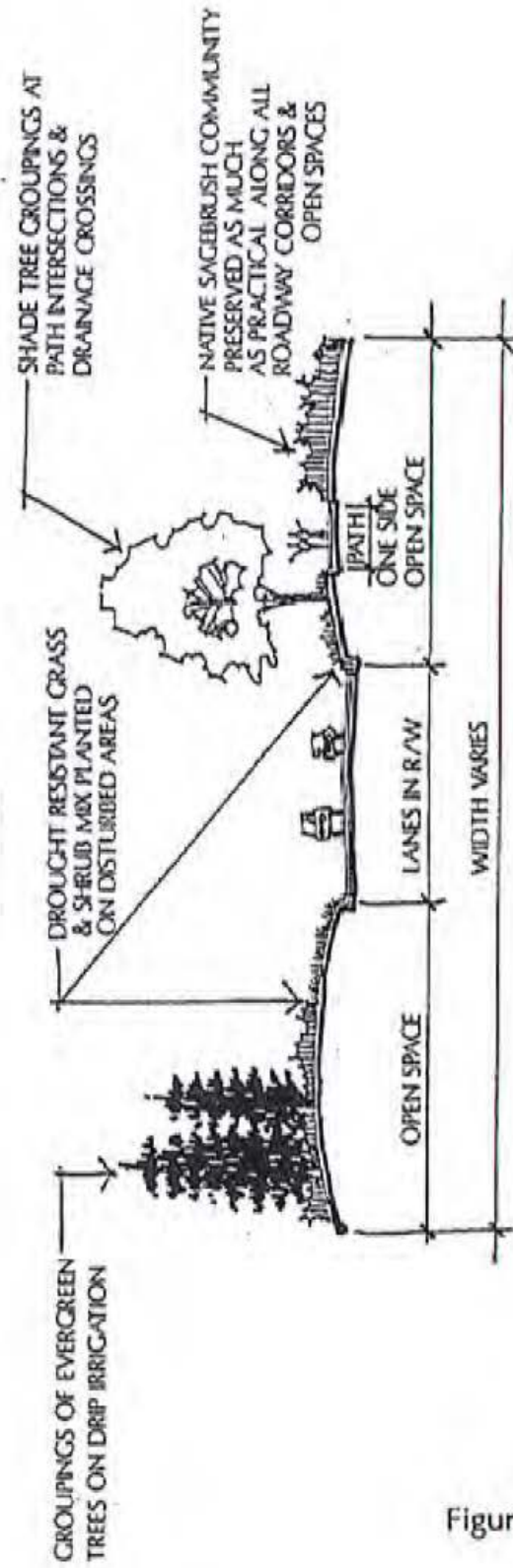
Other Features

- Mailbox units with theme design or in other materials consistent with construction materials of the home(s) are encouraged.
- Mailbox units with a consistent design for each internal area or in other materials consistent with construction materials of the homes are encouraged.

Lighting

Lighting will be designed to enhance safety and function in the Sky Vista project, add to aesthetic values, and at the same time reflect a desire not to "light up the night sky."

- Lighting will be functional and aesthetically pleasing. It will illuminate pathways, points of potential pedestrian/automobile conflict, foster a sense of security and light signs. Aesthetically, it will highlight entrances to buildings, key areas of the project, and points of interest. Lighting along public streets will be by that required to provide for public safety.
- Lighting for use along major roadway corridors will meet the following requirements:
 - Provide visual order for the night-time viewer.
 - Manage visual glare and inconsistencies.
 - Provide a safe and desirable image for the driver and the pedestrian.
 - "Articulate" various street types and illuminate irregularities such as curves and junctions.
 - Manage "light pollution" - excessive light's effect on adjacent area.
 - A family of streetlight luminaries and poles will be utilized where height, spacing and wattage vary according to lighting needs and intensity corresponds to the streetscape hierarchy.
 - Use cut-off luminaries to direct lighting.
- Pedestrian Spaces and Paths: Lighting for pedestrians will respond to the different scales of activity and participation in a space. Lighting will be selected and positioned to minimize the glare and discomfort that can result from exposed light sources. Pedestrian spaces should be illuminated to a level that will facilitate safe and satisfactory use. However, care should be exercised not to overlight pedestrian space. Places that are lit brightly, or where there is a glare, can be dangerous because one cannot see into the darkness beyond, and eyes do not immediately adjust to new lighting conditions.



TYPICAL STREETSCAPE CONCEPT

Figure 4-31. Streetscape Concepts

- **Transitions:** Lighting is one of the most important environmental factors that can change from place to place, and it should be managed to make the transition from one space to another as smooth as possible. When appropriate, light can be used to encourage or discourage movement from one space to another. Since people have a natural tendency to move from places of lower illumination to places of higher illumination, this can be carefully orchestrated.
- **Perimeters:** Special buildings and spaces should be recognizable within their context. Perimeter lighting, such as signage, decorative lighting and even storefront displays, can position a building and spaces in relation to their surroundings. It should be compatible with the distinctive physical characteristics of the design of the building or space.
- **Entrances and Accents:** Places of arrival and departure, of entering and exiting, can be identified by distinctive lighting. The lighting of these places might be more intense than that of surrounding areas, coordinated with distinctive architectural elements and with any special signage. Since entrances and exits often are at the edges of a building or a space, this type of lighting also interfaces with perimeter lighting and care must be given to avoid conflict or confusion.
- **Transportation Drop-Offs:** Drop-off points for public and private transportation, which often are located around public spaces, could be identified by distinctive light elements or higher illumination levels relative to surrounding areas. The lighting will be integrated with the needs relating to signs and graphics.

General Guidelines

- Light sources (light bulbs) should not be visible.
- Prevent on-site lighting from casting excessive spillover light onto adjacent property.
- Encourage lighting design that is in conformance with energy-conserving objectives.

Residential Areas

- The design objective for lighting criteria is intended to provide safe, functional lighting in an aesthetically pleasing and visually unobtrusive manner.
- Exterior accent lighting of plant materials and buildings can be achieved with hidden light sources. These include: surface mounted fixtures; lamps recessed in building soffits, overhangs and walls; lamps recessed in the ground; and lamps hidden by plant materials.
- Exterior fixtures mounted on buildings will be no higher than the line of the first story eave or, where no eave exists, no higher than 12 feet above finished grade.

Non-Residential Areas

- The overall design concept is to create a cohesive hierarchy of lighting with clear delineations of use areas. Light standards and fixtures will be selected to be integral with the overall site concept. Pedestrian and vehicular safety will be provided, while preserving a soft character for the project.

Convenience Commercial Areas

The goal of these guidelines is to allow outside lighting for the functional and security needs of the Convenience Commercial Center, without adversely impacting adjacent properties.

- Lighting shall enhance the overall aesthetics of the site.
- Security lighting shall be provided, particularly at pedestrian walkways.
- Lighting shall be integrated with the architectural design of the buildings. Light sources (light bulbs) shall not be visible. They shall be shielded to reflect down onto the ground and not out onto the streets or neighboring property.

Roadways

- Utilize dark colored, "shoe-box" type fixtures located in a median strip or on alternating sides of the roadway to provide for adequate illumination for safe use of roadways and to visually unify roadways through the area.

Pedestrian Areas

- Use pedestrian scale light standard and fixture.
- Locate fixtures in pedestrian areas at intervals which will provide continuity to illumination for pedestrian circulation. Integration of fixtures with planters and retaining walls is encouraged.

Parking Lots

- Locate lighting fixtures to reduce shadow/light interference from trees and other objects in the landscape.

Building Lighting

- On-site lighting should complement and reinforce the architecture and overall site aesthetics.

THE LIGHTING OF A SITE SHOULD PROVIDE SECURITY AND VISUAL INTEREST WHILE NOT PROJECTING ADVERSE GLARES ONTO ADJACENT PROPERTIES. ON SITE LIGHTING SHOULD BE LOCATED TO AVOID HARSH GLARES WHICH DISTRACT THE MOTORIST'S LINE OF SIGHT.

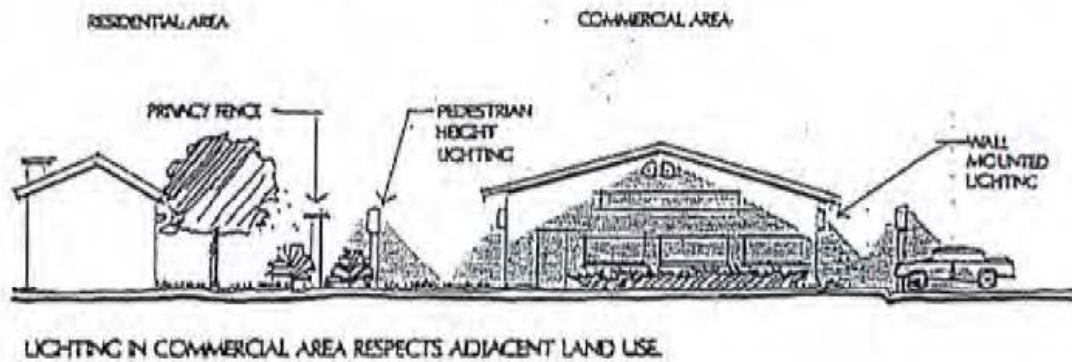


Figure 4-32. Lighting Concepts

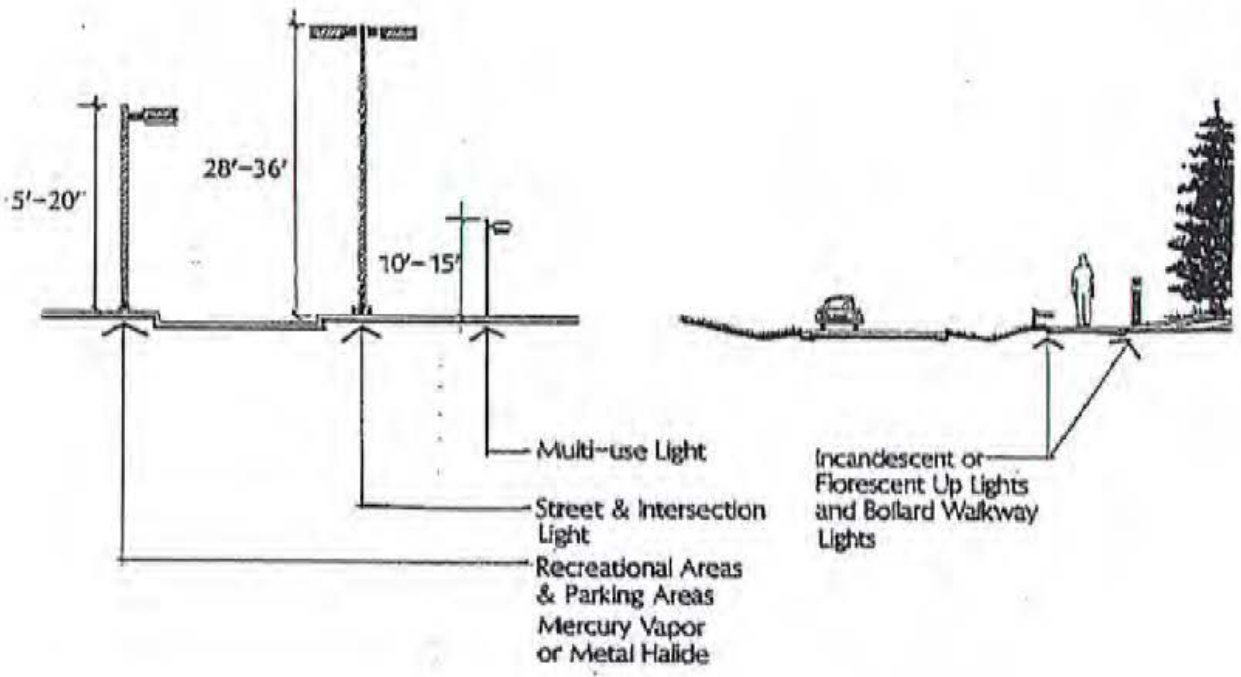
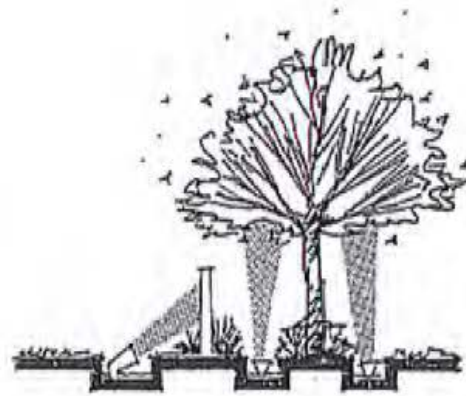
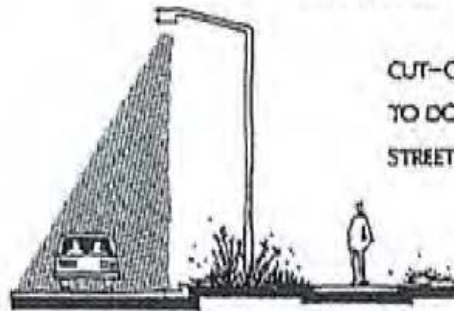


Figure 4-33. Residential/Commercial Lighting



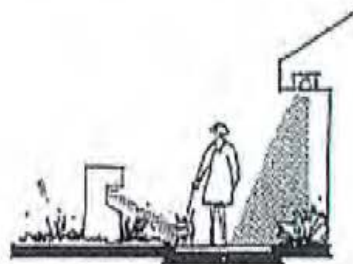
RECESSED LIGHTING CAN BE USED
TO ACCENTUATE SIGNS
AND LANDSCAPE FEATURES

UPLIGHTING



CUT-OFF LUMINARIES CAN BE USED
TO DOWN LIGHT STREET INTERSECTIONS,
STREETS, PARKING, AND SERVICE AREAS

CUT-OFF LUMINARIES/DOWN LIGHTING



RECESSED LAMPS IN BOLLARDS AND SOFFITS
CAN BE USED TO ILLUMINATE
WALKWAYS AND DRIVEWAYS

CUT-OFF LUMINARIES/DOWN LIGHTING

Figure 4-34. Directed Lighting

- Site lighting (except bollard lighting less than 42" high) will be indirect or should incorporate a full cut-off shield type fixture.
- Service area lighting will be contained within the service area boundaries and enclosure walls. Reduce light "spill-over" outside service areas.
- Building illumination and architectural lighting will be indirect in character. Overhead down lighting, or interior illumination which spills outside is encouraged. Architectural lighting will accent and animate the particular building design as well as provide the required functional lighting for safety and clarity of pedestrian movement. Lighting will be integrated with the architectural design of the building.

Architecture

Residential (General)

The purpose of these architectural standards is to nurture a quality built environment, and at the same time be prudently responsive to changing market demands. A variety of architectural styles is encouraged. Each house will employ architectural elements, material and finishes consistent with a particular architectural style unless a hybrid style is the design objective.

- Homes may have a variety of architectural features.
- Use of things like covered porches, projecting steps with architectural elements such as columns, archways, pergolas are methods to help define entry.
- A number of types of architectural elements can be used to add interest to simple shapes. At the same time, care must also be given to providing architectural harmony among the homes.
- A variety of pitched roof forms are encouraged, consistent with each particular architectural style.
- The use of architectural features such as columns, brackets, railings, shutters, trim work and flower boxes can create a pleasing texture on wall surfaces.

The following items provide guidelines regarding building materials, colors, and design elements. The ideas presented are not meant to be absolutes or exhaustive.

Details, Materials and Colors

- Colors and materials play a crucial role in reinforcing architectural theme, while providing continuity throughout a project
- Exterior elements and materials should be limited in number and compatible with one another, while being in scale with the building. Care will be taken so that materials do not detract from the building's overall appearance or become visually complicated.
- Siding materials will be continued down close to finished grade on any elevation visible from public areas to eliminate large areas of exposed foundation.
- The general color concept is one of rich hues, with accents of complementary and even contrasting tones, reflecting the landscape of the high desert.

Roofs

- Roof form and building massing provide variety and texture to a project's overall appearance. No appurtenances (air conditioning/heating units, etc.) may be mounted upon or attached to any roof structure except for chimneys, vents, flues, and structural elements of the building.
- Roof mounted solar panels and equipment will match the roof in color and appearance. Panels will be an integrated part of the roof design and mounted directly to the roof plane.
- Roof-mounted hot water storage systems will not be visible from neighboring property or public rights of way.

Massing & Integration

- Varied building heights and roof massing are encouraged.
- Detailing of fascia and eaves can provide richness to the architectural composition.
- Exterior stairs, decks and balconies will be designed as an integral part of the architecture.
- Columns and archways can enhance an architectural theme with massive or monumental forms. Attention to detail will be given, without appearing

unnecessarily ornamental. Columns and archways provide a feeling of depth and interest at fenestration and entries.

- A single architectural style will apply to all buildings in a multi-family project.
- Stairways and siderails will be well integrated into the building facade and be used to create a complementary visual rhythm or accent to the facade.
- All mechanical and electrical equipment and meters will be integrated into the building or screened from public view with landscaping or walls that are an extension of the building.

Privacy & Screening

- Walls, fences, and the courtyards they can create, can play an integral role in design. The colors and materials will match the finishes of the adjoining buildings or complement the landscape palette. Patios are extension of the interior spaces.
- Overhead screens, shade covers, patio roofs, and other similar structures will be constructed of materials and colors to match or complement the main roof.

Multi-Family Residential

Mass & Bulk

- Large multi-family buildings will be designed to appear as a collection of smaller buildings to provide interest, variety, and a more intimate sense of scale. This can be accomplished by offsetting exterior walls at least every fifty (50) feet; altering building height, building color (including trim), or installing muntons on windows; using brick, wood siding and shingles, or stone as opposed to large, uninterrupted expanses of stucco or other flat surfaces; reflecting the roof forms and slopes of smaller-scale buildings; and using columns, recessed entries, and balconies.
- To minimize the appearance of mass and bulk, a variety of architectural features such as bay windows, chimneys, and porches are encouraged to provide human scale and to break up building mass and bulk.
- Garages or structures which create shade, define spaces and extend architectural lines into the landscape are encouraged in multi-family projects and will be designed as an extension of the residential building complex with compatible architectural design.

Building Facades

- Long, unbroken building facades and simple box forms will be avoided, whereas articulated building faces are encouraged because they help establish interest and scale.
- Ideally, the length of a group of attached homes will not exceed one hundred and sixty (160) feet, but will ultimately be determined by the site configuration and existing natural features.

Blank Walls

- A variety of compatible building colors will be provided. Development consisting of buildings with a single color will be discouraged unless the architectural calls for a monotone color scheme.

Building Height

- Building heights will be varied to avoid a monotonous appearance. This can be accomplished by including buildings of different levels and varying the roof pitches, angles, and shapes.

Building Entrances

- Entries allow the opportunity for individual households to add landscaping or other decorative features such as plants, pottery, baskets, and mailboxes, which further distinguish their units from their neighbors.
- As many ground-level, private entrances as possible will be provided, particularly for homes likely to be occupied by families with children.
- Where an entrance must be shared, the number of residents sharing it will be limited to eight (8) households. These entry courts should be clearly defined and easily identified.
- Building designs which require visitors or residents to pass in front of windows of adjoining units should be avoided.
- The use of long access balconies or corridors which are monotonous and impersonal will be avoided. Rather, entrances to units will be clustered and visible from within each unit.
- Entry stoops, porches, and other architectural elements are encouraged at front entries to help define the entry and provide protection from the rain and shade from the sun.

- When a building faces a street, porches or other means are encouraged to establish a transition between the building and the street.

Privacy

- Consideration will given to the impact of new homes on the privacy of surrounding properties.
- The use of grade changes will be explored as a means to obscure direct public view to private spaces. Such a grade change is an effective way to provide privacy to private open space areas from publicly used areas.

Details, Materials & Colors

- Buildings will incorporate a variety of materials and colors within a cohesive style. Varying textures, materials, and color can convey a greater sense of scale and a more identifiable development.
- Uninterrupted expanses of stucco or concrete are undesirable because they provide little indication of scale. If stucco or concrete are used, the surface will be interspersed with other materials or details.
- Building details which convey a sense of scale such as doors, balconies, windows, steps, and handrails will be emphasized.
- Changes in building materials should generally not occur on the same plane. Piecemeal and frequent changes in materials will be avoided.
- All building facades will have an integrated appearance by using materials and details of similar quality.

Roofs

- The form, color, and texture of a roof will be designed as an integral part of the building. It is recommended that roof surfaces generally be medium to dark in color, with a low reflectivity so the roof more easily blends into the surrounding area.
- To break up large continuous roof planes, roof forms will be articulated using gables, clerestory windows, dormers, and hips roofs to break up large continuous roof planes.

Accessory Items

- Trash enclosures in multi-family housing will have walls consistent in design with the surrounding buildings and structures or compatible with the landscape palette. Light standards, poles and other decorative site lighting will complement the architectural and/or landscape theme.

Commercial - (General)

Character & Compatibility

- Buildings within the same commercial center will be compatible in mass, height, material and color, and incorporate common design elements such as awnings, landscaping, signage, and lighting.
- Auxiliary structures such as trash enclosures, phone booths, vending machines, and storage areas will be compatible with and integrated into the overall design of a commercial center.

Building Identity

- The commercial center will have a distinct architectural concept that is consistent in theme but rich in subtle variation. Buildings within the same commercial center will be designed to lend a clear, unified, and easily identifiable image. Methods to achieve this include using similar architectural styles and materials, complementary roof forms, signage, colors, and decorative pavement.

Building Form

- The lower floors of individual buildings, especially entrances and storefronts, will be articulated by architectural elements that provide a sense of human scale, such as canopies, awnings, planters, flower boxes.

Height & Mass

- Building mass contributes significantly to the overall building appearance and scale. Building height and massing will be designed to contribute to a human-scaled environment, particularly around major public spaces.

Building & Wall Articulation

- Building articulation will be coordinated with an overall visual order and not appear cluttered, confusing, or haphazard.
- Long, straight building facades are uninviting and visually uninteresting. Such a building appears imposing and bulky to pedestrians. To reduce this effect,

buildings will be articulated to create interest, richness, and scale. This may be accomplished by varying building height, setbacks, and roof forms.

- When long, uninterrupted walls are necessary, windows, awnings, columns, pilasters, color, or change in material will be considered to add visual interest.

Building Entrances

- Entrances to individual buildings will be readily identifiable and designed as a focal point of the front elevation.

Color & Materials

- When multiple colors are applied to a single building, they will relate to changes in material and form and not appear arbitrary. Changes in material are most effective if they do not occur on the same wall plane.

Landmarks

- Where appropriate, landmark buildings create a prominent physical and visual feature, serving to identify a community focal point, activity node, or other special feature.
- Landmark buildings will not compete with other landmarks in the area.
- Landmark buildings can be located at intersections of major roadways and should contain special building elements. These elements include but are not limited to, towers, special roofs, or accent colors.

Convenience Commercial Centers

The goal of these guidelines is to assure that Convenience Commercial Centers present an architectural appearance that is visually compatible with adjacent residential areas, and complementary to the image of the community as a whole.

- The scale of buildings or canopies shall be at an appropriate scale in relationship to the neighborhood and prevent domination that may overpower the surrounding area by their size or deny privacy by adjoining residents. Buildings shall not be greater than one story in height. Gas canopies in particular are discouraged from being designed as dominating or overpowering architectural elements; smaller scale, lighter canopies are encouraged.
- Forms and finish materials of buildings, signage, gasoline pump canopies and other accessory structures shall be made compatible with and relate to the architectural character of the adjacent area.
- All buildings, including gasoline pump canopies shall utilize a uniform architectural

theme.

- The sides and backs of buildings shall be as visually attractive as the front, especially those sides or back which are most often viewed. Rooflines, architectural detailing and landscaping are features that will be considered.
- Quality finish materials shall be utilized. Such materials include, but not limited to:
 - Brick Masonry or stone;
 - Decorative Masonry Block;
 - Stucco, and;
 - Wood siding
- Predominant exterior colors shall be neutral or earth tone colors. Subject to review, colors other than these may be used for accenting, trim, and similar purposes.
- Where sloped roofs and canopies are used, they are encouraged to utilize:
 - Wood shakes or shingles;
 - Natural clay tiles;
 - Slate;
 - Concrete tiles - Natural texture and color, and;
 - Ribbed metal.
- All mechanical equipment on building exteriors, roofs, or parking areas shall be screened from view from all public streets and adjoining properties
- Vending machines and other site accessories shall be harmoniously integrated into the site and landscape design.

Site Planning & Design

Parking Requirements and Configuration

Parking lots will relate to pedestrian routes. When practical, parking lots will be located behind buildings or in the interior of a block.

Joint parking allowances are strongly encouraged for proximate uses. Projects with a mix of uses should seek to reduce the total number of parking spaces by comparing peak demand of each use by the time of day, day of the week, and season. Where the varied parking demand for proximate uses allows joint use of shared parking facilities, a reduced number of spaces is strongly encouraged. Shared parking areas will be conveniently located to all uses sharing that parking.

Parking lots will be screened from streets by bermed landscape treatments, screenwalls

or a combination of treatments. Trees will be located along walkways. Perimeter landscaping will soften views of cars, but not block views of commercial facades. Tree canopies will provide shade, and at the same time allow building visibility.

Ample landscaping will be provided to reduce heat and glare and to screen views of parking areas.

- One (1) tree will be provided for every six (6) surface parking spaces;
- Deciduous trees will be a minimum 1.5 inch caliper, medium/fast growing canopy tree; and
- Other forms of shading can include architectural solutions such as trellises, carports, and awnings, or site planning solutions such as locating parking on the north side of buildings.

Single-Family Residential

Single-family residential planning calls for residential areas that provide a broad range of housing opportunities and take advantage of community amenities, including creating pedestrian, vehicular and open space systems that link residential areas to each other and to community facilities. Site planning priorities include minimizing long/straight residential streets, encouraging pedestrian connections, and avoiding a monotony of walls by reducing wall lengths and using view walls.

A hierarchy of residential streets will be provided within a project by establishing a primary residential street or streets to collect traffic and provide a sense of orientation to visitors and residents alike. The primary street(s) can be configured as a loop or central spine street(s).

The number of lots that have double frontage, with streets along both the front and back property lines will be minimal. Where possible and practical, lots, primary entries, "view" cul-de-sacs and pedestrian access ways will be oriented toward amenities and the open space system.

Innovative site planing is encouraged to reduce the visual dominance of large garage doors facing the street. Garages shall be set back a minimum of 20 feet from the back of the sidewalk or curb if there is no sidewalk to prevent parked cars from blocking the sidewalk.

Multi-Family Residential

Multi-family site planning criteria are designed to encourage multi-family housing that takes advantage of community amenities; promotes vehicular, pedestrian and open space systems that create pleasant living environments; and to create multi-family areas that blend into the environment.

Activity Areas

- Multi-family projects will be designed to create outdoor spaces that include recreation and landscape amenities. Where possible, major amenities (i.e., pool, clubhouse, water feature, entry gazebo) should be visible from the adjoining street.
- Each development will have a visible and easily accessible open space, park, square, or plaza. This area could include a combination of recreation facilities, playgrounds, basketball courts, ball fields, or other similar features.

Mass & Orientation

- Multi-family homes will be contained in several "residentially-scaled" buildings rather than a few large, massive buildings. Buildings will be designed with vertical, horizontal and roof articulation of all facades visible from public view. Consideration will be given to include some taller buildings within a multi-family project as a means to achieve density without crowding.
- Where possible, multi-family buildings will be oriented in varying directions relative to each other, to avoid the monotony of a linear pattern.
- Building heights will vary within a project, with lower buildings adjacent to street and surrounding residential uses. Garages or covered parking areas can be used to create such a transition. One-story end units also help to reduce the mass of buildings.
- Project entries will be unobstructed by parking, including the avoidance of parking stalls along the throat of the entry drive.

Parking

- Surface parking areas will be arranged in as many small clusters as practical, separated by buildings or landscaping. Large formal parking lots will be avoided.
- Parking areas will be sited to be visually subordinate to residences when seen from the street and to avoid street views comprised primarily of cars.
- Where parking adjoins housing areas, the housing will be screened to achieve

privacy and avoid the intrusion of headlights.

- Trees that have a spreading form to provide shade will be planted on the perimeter of parking areas. Where parking clusters contain more than one (1) bay of parking, trees will be planted between the bays. Spacing of one (1) tree every six (6) parking spaces is recommended.
- Carport structures will be compatible with or complementary to the architecture, materials, and color of the main buildings.
- To avoid creating long, linear corridors of parking, consideration will be given to breaking up parking into courts with drives between lots.
- Consideration will be given to clustering garages and covered parking into auto courts.
- RV and boat storage can be provided in a screened, secure area out of public view, or confined to commercial storage areas.

Driveways

- Special paving materials may be used for entry driveways. Perforated paving blocks, colored and textured paving, or decorative pavers provide a interesting and attractive streetscape.

Walkways

- Walkways will connect multi-family residences to any adjacent parks, open space, and the community path/trail system.
- Walkways around and through a project will be located to properly consider visual and physical intrusion onto private open space areas and primary living areas within each unit.

Walls & Screening

- Solid perimeter walls are discouraged along property lines adjacent to public rights-of-ways or open space. Where parking lots are visible to the public, low walls may be used. Multi-family walls will be designed to enhance the overall project theme, effect continuity in landscaping, and provide a visual amenity for the community.
- Consideration will be given to designing privacy walls and project walls that overlap in order to create a series of spaces that visually link the project to the surrounding community, streets and open spaces.

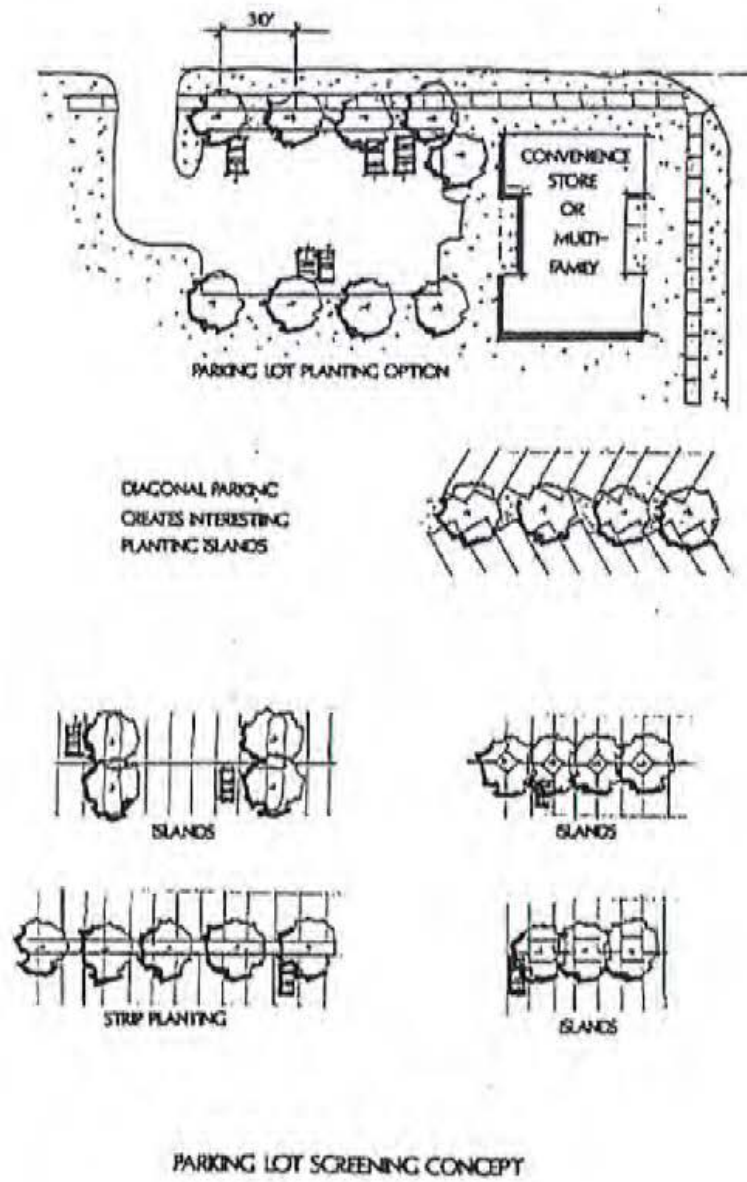
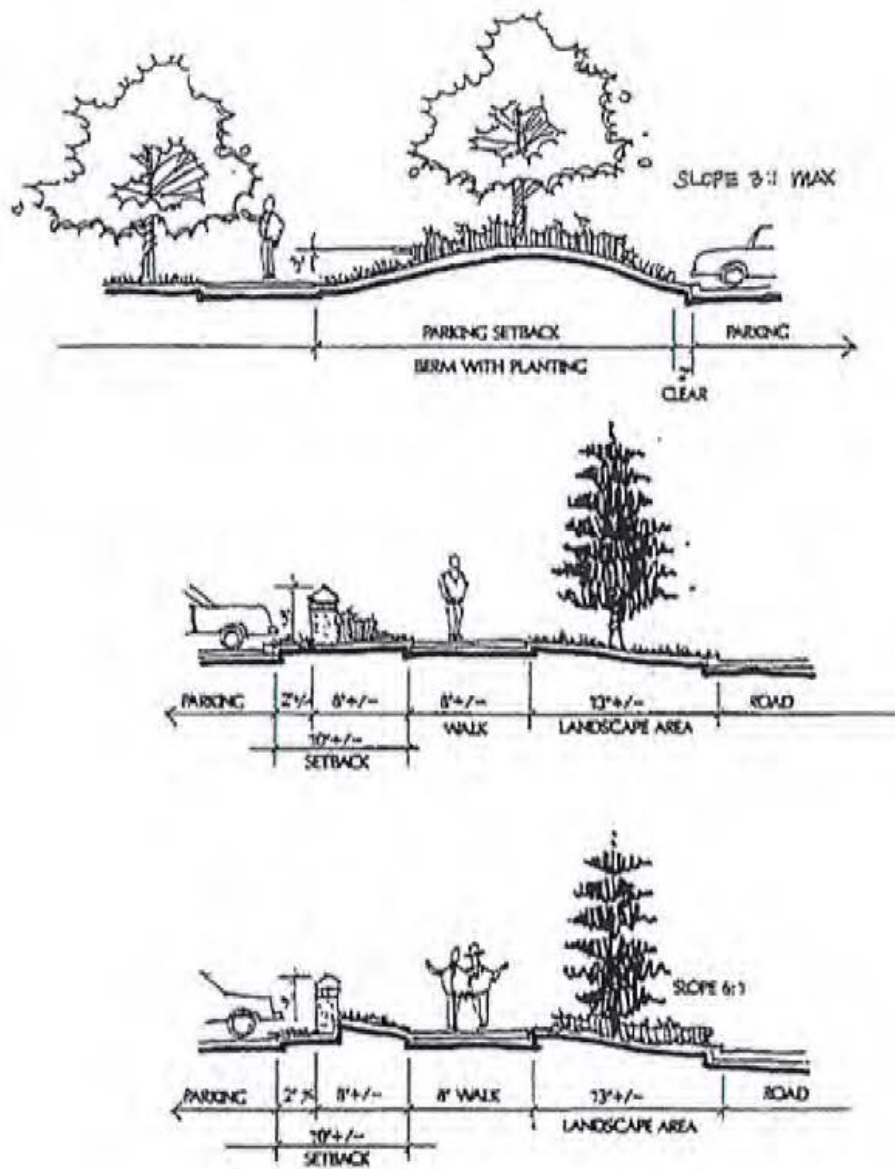


Figure 4-35. Parking Lot Screening Concept



PARKING SCREENS CONCEPTS

Figure 4-36. Parking Lot Screening Concept

- Low walls and view walls can be used to provide views from residences and create height transitions from street to building.
- Trash and service areas will be enclosed on all sides with six foot walls and gates.

Non-Residential (Commercial)

These guidelines provide general direction for the desired level of design quality for the commercial areas. These are not intended as absolute design regulations, but as guidelines that do not assume to predict all possible site specific conditions or design opportunities and constraints. These guidelines are to provide general guidance for the placement of buildings, parking areas, and site activities so as to have a beneficial impact on the area.

Minimum building setbacks from public rights-of-way will be as follows:

- 50 feet from any major arterial right-of-way;
- 25 feet from any other street right-of-way.

Minimum building setbacks from other land uses shall be:

- 20 feet from the property line of any residential use;
- The treatment of this setback is of critical importance. Adequate landscape buffers and screening are particularly critical.
- 10 feet from property lines of nonresidential uses if site conditions indicate that screening and/or landscape buffers are necessary, and;
- 0 feet from property lines of nonresidential uses if site conditions indicate that no screening or landscape buffer is necessary.

Minimum setbacks of gasoline pumps canopies from other public rights-of-way shall be as follows:

- 40 feet from any major arterial right-of-way, and;
- 25 feet from any other street right-of-way.

Minimum setback of gasoline pump canopies from land uses shall be as follows:

- 30 feet from the property line of any residential use;
- 10 feet from property lines of non-residential uses if site conditions indicate that screening and/or landscape buffers are necessary, and;
- 10 feet from property lines of non-residential uses if site conditions indicate that no screening and/or landscape buffer is necessary.

Minimum setbacks of parking and drives from public rights-of-way will be as follows:

- 25 feet from any arterial right-of-way, and;
- 15 feet from any non-arterial right-of-way.

Minimum setbacks of parking and drives from other land uses shall be as follows;

- 20 feet from the property line of any residential use, and;
- 5 feet from property line of non-residential uses, except a property line between buildings or uses with shared parking areas where 0 feet is required.

Circulation & Parking

The site should be organized so that there can be a smooth flow of vehicles in and out of the site as well as easy access to the various activity areas. Acceleration/deceleration lanes and/or traffic medians may be required during the special use permit review process where existing or anticipated heavy flows indicate need.

- Entrances and exits will be placed so as to consider interference with off-site circulation patterns.
- Circulation at drive-through facilities, like gas pumps, will not unduly conflict with access to parking, interior vehicular circulation or access to and from public streets.
- Provision shall be made for emergency vehicle access.
- Bicycle parking will be provided convenient to building entries, but not encroach into pedestrian walkways.
- Parking areas will be screened from views of adjacent streets and residential areas through planting and berming. Walls of a material similar to and compatible with the primary building material may also be used for screened parking and circulation areas.

Storage Loading/Service Areas

- Loading/service areas will be designed to include space for ingress and maneuvering.
- Larger loading/service areas, refuse containers, and the like, located on the side or rear of buildings, should be hidden from view from adjacent streets and residential areas through the use of intensive planting and opaque screening walls.
- Vehicle stacking requirements for any drive-in use shall be as per Reno Municipal code.

- Outdoor storage and display is generally discouraged.

Fences/Screening

- Screening walls or fencing shall be at least five (5) feet, but not more than eight (8) feet in height. Lower walls may be used to help screen parking and circulation areas.
- Fences or walls shall be constructed of a material similar to, compatible with, and complimentary to the primary building material and architecture.
- Decorative or protective wrought iron type fences will be allowed when incorporated properly within a site plan.
- Long expanses of fences or wall surfaces shall be architecturally designed so as to avoid monotony.

Landscaping/Streetscapes

The goal of these guidelines is to assure that Convenience Commercial Centers present a landscaped appearance that is compatible with adjacent residential areas, and complementary to the image of the community as a whole.

Plant materials, fences and walls shall be utilized to:

- Provide screening of undesirable views;
- Complement the architectural form of the building;
- Define walkways, traffic circulation, special use areas, and building entries;
- Provide a pleasant driving experience;
- Soften the visual impact of large paved areas;
- Soften the edge between a parking lot or street and the building, and;
- Mitigate the impacts of lighting or other negative influences.
- Landscaped islands in parking lots shall be at least 15 feet long and 9 feet wide, and include at least one ornamental shade tree. Shrubs or other forms of ground cover are also required.
- Streetscape treatment shall include deciduous canopy trees in concert with berming or other screening devices to conceal parking and circulation areas from

public view as needed.

- Planting beds, conifers, and ornamental trees shall be used to accent entries and signage.
- Signage and identity structures shall be incorporated into the landscape design.
- Generally at least 75% of the landscaped area shall be softscape (live plant material) as opposed to hardscape (walks, patios, etc.). Plant materials used in planting beds shall achieve approximately 75% coverage within 2 years of installation.
- Installation of trees and evergreens at larger-than-minimum City standards may be necessary to achieve buffering or streetscape effect in some circumstances.

Hardscapes

The goal of these guidelines is to emphasize the importance of pedestrian facilities in these centers.

- The construction of plazas, patios, outdoor seating and the use of higher quality walkway materials - especially at building entries - is strongly encouraged.
- Special paving materials (brick, pavers, stamped concrete, paving stones, etc.) shall be used to define pedestrian circulation through parking and vehicular circulation areas.
- Use of fountains, sculpture, special site furniture, and other special pedestrian amenities will be considered as a trade-off if other design guidelines cannot be met due to specific site constraints.
- Paths and sidewalks shall be provided to assure that pedestrians can move safely and conveniently both on the site and between the site and the neighborhood.
- On-site pedestrian movements shall be oriented to points of off-site pedestrian activity, for instance, off-site walkways, crossings and bus stops.

General

- The configuration of uses should seek a balance between pedestrian and auto comfort, visibility, and accessibility.
- Shops and restaurants should be encouraged to "spill out" into the sidewalk and/or plaza areas, especially during special seasonal events or holiday sales.
- Where appropriate, flower boxes and raised planters will be integrated into the

storefront facade to brighten the streetscape and draw attention to individual establishments.

"WINDOW" VIEW TO
OPEN SPACE FEATURES
FROM MAJOR PROJECT
ROAD TO BENEFIT
MANY RESIDENTS

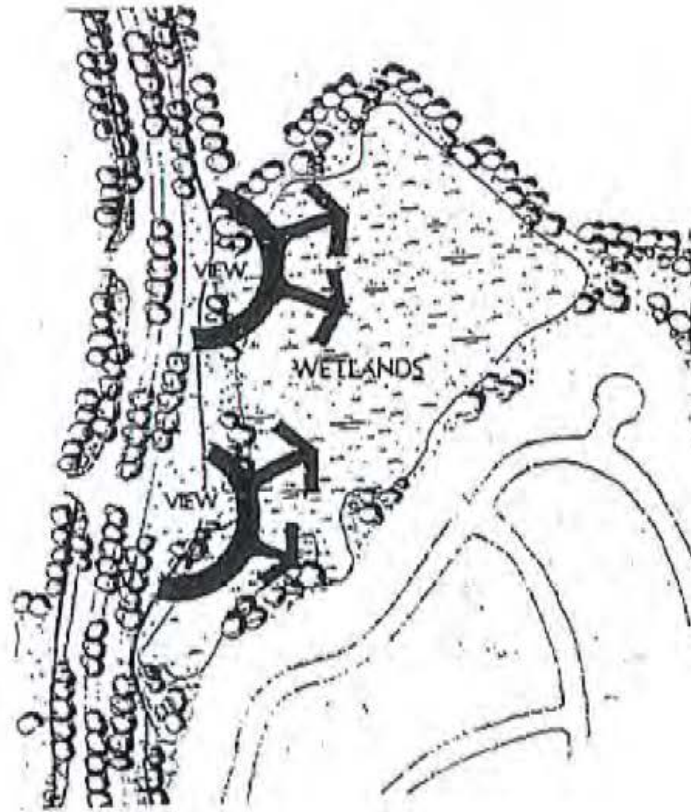
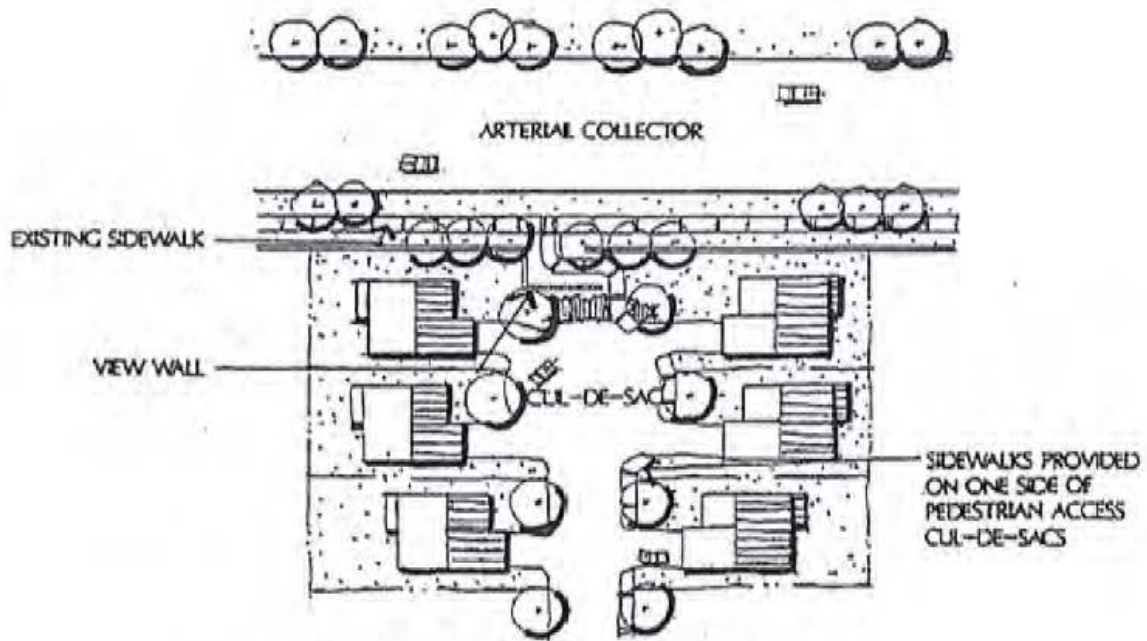
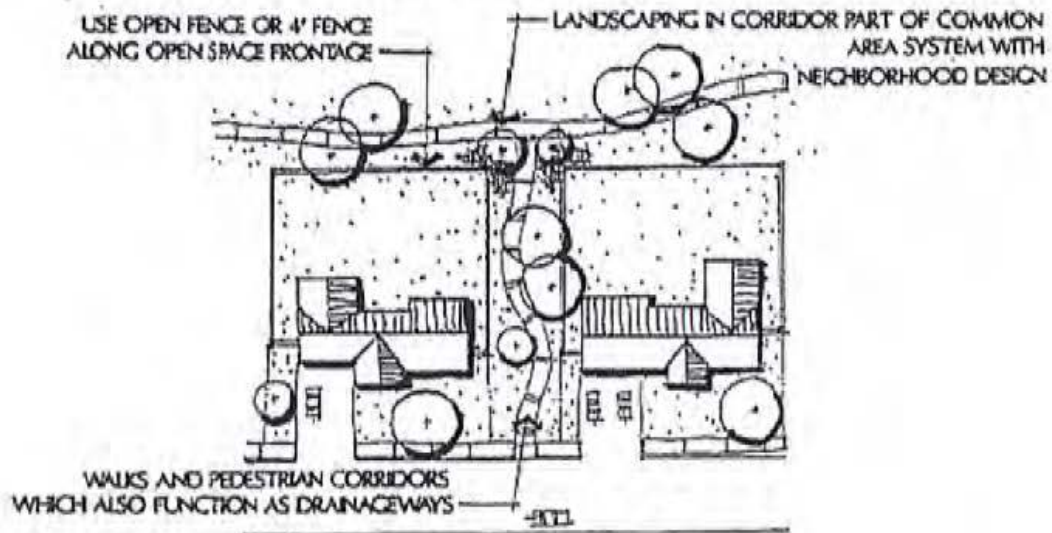


Figure 4-37. "Front Door" Site Planning



PEDESTRIAN ACCESS AT CUL-DE-SACS



PEDESTRIAN ACCESS IN COMMON AREAS

Figure 4-38. Pedestrian Access

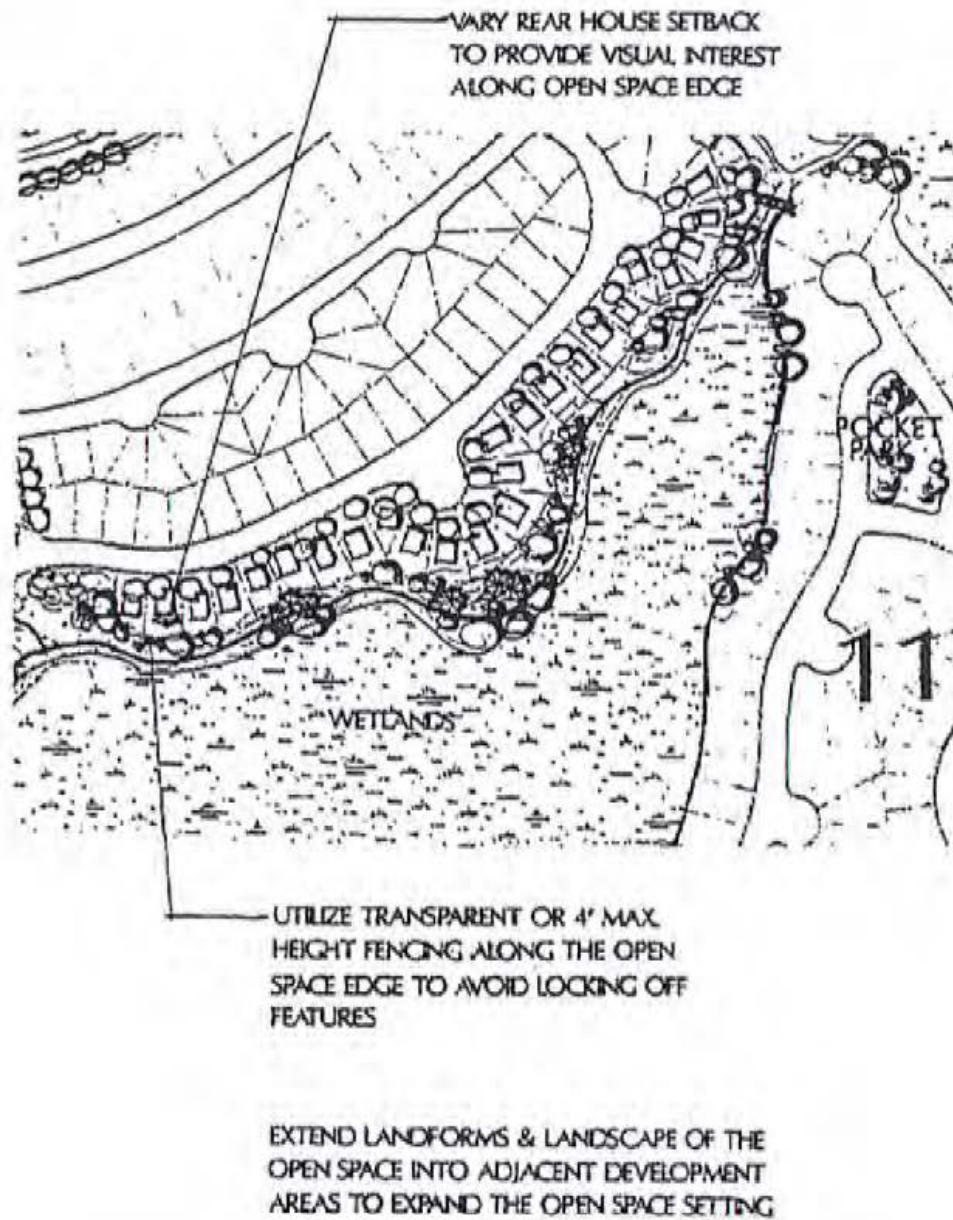


Figure 4-39. Site Planning at Open Space Edges

Walls and Fencing

Walls

Walls enclose outdoor spaces and extend building masses and living areas into the landscape. The design objective for walls/fencing is to avoid creating the harsh "maze" typical of such suburban development. Where possible, view walls, low walls, and "no walls" are preferred to promote an open and inviting community.

- The walls will be made of traditional materials and finishes such as hardboard, wood, stone, brick masonry, stucco, and decorative masonry/block. The color palette is taken from traditional, natural tones. The use of three-dimensional wall coping and other features is encouraged to take advantage of light and shadow. Color accent features can be used within pilasters.
- All walls will step, rather than slope, to accommodate grade change unless the wall design is of a type that typically or historically would slope.
- View walls will be used where appropriate to allow residents to view surrounding natural features and open space amenities.
- To lessen wall lengths and provide open views to street landscaping and open space, walls will be stepped back at collector street intersections and at corners adjacent to public open spaces.
- Where possible, "view cul-de-sacs" and "pedestrian access points" will be provided to allow views to and from residential areas, provide views of parks, open space and collector street landscaping from residential areas, and to break-up the length of solid wall surfaces.
- Horizontal breaks, jogs, and variations in residential wall heights are encouraged to minimize the monotonous corridor effect of long continuous walls along residential streets and open spaces.
- Walls will be constructed of a material similar to, compatible with, and complementary to the primary building material and architecture and/or the landscape architecture.
- Long expanses of fences or wall surfaces will be architecturally designed so as to avoid monotony.
- Where walkways are located between residential lots, the walls along both sides of walkways will be located and designed to make the walkway appear as open and spacious as possible. This can be accomplished by minimizing continuous wall lengths through the use of view walls, low walls and rail fences along property lines not requiring privacy.

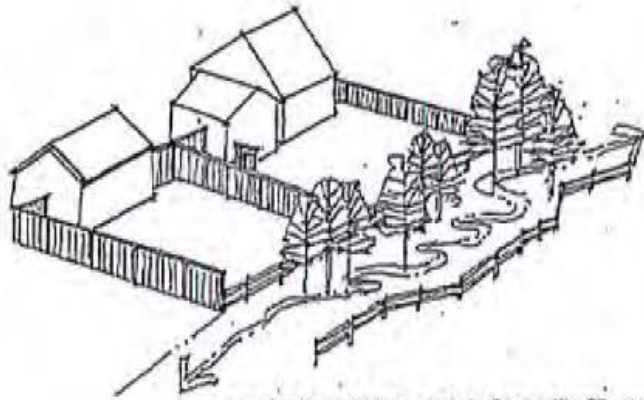
- Traditional western town and ranch design themes are encouraged over modern, colonial or Mediterranean themes.

Fencing

Fencing will be used to create outdoor spaces, to protect what it surrounds, for privacy, and to define spaces such as entrance ways.

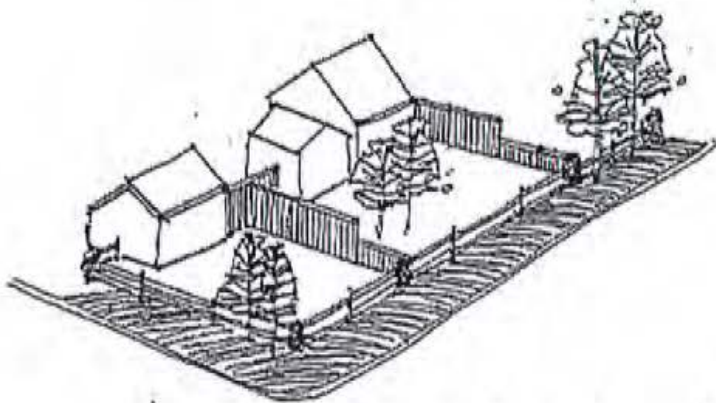
- Fences will be carefully designed elements that:
 - Relate directly to the architecture in terms of materials, color and detail.
 - Relate to the placement and massing of landscape architectural materials and land forms.
- As a fence is moved farther from the house itself, it will become more transparent, lower in height, and less architecturally related to the house.
- Fences serve the following functions:
 - Open space perimeter fences serve to define the overall boundary of a development, as major entry points, road and open space edges.
 - Neighborhood fences are designed for individual projects within the community. These fences can be used to identify, provide security and mitigate noise.
 - Dwelling unit fences are used to define individual properties, provide security and a sense of architectural enclosure.
- Each fence design will be developed within the context of the proposed architectural theme and landscape palette for the neighborhood.
- Where possible, fences will be limited. Other design elements can provide the same functions. For example:
 - Heavy landscaping and/or earth berms can be used to provide identity and enclosure.
 - Dry stream beds and drainage swales can be used to establish boundaries.
- Landscape elements should be considered wherever possible to soften fences and walls and provide variety adjacent to long fence lines. Fences will not follow slope angle where there is a grade break. Grade breaks can be used as landscape accents in long lines.
- The degree to which a fence is "open" or opaque is a function of its use. The need for privacy (opaque) must be balanced with requirements for light, air and views (transparent).

- Long lines of unbroken fences and walls will be avoided. Fences and walls will have a space in front for landscape (natural and/or enhanced). A sidewalk will not directly abut a fence, but will have at least 3 feet of landscaped area separating them.
- Fence supports, such as pilasters and posts, will be well defined and in scale with the purpose and context of the fence. They will be coordinated in design and materials with walls and building architecture. Pilasters can be used to accentuate turning points/entries.
- There will be no use of chain link, barbed or barb-less wire fencing, except for recreational fencing, pool enclosures, or pet enclosures. Vinyl clad chain link is preferred over standard galvanized finishes.
- Rear yard and exterior side fences adjacent to major roadways must be designed as part of the neighborhood fence program. They will be primarily opaque to screen views of rear yards. Portions may be transparent for visual relief, especially at entries and for views into amenity areas and pedestrian access points.
- Privacy fences (6 feet high) can be installed anywhere in an envelope defined as the rear yard and sideyards from the dwelling unit. This fencing may not be installed anywhere in front of the house, except for corner lots, where fencing may come within 10 feet of any property line. (See also section 5, Building Placement – Front Yards.)
- Open rail or transparent fences may be installed along any side or rear property line but will not extend beyond the front of the dwelling unit into front yards unless part of a coordinated streetscape design for an area or project.
- A dog run may be constructed anywhere within the privacy fence envelope, but must be attached to either the dwelling unit or the privacy fence. The run should be constructed as a privacy fence or as a chain link fence.



WHERE REAR YARDS ARE ADJACENT GREENBELTS AND OPEN SPACE, REAR PROPERTY LINE FENCES SHOULD BE TRANSPARENT AND OPEN RAIL OR 4' MAXIMUM HEIGHT IF SOLID SCREEN

FENCING AT GREENBELTS & OPEN SPACE CONCEPT



ON LARGE LOT PARCELS, WHERE PROPERTY LINE FENCES ARE ADJACENT TO MAJOR ROADWAYS, FENCING IS ENCOURAGED WHICH IS TRANSPARENT OR 4' MAXIMUM HEIGHT IF SOLID SCREEN

LARGE LOT FENCING AT MAJOR ROADWAY CONCEPT

Figure 4-40. Use of Fencing at Open Space & Major Roadways

GENERAL NOTE:
OPTIONAL BOARD & POST
OR SPLIT RAIL FENCE

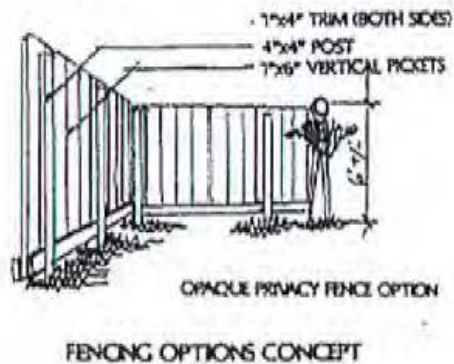
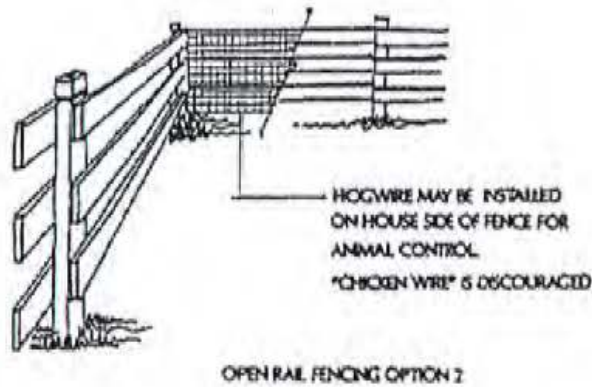
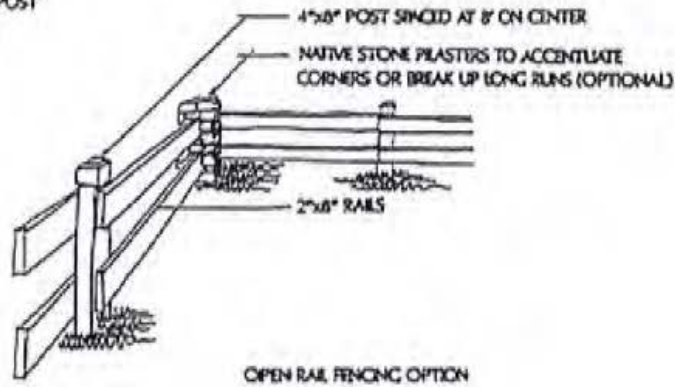
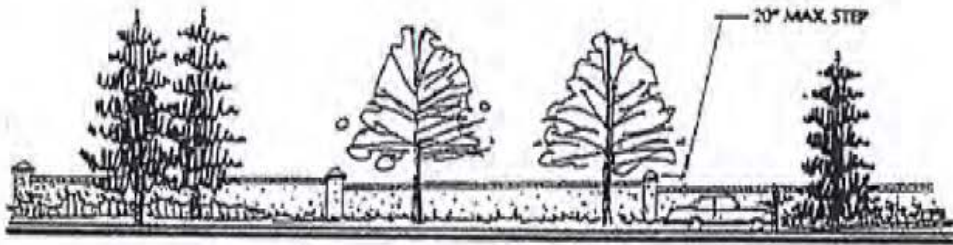


Figure 4-41. Fencing Options Concept



ALL WALLS SHALL STEP RATHER THAN SLOPE
TO ACCOMMODATE GRADE CHANGE

FENCE & WALL DESIGN
WITH GRADE CHANGE CONCEPT

Figure 4-42. Fence & Wall Design With Grade Change

Village 13 – Bungalows at Sky Vista

Village 13 is a 338 unit condominium development named the Bungalows at Sky Vista. The buildings are clustered with 6-8 units per building, configured in a row. The main entrance into the site is off of Silver Sky Parkway. Private streets wind throughout the development. Access to the backs of buildings, where the garages are located, is from a 20' roadway, similar to an alleyway design. The 20' wide alleyways are strictly for accessing the garages, and no parking is allowed. The no parking zone is enforced through project signage and by on-site management staff. Units will range in size from ±750 square feet up to ±1,600 square feet, including single car garages with each unit.

Parking

Required parking shall adhere to the Single-Family: Attached Townhouse; Detached, Zero Lot Line standards of Reno Municipal Code Section 18.12.1102(b) "Required Amounts of Parking," as amended. A 25% reduction to required parking shall be applied.

Lighting

Lighting will be designed to enhance safety and function in the Bungalows project, add to aesthetic values, and at the same time, respect the dark skies lighting. Lighting will illuminate pathways, points of potential pedestrian/automobile conflict, foster a sense of security and light signs. Aesthetically, it will highlight entrances to buildings, key areas of the project, and points of interest.

Pedestrian Spaces and Paths: Lighting for pedestrians will respond to the different scales of activity and participation in a space. Lighting will be selected and positioned to minimize the glare onto adjacent properties. The pedestrian pathway located around the project perimeter will be lighted for security, but will not allow for spill over lighting.

- * Exterior fixtures mounted on buildings will be no higher than 12 feet above finished grade.
- * Exterior garage lighting and exterior front door lighting shall be included with every residential unit.
- * Overhead lighting for security purposes will be located at the project entrance, secondary access emergency gate, club house, community mail box, passive recreation gates, and guest parking areas.

Fencing

Fencing will be used to create outdoor spaces, to protect what it surrounds, for privacy, and to define spaces, such as entrance ways and recreation areas.

Project fencing shall be incorporated around the site perimeter. Six foot tall solid fencing shall be placed on the north, west and a portion of the south sides. The solid fencing shall be located along the perimeter property line separating the Bungalows project from the adjacent homes. Open view fencing shall be located along the frontage facing Silver Sky Parkway. The fencing shall be designed to keep pedestrian activity out, while

maintaining views into the project on the east side. The open view fencing shall be integrated with the frontage landscaping, rather than on the property line.

Fencing around the northwest corner (community garden and passive recreation area) shall be used to create outdoor space and to protect privacy. The north, east and west sides shall be fenced with a six foot tall solid fence. The south side shall be fenced with open view fencing and a locked gate. This area shall have limited hours of use and will be locked during evening hours. Buildings for maintenance and tenant storage may be constructed within the passive recreation area.

Landscaping

The Bungalows development shall include 15% landscaping. Out of the 32.5 acre parcel, approximately 4.875 acres will be landscaped. The landscaping shall include a minimum of 708 trees and 4,248 shrubs. Landscaping shall be provided throughout the site, and in particular, along the Silver Sky Parkway frontage and the perimeter boundary. Plantings in common areas will be designed to avoid pockets where criminals can hide. Shrubs and hedges will be no higher than 3 feet. This will be specifically enforced around entryways and windows. Heavy landscaping will be eliminated from the ends of the paseo's, to provide a better view from drives on the ends.

Community Center

A club house, business center and pool will be located in the center of the Bungalows development. In addition, up to two community buildings and a dog park may be constructed within the area. The community buildings shall be limited to 3,000 square feet in size and must follow the building setback and lot standards. The dog park shall be completely fenced and include a double entry gate into the park. The dog park will be located west of the club house.

Energy Efficient Construction

The Bungalows project will reduce the consumption of energy by installing energy efficient appliances, insulation and windows in all the residential units. Specifically, 100% of all permanently installed exterior lighting fixtures shall be high-efficacy lamps. The maximum window fenestration shall be U-0.35. The ceiling insulation shall have a minimum R-38 rating.

Setback and Lot Standards

BUILDING HEIGHT

Residential Unit	18' maximum
Club House Building	24' maximum
Maintenance, Tenant Storage, and Community Buildings	18' maximum

YARD AND SETBACK DIMENSIONS

Setbacks between buildings:

Front yard	20' minimum
Side yard	20' minimum
Rear yard	20' minimum

Building setbacks from project perimeter:

North side	25' minimum
South side	30' minimum
East side facing Silver Sky Pkwy	50' minimum
West side	25' minimum

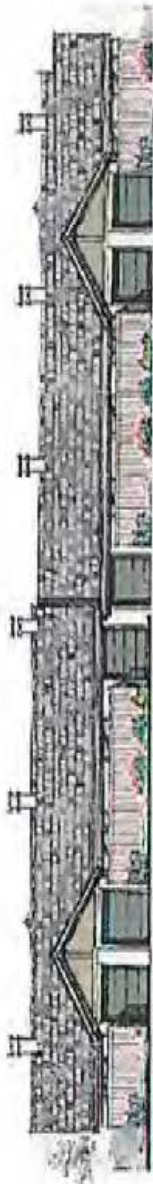
Building Architecture

The building architecture shall emulate a craftsman style bungalow. Design features include low-pitch roof lines on a gabled roof, overhanging eaves, decorative windows in the roof line, shutters, and front porches beneath an extension of the main gabled roof line. Each unit includes a private garage, front porch, private fenced back patio, washer/dryer hookups and volume ceilings.

The project shall be designed to provide a high quality building elevation from any public street, window, front door, open space, or adjacent existing home. Almost all of the building rears face each other and are separated by a 20 foot wide drive aisle. The drive aisles are not intended as pedestrian routes and will not be visible from any view, except to the vehicles accessing the garages. Because the roadway separating the two buildings is only 20 feet wide, no one will be able to see the rear facing roof line of the units. The rear facing rooflines will have minimal articulation, and will vary from the RMC vertical articulation requirements. However, the five buildings (shown below) that can be seen from an outside view will be vertically articulated. These are the only units that will be visible and thus, will be fully articulated in the rear, as depicted on figures 4-108 and 4-109.



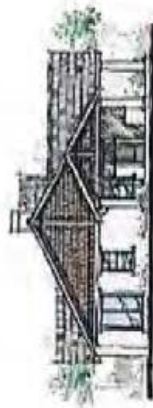
Figure 4-43: Buildings with 100% articulation.



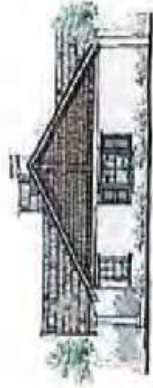
ARTICULATED REAR ELEVATION



NON-ARTICULATED REAR ELEVATION



ALTERNATE SIDE ELEVATION



STANDARD SIDE ELEVATION



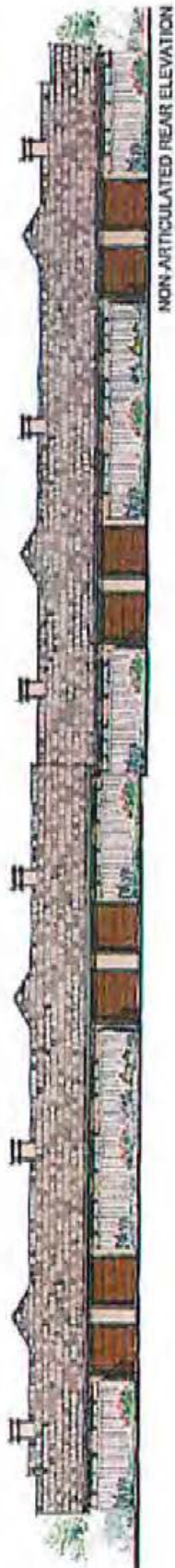
FRONT ELEVATION

Bungalows at Sky Vista
PHOTO: JAMES HARRIS

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Parcel E – Sky Vista Common II Apartments

Parcel E was initially added to the Sky Vista PUD for use as future commercial or residential (single-family or multi-family) development. At the time of inclusion into the PUD, the 3.45 acre parcel had to either be quantified as non-residential acreage or residential acreage, with a proposed density. Since neither a residential density nor a specific commercial use was known at that time, the 3.45 acres was categorized as non-residential, until such time as a specific project was identified.

Development of Parcel E will be designed for use as a 72 unit multi-family project. The project is comprised of 9 buildings with one and two bedroom units in each building. Vehicular access into the site will be off of Sky Vista Parkway. The units will be two stories and architecturally compatible with the existing Sky Vista Common Apartment buildings.

Parking

Required parking shall adhere to the ITE Parking Generation Manual for Suburban Apartments (refer to exhibit 4-120). Parking shall meet the minimum requirement of 1.4 spaces per unit plus 1 space for every 10 dwelling units for guest parking. A minimum of 5 handicap accessible parking stalls shall be provided. Carports shall be provided for a minimum of 50% of required parking. Bike parking shall be provided at a rate of 1 space for every ten automobile spaces provided. The bike parking shall be located in or near recreational facilities.

Lighting

Lighting will be designed to enhance safety and function while also adding to the aesthetic values, and will utilize state of the art dark skies lighting techniques. Lighting will illuminate pathways, points of potential pedestrian/automobile conflict, foster a sense of security and light signs. Aesthetically, it will highlight entrances to buildings, key areas of the project, and points of interest.

- * Exterior fixtures mounted on buildings will be no higher than 12 feet above finished grade.
- * Overhead lighting for security purposes will be located at the project entrance, secondary emergency access, community mail box and parking areas.

The applicant shall install a street light and a pedestrian activated flashing pedestrian cross walk at the intersection of Sky Vista Parkway with Trading Post Road.

Fencing

Project fencing shall be incorporated around the site perimeter. With the exception of the south property line, open view fencing shall be located along the parcel perimeter. The fencing shall be designed to keep non-resident pedestrian activity out, while maintaining views into the project. Fencing along the south property line shall be 6 feet in height and solid (refer to exhibit 4-121 for fencing details).

Landscaping

20% of Parcel E shall be landscaped as follows:

- One (1) tree shall be provided for every six (6) surface parking spaces, which shall be planted throughout the site, and not limited to the parking lot area.
- Provide a total of (1) tree per 300 sq ft of required landscape area. At least 40% of the trees shall be evergreen.
- Provide a minimum of (6) shrubs per required tree. At least 40% of the shrubs shall be evergreen. At least 25% shall be 5 gallon minimum at planting. The remaining shall be a minimum of 1 gallon.
- 70% of the required trees shall be 2-1/2 inch caliper deciduous or 10' tall evergreen.
- 30% of the required trees shall be 1-1/2 inch caliper deciduous or 6' tall evergreen.
- To the extent possible, trees shall be placed throughout the parking area for shade at a minimum density of (1) tree for every ten parking spaces.

In addition to the site landscaping requirements, the following unique features of the site shall be landscaped as follows:

Major Draingeway Landscaping:

- The west side of the channel (area between channel and existing single family lots) shall remain in its natural/existing state and shall be maintained as described in Chapter 6 – Implementation, including selective removal of tumbleweed to reduce fire danger.
- The east side of the channel (5:1 slope between channel and the project multi-family buildings) shall be landscaped as follows:
 - Evergreen trees shall be spaced no more than 15' apart.
 - Evergreen trees shall be a minimum of 10 feet tall
 - Six native/naturalized 5 gallon shrubs are required per tree
 - The trees shall be staggered to create visual interest and to buffer the single-family development to the west.
- A native plant seed mix consistent with the area shall be applied to all areas disturbed by project grading in the channel with temporary irrigation provided, as needed to facilitate establishment.

Sky Vista Parkway ROW Streetscape:

Sky Vista Parkway is anticipated to be widened in the near future. The area contains a walking path and natural vegetation. The right-of-way area between Sky Vista Parkway and Parcel E is part of the City of Reno right-of-way and will be kept in its natural state.

Sky Vista Parkway Streetscape:

The front 10 feet of Parcel E, located adjacent to Sky Vista Parkway, shall be landscaped as follows:

- Provide (1) 2.5" caliper deciduous street tree per 20 lineal feet of street frontage (excluding the entry drives).
- Provide six shrubs per required tree. A minimum of 60% of the streetscape shrubs shall be 5 gallons.

- A minimum of 30 trees and 180 shrubs shall be provided.
- The 10' front setback area contains a swale and shall include Low Impact Development (LID) design techniques.

South Side Landscaping/Screening:

- 6' tall solid view fencing shall be constructed along the southern property line to provide a screen for the SF zoned property to the south.
- Evergreen trees shall be planted no more than 20' apart
 - Evergreen trees shall be a minimum of 10 feet tall

Signage

A Sky Vista Master Plan project entry monument sign may be located on the northeastern corner of Parcel E, adjacent to Sky Vista Parkway. The sign shall be limited to 15' wide by 5' tall. Flashing/animated signs are prohibited. Illuminated signs are permitted, as long as they do not face the single family residential development to the west. All other project identity signs shall be allowed per the multi-family residential signage guidelines described in the Sky Vista PUD Handbook on page 4-38.

Amenities

- Prior to the issuance of the first certificate of occupancy, verification shall be provided to staff that the office/gym has been expanded from 890 square feet to 1,566 square feet (and a lounge area has been added) at Sky Vista Common Apartments (SVC1). The residents of this project (SVC2) shall have full use of these facilities.
- Management staff and the leasing office shall be located at the Sky Vista Common Apartment Phase I development, which is on a separate parcel located $\pm 1,450$ feet north of Parcel E. Each tenant shall be given management/maintenance staff contact information as part of their rental documents.
- Project management staff shall receive Crime Free Multi Housing (CFMH) training and certification from the Reno Police Department. Verification of CFMH training and certification shall be provided to City staff prior to issuance of a certificate of occupancy and shall be continuously maintained throughout the lifetime of the project.
- A BBQ pavilion area shall be constructed on Parcel E for use by the tenants. The BBQ pavilion shall be a minimum of 540 square feet in size, which complies with the Reno Municipal Code requirement of 15 SF per two bedroom unit.
- The project shall provide individual washer and dryer hook ups in the units.
- Each unit shall be equipped with an air conditioning unit.
- Lidded dumpsters shall be provided on-site
- A lighted building directory shall be located in the entry public area.
- Covered mail boxes shall be provided in a central area which is lighted.

Energy Efficient Construction

Development on Parcel E will reduce the consumption of energy by installing energy

efficient appliances, insulation and windows in all the residential units. Specifically, 100% of all permanently installed exterior lighting fixtures shall be high-efficiency lamps.

Setback and Lot Standards

BUILDING HEIGHT

Residential Unit (2 stories) 30' maximum

YARD AND SETBACK DIMENSIONS

Sky Vista Parkway 25' minimum

South side 10' minimum

East side 10' minimum

West side 27' minimum

Setback between buildings 13' minimum

- Buildings 1-4 located adjacent to the west side drainage swale shall be setback as shown on the site plan on page 4-119.

Building Architecture

The building architecture shall be as shown on page 4-118. The project shall be designed to provide a high quality building elevation as viewed from any public street, window, front door, open space, or adjacent existing home. Buildings shall be articulated both vertically and horizontally and shall include a mix of colors in warm earth tones. Color palettes shall include stone, tan and off-white. Carports shall be architecturally compatible with the main building materials and colors and match the existing carports located at Sky Vista Commons (SVC1).



Major Drainageway

A Major Drainageway, as defined in the City of Reno 1992 Major Drainageways Plan, bisects the parcel. The drainageway has been disturbed both upstream and downstream. The upstream drainage basin has been disturbed with construction of roads, highway and the railroad crossings, as well as residential and commercial developments. The areas that contribute to the drainageway upstream are generally on alluvial fans and as such, flow patterns are likely to have changed and migrated over the course of time, making it difficult to determine how much of the drainage is actually captured in this drainageway today. Historical aerial photographs show that the vegetative component of the dry wash has not changed in over 20 years. The existing drainage will be collected at the south end of the parcel and piped to the west, where it will tie into an existing open drainage swale on the west side. The open swale varies in width between 50-100 feet and ultimately flows under Sky Vista Parkway through a pipe

and continues to Lemmon Lake.

There is no riparian or wetland vegetation present on the project site. The most prominent biological function of the existing major drainageway is wildlife passage and habitat. The width of the swale area to the west, where the drainageway will be diverted, is set aside for open space and water conveyance in an open channel that is between 50-100 feet wide. This is similar in width to 35 to 80 foot wide major drainageway that bisects the parcel; and will provide for a similar wildlife corridor as the existing major drainageway if its current alignment. In addition, the open swale to the west will provide for similar biological connectivity between the downstream drainage and the upstream watershed.

DRAINAGEWAY TREATMENTS

Modifications to the existing major drainageway (drains an area over 100 acres in size), which enters the site from the south, are necessary to convey offsite flows to the culvert under Sky Vista Parkway. Plans for the construction of the major drainageway modifications are shown on pages 4-116 and 4-117 of this PUD. Final plans in conformance with the PUD shall be provided at the time of the grading permit for development of Parcel E. The west side channel must be constructed prior to the issuance of a certificate of occupancy for the first building within Parcel E.

Proposed treatments and requirements for the modified channel shall be in accordance as follows:

- Waters will be collected and piped through the site to the existing open channel on the west side of Parcel E. The channel located along the western boundary will remain open and shall not be piped. The existing culvert crossing under Sky Vista Parkway will remain in place.
- The existing channel design and section shown on pages 4-116 and 4-117 shall provide for a meandering low flow channel. The low flow channel shall be further improved using natural vegetation as needed for erosion control.
- The proposed west side channel improvements will include a seed mix that is consistent with the upland and riparian plant life within the area and topsoil covering. The revegetation seed mix will be sprayed throughout the disturbed portion of the swale from the south end to the culvert located under Sky Vista Parkway. Trees will be planted at the top of the swale along the east side consistent with the drainageway landscape standards on page 4-111 of this PUD.
- Maintenance access along the northern edge of the channel shall be maintained.
- Channel side slopes shall be varied with a maximum slope of 5:1 from the flow line up to the building pads.
- A minimum setback of 15 feet from the 100-year channel water surface elevation on the modified portions of the channel will be established.
- All channel improvements along the east side of the western drainage channel (area of new disturbance) shall be bonded or otherwise secured to ensure proper establishment of revegetation in accordance with RMC 18.12.402(3), as

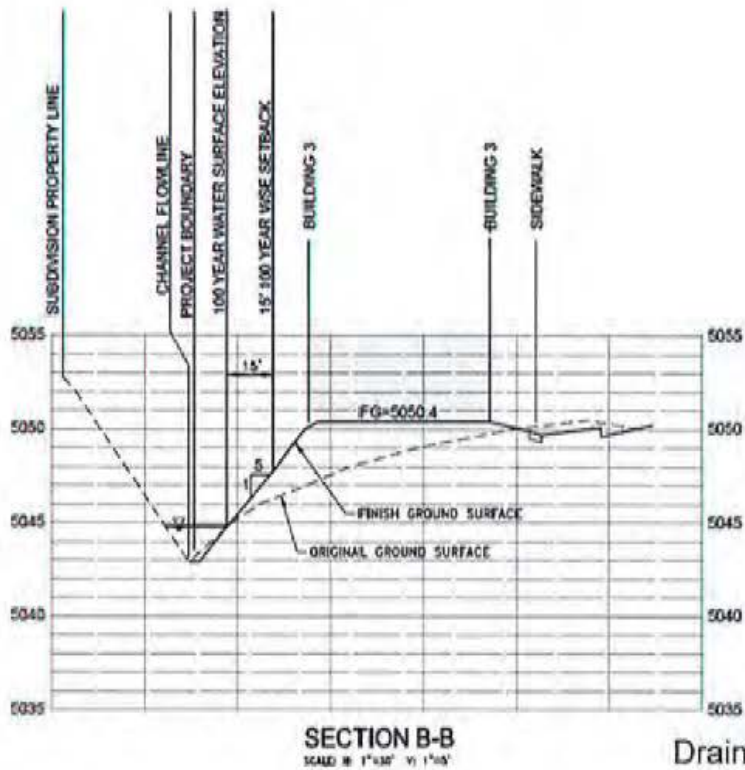
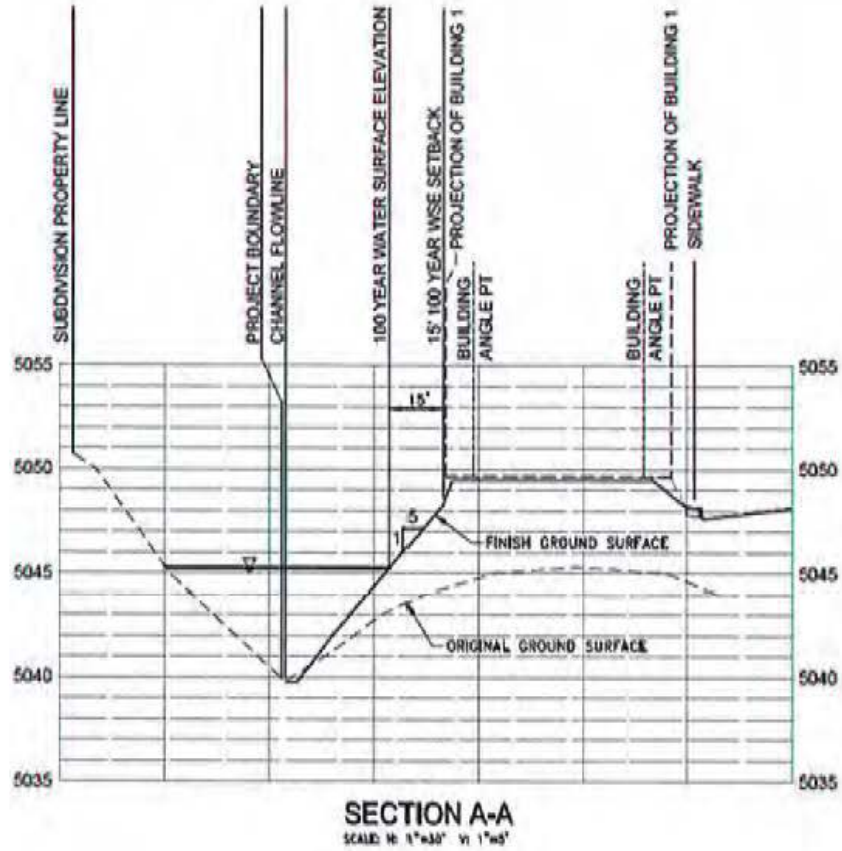
amended.

WASHOE COUNTY SCHOOL DISTRICT

Prior to the approval of a building permit, the applicant shall provide a copy of a disclosure to be provided to each renter as part of the lease agreement, notifying them that students living in this project may be assigned to the nearest school(s) with available capacity in the event that the zoned schools cannot accommodate additional students.

RESIDENTIAL CONSTRUCTION TAX (RCT)

Development on Parcel E shall not be eligible for a 50% Residential Construction Tax refund.



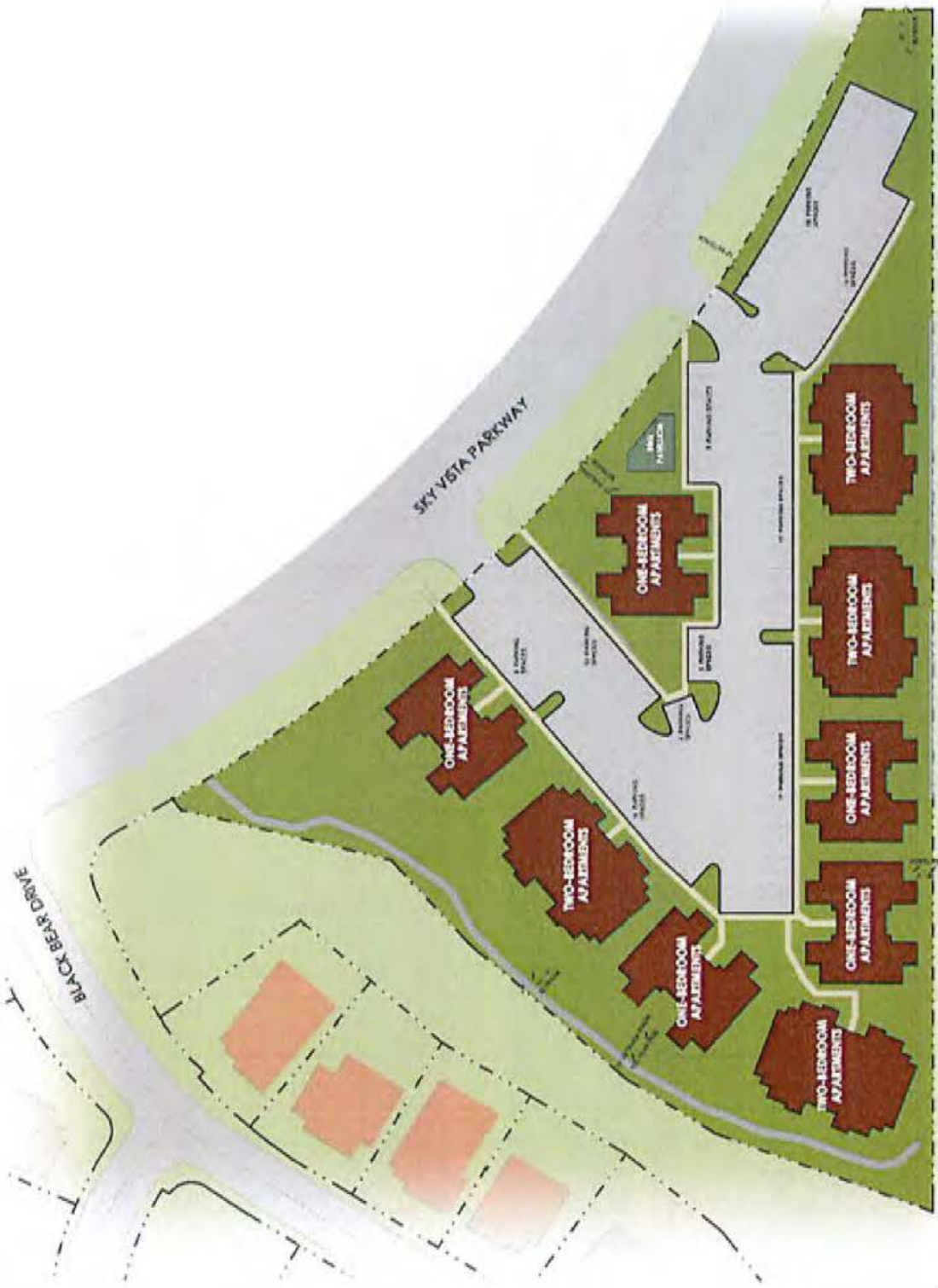
Drainageway Section



ONE BEDROOM APARTMENTS - FRONT AND BACK ELEVATIONS



TWO BEDROOM APARTMENTS - FRONT AND BACK ELEVATIONS



Site Plan

Land Use: 221 Low/Mid-Rise Apartment

- Additional research was conducted in the Portland, OR region using 2000 U.S. Census data⁴ to relate rental households to the availability of vehicles. These data provided trends in the ratio of vehicles owned per rental household. While it was recognized that area type was not the only factor affecting vehicle ownership (household income was a very significant factor), this general assessment provided a means of comparison to the survey data submitted to ITE. The following table summarizes the number of vehicles owned per household, based on year 2000 Census data. Note that these data do not include visitor parking demand.

Area Type	Vehicles Owned per Household
Suburban (within urban growth boundary)	1.4
Central City, Not Downtown	1.2
Central Business District (CBD)	0.7
Areas within 1/3 mile of a light rail station and more than 10 miles from CBD	1.0-1.3
Areas within 1/3 mile of a light rail station and less than 10 miles from CBD	0.8-1.2

SOURCE: DKS Associates, Portland, OR, 2002 (based upon 2000 Census block data).

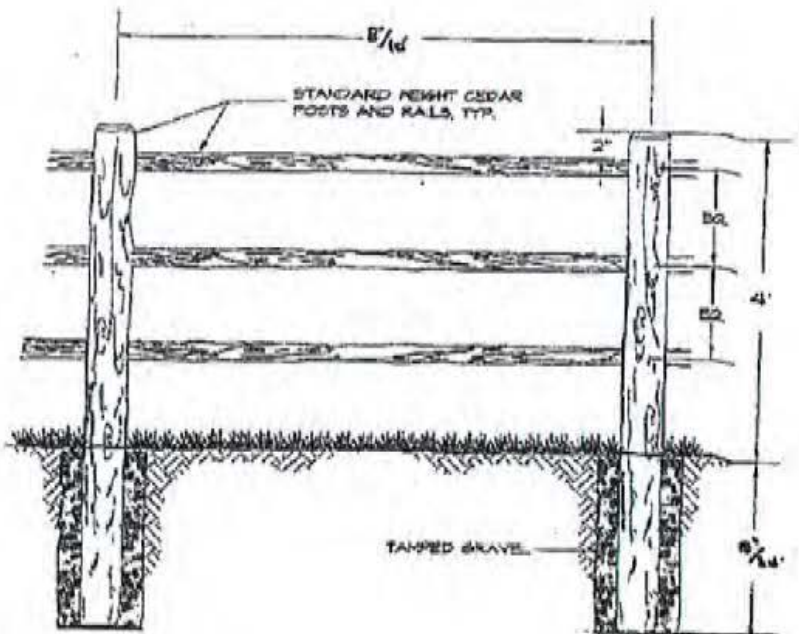
Study Sites/Years

Suburban:

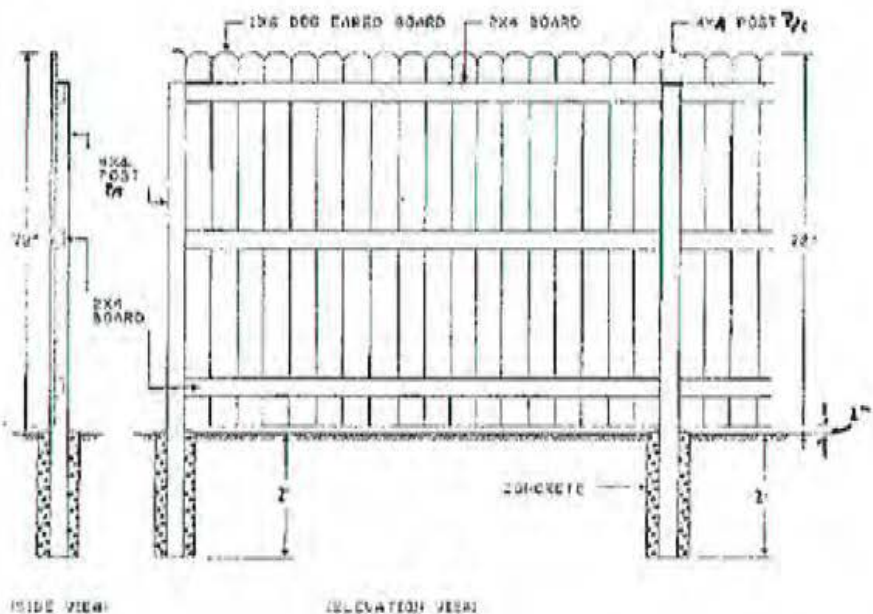
Skokie, IL (1964); Glendale, CA (1978); Irvine, CA (1981); Newport Beach, CA (1981); Dallas, TX (1982); Farmers Branch, TX (1982); Euless, TX (1983, 1984); Baytown, TX (1984); Syracuse, NY (1987); Devon, PA (2001); Marina del Rey, CA (2001); Milburn, NJ (2001); Parsippany, NJ (2001); Springfield, NJ (2001); Westfield, NJ (2001); Beaverton, OR (2002); Hillsboro, OR (2002); Portland, OR (2002); Vancouver, WA (2002)

Urban:

Dallas, TX (1982, 1983); San Francisco, CA (1982); Syracuse, NY (1984, 1987); Santa Barbara, CA (1994); Long Beach, CA (2000); Santa Monica, CA (2001); San Diego, CA (2001)



Open View Fencing



Solid Screen Fencing

5. DEVELOPMENT REGULATIONS

Density/Intensity Standards

- * The purpose of this section is to set forth the regulations regarding the density and intensity of uses on a parcel. Table 5-1 sets forth the standards for the following:
 - * The maximum number of dwelling units per gross acre;
 - * The minimum percentage of the site that will remain as undisturbed natural area or landscaped; and
 - * The maximum heights of buildings and structures. The maximum height standards do not apply to the following:
 - Church spires, belfries, cupolas, domes, chimneys, flues, antennas, satellite dishes, or water towers, silos, windmills, and wind machines;
 - Parapet walls extending four (4) feet or less above the limiting height on which they rest; and
 - Bulkheads, elevator towers, one-story penthouses, water tanks, or similar structures, provided that the aggregate floor area of such area of such structure is not greater than one-half (1/2) of the total roof area.
- * Churches, schools, and public buildings may exceed the maximum height limits subject to the approval of a Special Use Permit.

Lot Standards

The purpose of this section is to set forth the regulations governing the size and configuration of lots. The minimum lot area and lot width are also shown in Table 5-1. The provisions of this section may be amended with a tentative map that includes common open space internal to that project.

Building Placement Standards

The purpose of this section is to set forth the regulations governing the placement of buildings on a lot. The yard requirements and setback dimensions are set forth in Table 5-1. These requirements may be modified pursuant to the Internal Common Open Space Development section (which follows).

Front yards will comply with these provisions.

- * Through Lots. On through lots, either end lot line may be considered the front line, in which case the minimum rear yard shall not be less than the required front yard.
- * Corner Lots. On a corner lot, one yard abutting a street will be considered as a side yard if one of the yards not abutting a street is considered as a rear yard.
- * Obstructions to Vision. There shall be no planting, fences, shrubbery, or other obstruction to vision more than three (3) feet higher than curb level within twenty (20) feet of the intersection of any two (2) streets on any corner lot. (See also section 4, page 4-99, Privacy Fences.)
- * Architectural Features. Cornices, canopies, chimneys, eaves, or other similar architectural features may extend into a required front yard not to exceed two (2) feet.
- * Accessory Structures. Accessory structures, such as detached garages, will be located behind the required front setback. The City of Reno's setback requirements for accessory structures will be adhered to.

Rear yards shall comply with these provisions:

- * Outside Stairs. Outside stairs or landing places, in unroofed or unenclosed, may extend into a required rear yard for a distance of not to exceed five (5) feet.
- * Architectural Features. Cornices, canopies, chimneys, eaves, or other similar architectural features may extend into a required rear yard not to exceed two (2) feet.
- * Accessory Structures. Accessory structures may be located in a rear yard as provided in City Code.

Walls, fences, planting, and other visual obstruction not over six (6) feet in height may be erected, placed, or grown on lot lines, except in required front yard areas. Walls, fences, planting, and other visual obstructions not over four-and-one-half (4-1/2) feet in height may be erected, placed, or grown anywhere on the lot except as provided above, in Obstruction to Vision under "front yards" (third bullet).

**TABLE 5-1
LOT STANDARDS**

TABLE 5-1 LOT STANDARDS

	1 (A&B)	2	3	4	5	6	7	8	9	10A	10B	11	12	13	A	B	C	D	E
DENSITY INTENSITY STANDARDS																			
Dwelling Units Per Acre (du/ac)	2.7	2.2	2.4	2.5	14	4.7	4.0	3.6	3.6	4.6	4.9	4.0	4.1	10.4	n/a	n/a	n/a	9.0	20.8
Landscape/Natural area (%)	20	20	20	20	20	20	20	20	20	20	20	20	20	15	25	100	n/a	20	20#
Height – Stories	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	n/a	2	2	2
LOT SIZE																			
Minimum Lot Area (1,000's of sq. ft.) (unless otherwise indicated)	6	8	8	8	6*	4	6	6	6	5	4.5	6	6	0.9*	n/a	n/a	n/a	2.8*	6*
Minimum Lot Width (ft.)	60	70	70	70	n/a	45	60	60	60	50	50	60	60	35*	n/a	n/a	n/a	n/a	n/a
YARD AND SETBACK DIMENSIONS																			
Front Yard (feet)	20***	20	20	20	15*	20***	20***	20	20	20***	20***	20***	20***	0*	25	n/a	50	15*	25
Side Yards (feet)	5/10	5/10	5/10	5/10	5*	5	5	5/10	5/10**	5/10**	5	5/10**	5/10**	0*	10	n/a	50	5*	10
Rear Yards (feet)	20+	20	20	20	10*	15	20	20	20+	20	15	20	20	0*	30	n/a	50	10*	10

- * May be reduced with a subdivision map for a condominium, townhouse or multi-family project. Village 13 standards are defined in Section 4-104.
- ** Sideyards of 5' on one side and 10' on the other. The 10' side yards may be reduced to 5' if approved by City staff through a design that addressed visual and functional considerations.
- *** These setbacks may be reduced (except for driveways) up to 15' if approved by Reno staff with a building envelope or footprint plan designed to effect a proper streetscene.
- + 30 feet from Military Road or Lear Boulevard
- # 20% site landscaping shall be required, which includes a row of trees buffering Village 1, planted at a distance of one tree every 15 linear feet.

Internal Common Open Space Development

The purpose of this section is to provide permit variation of lot size in order to preserve or provide open space, protect natural and scenic resources, achieve as more efficient use of land, minimize road building, and encourage a sense of community. Common open space development is allowed in any residential land use area. If this provision is used, the application for a tentative subdivision map, or a parcel map shall state that an Internal Common Open Space Development is proposed. Non-residential uses that serve the residents of a common space development, such as a recreation facility, may be allowed by the City of Reno provided they are designed to be an integral part of the project.

The total number of dwelling units in the proposed common open space development shall not exceed the total number of dwelling units allowed in the land use plan (2,358). The total amount of non-residential space shall not exceed the amount of space allowed by the Density/Intensity Standards. All development will meet the landscaped area and height standards.

The internal Common Open Space Development must comply with the minimum lot width, front yard setbacks, side yard setbacks, and back yard setbacks in Table 5-1, or as an alternative, streetscape and/or architectural design must be provided and typical building envelopes shall be shown on the tentative subdivision map where these standards are proposed to be varied below the minimum standards.

A site analysis showing development opportunities and constraints shall be a key consideration, along with the project design objectives, to determine the total area covered by lots and roads, lot areas, and the total area to be designated as internal common open space.

Provisions shall be made for the permanent preservation and ongoing maintenance of the internal common open space and other common areas using a legal instrument acceptable to the City. Provisions shall also be made to assure adequate screening and buffering of existing and potential developments adjoining the proposed internal common open space development.

Parking and Loading

Off-street parking spaces shall be provided as established in the Reno Municipal Code. The requirements of the Reno Code may be modified by the Director of Community Development in cases in which, due to the unusual nature of the uses proposed or the development proposal submitted for it, the standards set forth herein may be considered insufficient or excessive. The Director may consider the complementary nature of parking demands for adjacent uses, the existence of special transit incentives and services, car pooling programs, and significant use of pedestrian and bicycle access.

6. IMPLEMENTATION

The purpose of this element of the Sky Vista Master Plan is to lay the groundwork for the future actions that will implement the Plan.

Outline Development Agreement for Open Space Maintenance

A "lighting and landscape maintenance district" approach, where all of the open space, landscaping and related improvements are developer-installed and then maintained by the project's property owners with an assessment-district-like vehicle, is the developer's preferred method to own and maintain the Sky Vista open space. This approach has no direct enabling legislation yet in Nevada, so an approach is outlined below that would use development agreements, which are authorized under Nevada Revised Statutes, to create such an open space maintenance mechanism. This development agreement approach would require a new City of Reno ordinance, which could be drafted for use with similar projects and to provide a method of recouping the costs of maintaining the numerous street planting areas, drainageways and other open spaces that are often required by and dedicated to the City of Reno.

Since at this time neither of these two options is immediately available, Sky Vista will establish a homeowners association (with appropriate protective covenants subject to City staff review and approval) if at the time the first final subdivision map is recorded, another mechanism has not been approved by the City of Reno. Any such homeowners association will be designed to "fold into" a "development agreement" and/or a "lighting and landscape maintenance district" approach. Should they become available options in the City of Reno.

In order to ensure the proper maintenance of open space areas and related facilities like the path/trail network, a homeowner's association has been formed.

Homeowners/Property Owners Associations

Within Sky Vista, some facilities may be owned and operated by a homeowners or property owners association established for an individual project or cluster of projects. These kinds of facilities include:

- Any private streets
- Private/recreation facilities
- Common facilities only available for "individual" project resident use.
- Business and commercial common areas not associated with major roadway corridors.

Phasing Plan/Update Process

The intent of the phasing strategy presented here for Sky Vista is to provide a balanced and effective approach to the buildout of the project. The phasing plan is a statement of the property owners' intentions related to the pattern and timing of construction. The phasing plan also permits governmental entities and public utilities to undertake capital improvement and service programming. The phasing described is not "cast in concrete" – it presents a likely and logical sequence for development of the Master Plan. Factors that will affect phasing plans include changes in interest rates, market demands for the various types of housing, the objectives of individual property owners, and the availability of infrastructure.

The goal of the phasing is to ensure that the buildout of Sky Vista occurs in a balanced, functional, marketable and efficient manner. It is the objective to the degree practical, to provide a broad mix of housing densities, types, sizes, prices and settings to the local holding market, to the extent feasible. The phasing schedule included herein shows how this mix is planned to be provided.

It is also crucial to provide open space, shopping, services and school sites when justified to meet the needs of the project population and nearby residents. The phasing schedule also shows how support services are geared toward the residential buildout of the project.

Following, is a phasing schedule (Table 6.1) that shows when and where the various elements of Sky Vista are projected for development. The schedule depicts how the various housing elements, recreation facilities, shopping and commercial uses, public facilities, and major infrastructure elements are forecast to come on-line. A phasing plan that graphically depicts this schedule is contained in the pocket at the back of this plan. Actual starting and completion times for phases will be a function of market conditions.

This phasing schedule and plan will be updated annually by the anniversary of the approval of the Master Plan.

**TABLE 6-1
PHASING SCHEDULE**

SKY VISTA 2,358 RESIDENTIAL UNITS													
Phase	Village	1996	1997	1998	1999	2000	2001	2002	2003	2004	2012	2015	Total
I	9	45	45	48						+			138
II	8			50	50	44	30						174
III	2			30	56	20							106
IV	3				40	15							55
	10A			10	50	50	20						130
V	5				144	138							282
VI	6				50	50	50	90					240
VII	10B				50	74	50						174
VIII	4					29	25						54
IX	7					50	50	34					134
X	11					65	64	48					177
XI	12						30	39					69
XII	1						45	44					89
XIII	D								126				126
XIV	13										338		338
XVI	E											72	72
TOTAL HOUSING (d.u.)		45	45	138	440	535	364	255	126		338		2,358
TOTAL PARKS/SCHOOLS/OPEN SPACE		30 ac	10 ac	0	0	0	20 ac	0	0				60 ac
TOTAL NON-RESIDENTIAL		0	0	0	0	9 ac	0	0	0	3.45 ac		-3.45 ac	9 ac

Minor Plan Amendment Process

If the final location or design of a project affects the distribution of acreage or units from one project to another, the units or density in the one project area may be redistributed to or from an adjacent project. The total number of units proposed for Sky Vista will, however, remain the same. Unit yield adjustments will be limited to a maximum of fifteen percent of the total units allowed in the project areas that are receiving the redistributed units. Any unit yield adjustments between different property owners must be agreed upon in writing.

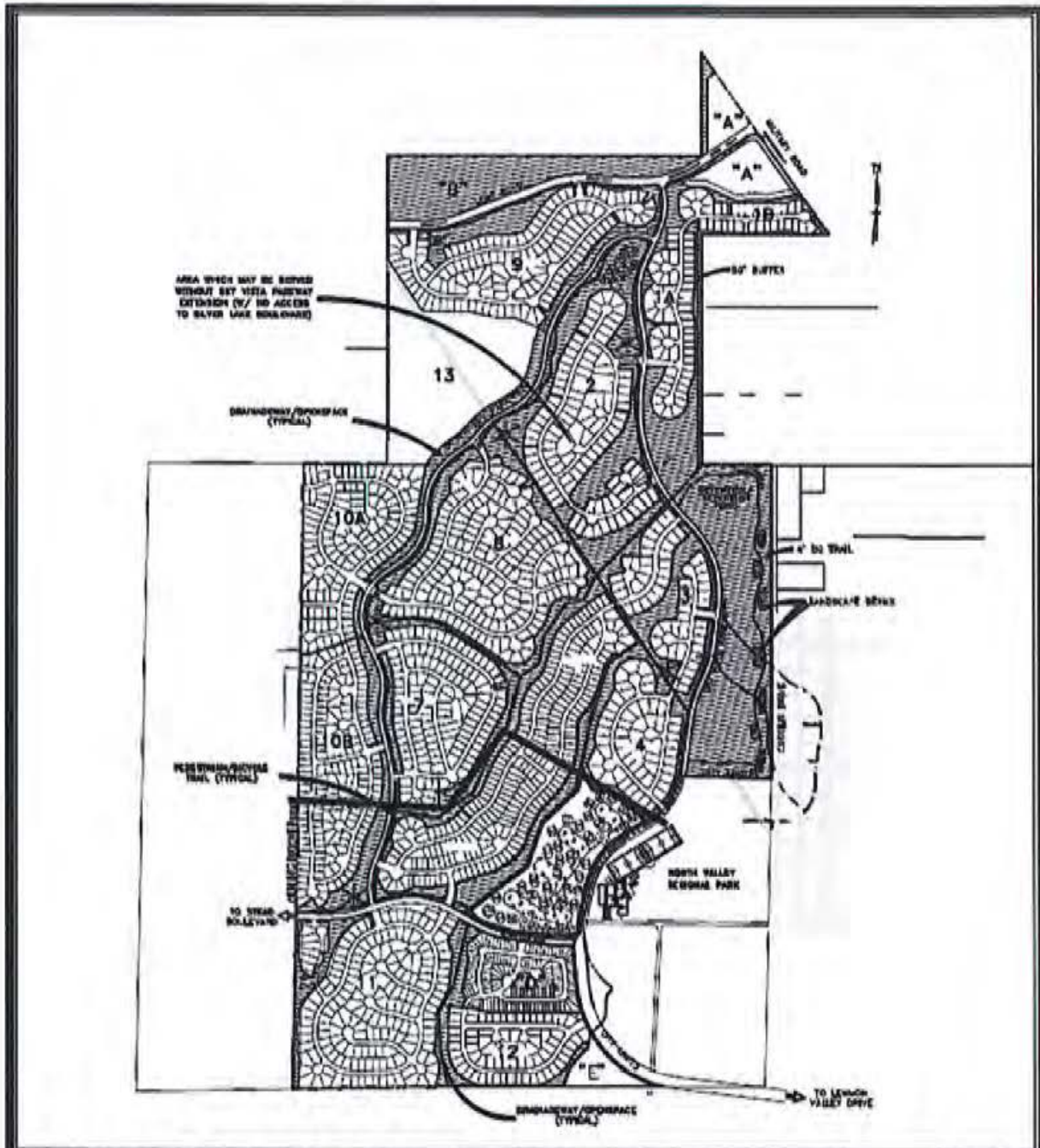
Future Approvals

All single family uses will require the approval of a tentative subdivision map and final subdivision maps prior to construction. All other uses will require the approval of a special use permit, with Reno Planning Commission review. Development of Parcel E with up to 72 multi-family units will be processed through the building permit process. The future tentative map and/or special use permit applications will include a "Sky Vista P.U.D. checklist" form, that addresses the individual project's relationship to Chapter 3 through 6 of this application. This checklist will be approved by the Community Development Department prior to any application for the necessary future approvals. Sewerage and preliminary hydrology reports will accompany these applications with sufficient detail to ensure the related impacts of future development are properly accounted for. The tentative subdivision map accompanying this application may only be used to create development parcels and establish rights-of-way for the "backbone" streets. Procedures for creation of additional parcels for final residential or commercial use is limited to the filing of final maps.

Sky Vista Parkway Extension to Lemmon Drive

The applicant has prepared an alignment study for the new east-west roadway (proposed as Sky Vista Parkway) which has been approved by the City of Reno, Washoe County, and Regional Transportation Commission.

With development of the first phase or final map related to the property that must be served by the Sky Vista Parkway Extension as shown in Figure 6-1, and prior to the issuance of any certificate of occupancy, the applicant shall construct Silver Lake Boulevard and/or Sky Vista Parkway to standards approved by the City Engineer from the eastern property line to Lemmon Drive. This shall include street, traffic signal, and lighting improvements at the Lemmon Drive/Buck Drive intersection. The intent is to have these roadways operational with any development in Sky Vista that would have access to Silver Lake Boulevard and/or Sky Vista Parkway to Silver Lake Boulevard. At that time, the proportionate share of this roadway's costs to other parties shall be identified and a cost reimbursement program developed.



<p>SKY VISTA PARKWAY EXTENSION TIMING</p>	<p>FIGURE 6-1</p>	<p>SUMMIT ENGINEERING CORPORATION 5410 Oak Grove Ave. Reno, NV 89521</p>	<p>SHEET 1</p>
	<p>SCALE: 1" = 1,100'</p>		<p>OF 1</p>
	<p>Copyright SUMMIT ENG 2012</p>		

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With the abandonment and realignment of Silver Lake Boulevard, access must be provided during construction to existing streets (Trading Post Road, Silver Dollar Lane).

Lear Boulevard

Prior to the issuance of any building permit for a special use permit or the recordation of a final map related to Parcels A, B, C, 1, 2, 3, 4, 8, or 9, the applicant shall have construction plans approved by the City for the extension of Lear Boulevard from its present terminus to, and including, its intersection with, Military Road.

With development of the first phase or final map related to Parcel A, B, C, 1, 2, 3, 4, 8, or 9, and prior to the issuance of any certificate of occupancy, the applicant shall construct Lear Boulevard to standards approved by the City Engineer from its present terminus to, and including, its intersection with, Military Road. For the initial phases of development, this may allow partial construction of this facility (Subject to approval by the City Engineer).

Access to Adjacent Areas/Facilities

With development of Parcels 1B and 12, the applicant shall provide for a street connection with existing or future roadways in the adjacent areas of Washoe County.

With development of Village 13 (Bungalows at Sky Vista), pedestrian crossing shall be provided to the pedestrian pathway on the east side of Silver Sky Parkway.

With development of Parcel 10, Kernite Street, Purple Sage Drive, and Sagewood Drive shall be extended/connected to other public streets.

With development of Parcel 11, the applicant shall provide a 50' wide access easement to the east side of O'Brien Middle School and Stead Elementary School.

With development of Parcel 6, the applicant shall include a street connection to Silver Lake Road.

Adequate secondary vehicle access shall be provided for all phases of construction to the satisfaction of the Reno Fire Department and the Community Development Department, prior to issuance of any certificate of occupancy.

The project will be subject to the payment of regional traffic impact or other related fees. If a regional traffic impact fee system or another applicable traffic mitigation program is not in force and in effect prior to approval of a final map, then the applicant at that time shall pay in cash to the Regional Transportation Commission of Washoe County the following amounts on a per development unit basis:

(a) 9% of the estimated construction costs for the realignment and installation of a traffic signal at the Lemmon Drive/Military Road intersection, and

(b) 31% of the estimated construction cost for the widening from 4 to 6 lanes of the segment of Lemmon Drive between Buck Drive and U.S. 395.

If a regional traffic impact or other related fee system comes into force and effect after the approval of any final map and payment of the above fees, the Regional Transportation Commission of Washoe County may refund to the applicant those funds paid for the Lemmon Drive/Military Road intersection and Lemmon Drive widening improvements, to the extent that amount is offset by the payment of regional traffic impact fees.

Construction Traffic Plans

Prior to approval of any tentative map or special use permit, the applicant shall provide to the City Engineer for review and approval a proposed construction staging plan and truck route for the utilization of any public right-of-way for this project. Prior to commencing any construction in Sky Vista, a Construction Traffic Plan for each project must be prepared by the applicant and approved by the Community Development Department. Each plan will limit construction traffic on Stead Boulevard and through or adjacent to residential areas to the degree practical.

Master Plan/PUD Tentative Map

The tentative map submitted with this application only designates future project or development sites. Final maps recorded pursuant to this tentative map will merely create development parcels and define rights-of-way or easements for "backbone" roadways and infrastructure (similar to parcel maps used to create development parcels). No land use (e.g. homes, commercial uses, schools) may be constructed until first approved through a subsequent subdivision map or special use permit process.

Master Sewerage Study

Prior to the approval of the first tentative map or the first special use permit, the applicant will prepare a Master Sewerage Study and have that study approved by the City Engineer. The report will lay out the overall plan for sewer service to all portions of the property including the watershed upstream. Oversizing to accommodate upstream properties will be provided for. Through a study funded by all of the benefited/interested parties, details relevant to the use of effluent will be discussed, documented, quantified, and explained. All costs associated with effluent application will be outlined. Methodologies for maintenance and supplemental flows during low sewage use or the interim between construction and effluent availability will be addressed. Proposed lift stations will require an economic analysis to justify their use and installation.

Consideration will include the sewerage needs of Sky Vista, adjacent undeveloped areas in the City of Reno and its Sphere of Influence (as reflected in the Truckee Meadows Regional Plan), and the North Valleys Regional Park. The appropriate location for the lift station(s), including technical and economic considerations will be provided. A sanitary

sewer backbone as it relates to Sky Vista and adjacent areas to be served through Sky Vista will be provided. An approach will be established for the possible use of sewerage effluent for open space and park irrigation use, including treatment/use alternatives, potential users, costs, cost recovery/fees, and domestic water resource/cost savings. Cost-allocating/reimbursement mechanisms for the sewerage infrastructure will be discussed.

Master Hydrology Report

Prior to the approval of the first final map or the first special use permit, the applicant will prepare a Master Hydrology Report and have that report approved by the City Engineer.

This report will include:

- Existing and proposed 5-year and 100-year flows for the backbone drainage systems.
- Approximate location and size of all roadway-drainage crossings.
- Limits of 100-year flood flows.

Approximate location and schematic design of any detention facilities needed to mitigate potential downstream impacts.

The applicant shall provide plans for the disposition of the 100-year storm waters from the site to either a major drainage facility or a public drainage facility, including any necessary easements. This condition further requires submittal of, phasing and financial assurance for, an overall storm drainage facility design to accommodate required off-site improvements as they relate to individual portions of the property outside of tentative map areas. Downstream problems with existing flooding for both volume as it relates to Lemmon Lake and the rate of flow as it relates to downstream streets and private property will be addressed in detail and mitigation measures developed.

Airport Noise

Prior to the recordation of the first final map or the issuance of the first building permit subject to a special use permit, the applicant will grant an aviation easement to the Washoe County Airport Authority regarding Reno-Stead Airport operations. The property owner(s) shall provide the Community Development Department with appropriate documentation indicating the aviation easement has been granted and accepted by the Airport Authority of Washoe County. The need for any noise attenuation methods/analysis will be established at the tentative map or special use permit review stage.

Abandonment of Silver Lake Boulevard

Prior to the relocation or reconstruction of public utilities, the applicant shall provide utility improvement plans for review and approval by the City Engineer and shall obtain an excavation permit from the City.

Prior to the recordation of the order of abandonment, the applicant shall deposit with the City a check made payable to the Washoe County Recorder for the recording fee.

The order of abandonment shall provide for easements for existing utilities, unless the utilities are relocated to the approval of the City Engineer prior to issuing the order of abandonment.

Prior to recordation of the order of abandonment, the applicant shall dedicate right-of-way and construct full street improvements for Silver Lake Boulevard through this property, with the street improvements accepted by the City.

The abandonment of portions of Silver Lake Boulevard shall not be recorded until the realignment of necessary portions of Silver Lake Boulevard is constructed and accepted by the City. Primary and secondary vehicle access shall be provided during and after construction for existing streets to Trading Post Road and Silver Dollar Lane.

Archaeology

Prior to approval of a final plan for Construction Phase 1, the applicant shall be required to provide an archaeological/historic survey for review by the Department of Conservation and National Resources, Division of Historic Preservation and Archaeology. The applicant shall provide a letter from the above agency to City staff to verify that the survey has been completed and has been reviewed by said agency.

Prior to issuance of each building permit, a note shall be placed on all construction drawings stating:

NOTE:

Should any prehistoric or historic remains/artifacts be discovered during site development, work shall temporarily be halted at the specific site and the Department of Conservation and Natural Resources, Division of Historic Preservation and Archaeology, shall be notified to record and photograph the site. The period of temporary delay shall be limited to a maximum of two (2) working days from the date of notification.

Reversion of Existing, Undeveloped Subdivision

Prior to recordation of any final map, the applicant shall record a reversion to acreage map to delete the existing subdivision within this PUD project.

Public Improvements

Prior to the issuance of any permit, the applicant shall provide an improvement agreement and security for public improvements in compliance with R.M.C. 18.08.080(c).

Prior to the issuance of any certificate of occupancy, the applicant shall paint the curb red and place identification markers at all fire hydrant locations, to the approval of the Fire Chief.

Prior to the issuance of any permit, the applicant shall comply with the Quality Assurance Program as set forth in the Public Works Design Manual, Chapter VI, titles "Inspection, Testing and Verification" and "Quality Assurance Program".

Prior to the issuance of any certificate of occupancy, the applicant shall construct to City standards, and have verified by the Engineer of Record, all public improvements.

Prior to the issuance of any certificate of occupancy for each construction phase, the applicant shall have verified all improvements within each construction phase in accordance with R.M.C. 18.08.090.

Final Maps/Improvement Plans

To prevent damage to structures due to storm waters over-topping the curb, building pads (finish grade) shall be set a minimum of one foot above the top of curb located at the point of primary access, or drainage around building pads shall be designed such that no building shall be subject to flooding as a result of storm waters over-topping the curb or driveway approach along any public or private street.

Prior to Council approval of a final map, the applicant shall provide easements to the City for relocated City facilities associated with this project.

The applicant shall record the final maps in accordance with the time limits established by State law, or tentative map approvals shall be null and void.

Existing Roadway Improvements

Prior to approval of first final subdivision map, existing pavement condition indexes (PCI's) on Military Road and Lemmon Drive between U.S. 395 and Lear Boulevard extension shall be determined and provided to Development Services by Capital Projects Management, to establish a base condition from which an accelerated deterioration can be computed upon project buildout. Mitigation of deterioration shall be provided to the City of Reno via overlayment, reconstruction or in-lieu cash payment to the City of Reno Street Fund as established and authorized by a City or region-wide program approved to generally address this type of development-related impact.

Building Permits/Certificates of Occupancy

Prior to the issuance of any building permits, the applicant shall complete all project roadways and provide on-site fire hydrants with adequate flows for fire fighting operations, as determined by the Reno Fire Department. All fire access roadways and fire hydrants shall be in service prior to any construction framing or storage of combustible on-site.

Prior to the issuance of any building permit, the applicant shall construct emergency vehicle access as needed to this development. The location and design of the access shall be to the satisfaction of the Fire Chief and the City Engineer.

Adequate secondary vehicle access shall be provided for all phases of construction to the satisfaction of the Reno Fire Department and the Community Development Department, prior to issuance of any certificate of occupancy.

The applicant(s) and/or property owner(s) shall provide a list, verified by a licensed acoustical engineer, of construction methods to be utilized for noise attenuation to a maximum interior intermittent noise level of 50 dBA Ldn within the single family dwellings, prior to the issuance of a building permit.

Wetlands Study

The applicant shall submit the required Wetlands Study prior to any tentative map approval.

Odor Study

Prior to the approval of any tentative map or special use permit within 1200 feet of the Reno-Stead Wastewater Treatment Plant, the applicant shall submit an odor study of the Reno-Stead Wastewater Treatment Plant to determine the impact to surrounding properties. The applicant shall comply with mitigation measures of any adverse odor impact and will maintain a buffer from the existing sewage sludge drying beds.

District Health Department Requirements

Before final approval of a final subdivision map will be considered, a letter from the water purveyor committing adequate water service to this proposal must be submitted to the District Health Department. The plan must show that the water system will conform to the State of Nevada Public Water Supply Regulations NAC Chapter 445, and the State of Nevada Regulations Governing Review of Plans for Subdivisions, Condominiums, and Planned Unit Developments, NAC 278.400 and 278.410.

A letter of approval must be submitted from the Division of Water Resources prior to the approval of a final map.

A letter from the City of Reno committing sewer service to this proposal must be submitted

prior to approval of a final map. This letter shall indicate that the treatment facility will not be brought beyond its permitted capacity by this service.

The developer shall provide adequate assurance that the sewage, water and drainage systems will be satisfactorily maintained and operated prior to approval of any final map.

Proper easements shall be shown for any off-site water, sewage and drainage systems.

The Nevada Division of Environmental Protection must submit a letter to the Health Department certifying their approval of any final map.

Pursuant to Section 278.340 of the State of Regulations Governing Review of Plans for Subdivisions, Condominiums, any Planned Unit Developments, no construction (including grading) shall be performed prior to District Health Department approval of the referenced final map.

Any storm drainage from this site must have pretreatment for petrochemicals and silts.

All land disturbing activities during construction phases, such as, but not limited to, grading, excavation, cut and fill, etc., must be done with effective dust control measures consistent with Washoe County District Board of Health Regulations Governing Air Quality Management, Section 040.030. Disturbances greater than 1 acre in size must obtain an approved dust control plan prior to grading permit approval.

APPENDIX A

CLERK'S LETTER

April 26, 1994
CASE NO. 93-93/File 2 (SKY VISTA)




OFFICE OF THE CITY CLERK
Donald J. Cook
City Clerk

P.O. Box 7 • Reno, NV 89504
(702) 334-2030

April 28, 1994

FILED THIS DATE

4.28.94

BY: 
CITY CLERK

Greater Mountain Financial Inc.
P. O. Box 254615
Sacramento, CA 95865-4615

RE: Case No. 93-93/File 2 (Sky Vista)

Dear Applicant:

At a regular meeting held April 26, 1994, and following a public hearing thereon, the City Council upheld the recommendation of the Planning Commission and approved your request for the following:

- A. Annexation of ± 579 acres located at the terminus of both Silver Lake and Lear Boulevards, south of the Reno-Stead Sewage Treatment Plant and west of Military Road, by ordinance;
- B. An amendment to the Master Plan for a project of regional significance from unincorporated/undesigned to Single Family Residential (± 490 acres), Multi-Residential (± 20 acres), Neighborhood Commercial (± 15 acres), Public Facility (± 33 acres), Parks and Open Space (± 20 acres) on a site containing a total of ± 579 acres, by resolution;
- C. An amendment to the zoning map from LLR-1 (Large Lot Residential - 1 acre) to PUD (Planned Unit Development) for a project consisting of $\pm 1,740$ single family dwellings, neighborhood shopping center, commercial convenience facility, elementary/middle school and open space, subject to the conditions of the tentative map;
- D. Abandonment of a portion of Silver Lake Rd. that bisects the project in an east/west direction which consists of $\pm 2,400$ lineal feet containing 192,000 square feet (4.4 acres), subject to the conditions of the tentative map; and

- E. A tentative map containing ±16 lots (averaging ±16 acres) designating the larger development parcels that form the PUD project, subject to the following conditions:
1. The project shall comply with all applicable City codes, and plans, reports, materials, etc., as submitted. In the event of a conflict between said plans, reports and materials and City codes, City codes shall prevail.
 2. Prior to certification of the PUD plan by City Council, the applicant shall revise the proposed Design Standards to include the following:
 - a. Vehicle stacking requirements for any drive-in use shall be as per Reno Municipal Code.
 - b. Concrete sidewalks, 5 feet in width, shall be provided adjacent to multi-family and commercial uses.
 3. Prior to the relocation or reconstruction of public utilities, the applicant shall provide utility improvement plans for review and approval by the City Engineer and shall obtain an excavation permit from the City.
 4. Prior to the recordation of the order of abandonment, the applicant shall deposit with the City a check made payable to the Washoe County Recorder for the recording fee.
 5. The order of abandonment shall provide for easements for existing utilities, unless the utilities are relocated to the approval of the City Engineer prior to issuing the order of abandonment.
 6. Prior to recordation of the order of abandonment, the applicant shall dedicate right-of-way and construct full street improvements for Silver Lake Boulevard through this property, with the street improvements accepted by the City.
 7. Prior to the issuance of any certificate of occupancy, the applicant shall construct half-street improvements to Cassilis Drive, a local street, adjacent to this property as directed by City staff, including additional right-of-way, if necessary.

8. Prior to the issuance of any permit, the applicant shall provide an improvement agreement and security for public improvements in compliance with R.M.C. 18.08.080(c).
9. Prior to the issuance of any certificate of occupancy, the applicant shall paint the curb red and place identification markers at all fire hydrant locations, to the approval of the Fire Chief.
10. Prior to the issuance of any permit, the applicant shall comply with the Quality Assurance Program as set forth in the Public Works Design Manual, Chapter VI, titles "Inspection, Testing and Verification" and "Quality Assurance Program".
11. Prior to the issuance of any certificate of occupancy, the applicant shall construct to City standards, and have verified by the Engineer of Record, all public improvements.
12. Prior to the issuance of any certificate of occupancy for each construction phase, the applicant shall have verified all improvements within each construction phase in accordance with RMC 18.08.090.
13. Prior to approval of any tentative map or special use permit, the applicant shall provide to the City Engineer for review and approval a construction staging plan and truck route for the utilization of any public right-of-way for this project.
14. Prior to the approval of any tentative map, the applicant shall provide plans for the disposition of the 100-year storm waters from the site to either a major drainage facility or a public drainage facility, including any necessary easements. This condition further requires submittal of, phasing and bonding for, an overall storm drainage facility design to accommodate required off-site improvements as they relate to individual portions of the property outside of tentative map areas. Downstream problems with existing flooding for both volume as it relates to Lemmon Lake and the rate of flow as it relates to downstream streets and private property shall be addressed in detail and mitigated.
15. Prior to approval of any tentative map or special use permit, the applicant shall submit a sewerage report to the approval of the City Engineer. The report shall lay out the overall plan for sewer service to all portions

of the property including the watershed upstream. Oversizing to accommodate upstream properties is hereby required. All details relevant to the use of effluent shall be discussed, documented, quantified, and explained. All costs associated with effluent application shall be outlined. Methodologies for maintenance and supplemental flows during low sewage use or the interim between construction and effluent availability shall be addressed. Proposed lift stations will require an economic analysis to justify their use and installation.

16. To prevent damage to structures due to storm waters over-topping the curb, building pads (finish grade) shall be set a minimum of one foot above the top of curb located at the point of primary access, or drainage around the building pads shall be designed such that no building shall be subject to flooding as a result of storm waters over-topping the curb or driveway approach along any public or private street.
17. Prior to Council approval of a final map, the applicant shall provide easements to the City for relocated City facilities associated with this project.
18. Procedures for creation of additional parcels shall be limited to filing of final maps.
19. All dedications of all public improvements shall be included in security agreements and bonded, and approved by City Council.
20. Prior to approval of first final subdivision map, existing pavement condition indexes (PCI's) on Military Road and Lemmon Drive between U.S. 395 and Lear Boulevard extension shall be determined and provided to Development Services by Capital Projects Management, to establish a base condition from which an accelerated deterioration can be computed upon project buildout. Mitigation of deterioration shall be provided to the City of Reno via overpayment, reconstruction or in-lieu cash payment to the City of Reno Street Fund. Payment into the Street Fund will only be accepted if in compliance with State Statute.

Fire Department

21. Prior to the issuance of any building permits, the applicant shall complete all project roadways and provide

on-site fire hydrants with adequate flows for fire fighting operations, as determined by the Reno Fire Department. All fire access roadways and fire hydrants shall be in service prior to any construction framing or storage of combustible on-site.

22. Prior to the issuance of any building permit, the applicant shall construct emergency vehicle access to this development. The location and design of the access shall be to the satisfaction of the Fire Chief and the City Engineer.
23. Adequate secondary vehicle access shall be provided for all phases of construction to the satisfaction of the Reno Fire Department and the Community Development Department, prior to issuance of any certificate of occupancy.

Planning

24. If the Sky Vista project is not included in an approved water service area approved by the Public Service Commission within one year of the date Council approved the project, the requested Master Plan amendments, zoning map amendments, abandonment and tentative map will become null and void. No development, nor any processing of subdivision applications such as tentative/final maps and/or parcel maps shall be accepted until the site is within a water service area and final PUD certification is completed.
25. Approved conditions and revisions to design standards shall be incorporated into the approved Development Standards and Guidelines within four (4) months of the date of City Council approval to the satisfaction of the Community Development Department. This PUD plan shall be submitted for certification by the City Council within 6 months of the date of City Council's tentative approval. Failure of the applicant to conform with either time period shall render the tentative PUD approval null and void.
26. Prior to the issuance of any permit, the applicant(s) and/or property owner(s) shall provide a list, verified by a licensed acoustical engineer, of construction methods to be utilized for noise attenuation to a maximum interior intermittent noise level of 50 dBA Ldn within the single family dwellings, prior to the issuance of a building permit.

27. The applicant shall comply with all rules and regulations, and recommended conditions of approval outlined in the letter from the Washoe County District Health Department dated November 3, 1993.
28. The applicant shall submit the required sewage updated report, drainage study, hydrology report, Flood Hazards Report, Wetlands Study, and odor study of Reno-Stead Wastewater Treatment Plant, prior to any tentative map approval.
29. Prior to final plan approval, the applicant shall have text and graphics incorporated into the Design Guidelines for landscaping of slopes (3:1 or less), to the satisfaction of City staff.
30. The applicant shall record the final maps in accordance with the time limits established by State law, or the tentative approval shall be null and void.
31. The sign standards for the non-residential areas shall be reduced as follows: one (1) monument sign per street frontage not to exceed 80 square feet, 10 foot minimum setback, and wall signs shall be limited to 60 square feet.
32. Prior to the approval of any tentative map or special use permit, the applicant shall submit an odor study of the Reno Wastewater Treatment Plant to determine the impact to surrounding properties. The applicant shall comply with mitigation measures of any adverse odor impact and will maintain a buffer of 400 to 600 feet from the existing sewage sludge drying beds.
33. The abandonment of portions of Silver Lake Boulevard shall not be recorded until the realignment of Silver Lake Boulevard is constructed and accepted by the City. Primary and secondary vehicles access shall be provided during and after construction for existing streets to Trading Post Road and Silver Dollar Lane.
34. In the event that any Washoe County Master plans need to be amended or revised to accommodate the Sky Vista Parkway extension, the applicant shall have any such amendment approved prior to the approval of any tentative map or special use permit by the City of Reno that requires the extension of Sky Vista Parkway.

35. The applicant shall disclose to any buyer of any lot on this project that in the event the school district does not construct school buildings on the designated school sites in accordance with the timeframe designation in the agreement between the Washoe County School District and the applicant, the school sites would revert to open space.
36. The project will be subject to the payment of regional traffic impact or other related fees. If a regional traffic impact fee system or another applicable traffic mitigation program is not in force and in effect prior to approval of a final map, then the applicant at that time shall pay in cash to the Regional Transportation Commission of Washoe County the following amounts on a per development unit basis:
 - (a) 9% of the estimated construction costs for the realignment and installation of a traffic signal at the Lemmon Drive/Military Road intersection, and
 - (b) 31% of the estimated construction costs for the widening from 4 to 6 lanes of the segment of Lemmon Drive between Buck Drive and U.S. 395.

If a regional traffic impact or other related fee system comes into force and effect after the approval of any final map and payment of the above fees, the Regional Transportation Commission of Washoe County may refund to the applicant those funds paid for the Lemmon Drive/Military Road intersection and Lemmon Drive widening improvements, to the extent that amount is offset by the payment of regional traffic impact fees.

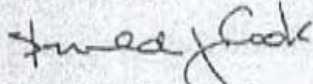
The approved zoning map amendment will become effective upon compliance with the above conditions and passage and adoption of the appropriate ordinance.

The approved abandonment will become effective upon compliance with the above conditions and recordation of an order of abandonment.

A copy of this letter must be attached to your building plans when making application for a building permit with the Community Development Department.

Greater Mountain Financial Inc.
Case No. 93-93/File 2 (Sky Vista)
April 28, 1994
Page 8

Sincerely,



Donald J. Cook
City Clerk

DJC:cdg

xc: Development Services
Regional Transportation Commission
Reno Fire Department
District Health Department
Brent Boyer, Property Agent
Steve Varela, City Engineer
Washoe County School District
Jeff Codega, Planning & Design

APPENDIX A

CLERK'S LETTER

October 13, 1998
CASE NO. 25-99 (SKY VISTA PUD)



Office of the City Clerk

Donald J. Cook
City Clerk
P.O. Box 7
Reno, NV 89504

Telephone (702) 334-2030
Fax (702) 334-2432 • email dcook@reno.gov

October 14, 1998

Sky Vista Associates
c/o Wayne Hawkins
1281 Terminal Way #124
Reno, NV 89502

FILED THIS DATE

10-14-98
BY: [Signature]
CITY CLERK

RE: Case No. 25-99 (Sky Vista PUD)

Dear Applicant:

At a regular meeting held October 13, 1998, and following a public hearing thereon, the City Council upheld the recommendation of the Planning Commission and approved your request for an amendment to the Sky Vista PUD to add 82 single family lots, to add ± 9.2 additional acres for commercial land use, and other minor amendments to the PUD Handbook; and to amend a condition of the original tentative map (Condition No. 7; April 28, 1994), which required improvements to Cassilis Drive, for a ±579 acre project located on the west side of Military Road, between Silver Lake Road and Lear Boulevard in a PUD zone, subject to the following conditions:

All conditions shall be met to the satisfaction of Community Development Department staff, unless otherwise noted.

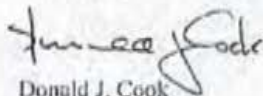
1. Prior to the final approval of the PUD Handbook revision, the applicant shall incorporate the following:
 - a. The applicant shall include a plan to provide active recreation in the open space provided in Village 1;

Sky Vista Associates, c/o Wayne Hawkins
Case No. 25-99 (Sky Vista PUD)
October 14, 1998
Page 2

- b. The applicant shall revise Village 12, eliminating single family lots adjacent to the Neighborhood Commercial "D" site;
 - c. The applicant shall reconfigure Village 1A to create adequate open space buffer between this Village and the undeveloped parcels to the east;
 - d. The applicant shall demonstrate the connectivity of the open space trail system with the pocket parks and the new open space portion of Village 1; and shall eliminate the equestrian paths from the site plan and text; and
 - e. The applicant shall provide a detail of the edge treatment which will abut Cassilis Drive in lieu of street improvements.
2. The applicant shall complete and submit the final PUD handbook to staff within four (4) months of the date of City Council approval; and revisions and corrections required by staff must be completed within two (2) months from the date of notification by staff. Failure to comply with either of these time limits shall render this approval null and void.
 3. Prior to certification of the handbook the applicant shall meet with the Stead Neighborhood Advisory Board to identify park(s) projects utilizing \$30,000 originally planned for a pocket park within the PUD.

A copy of this letter must be attached to your building plans when making application for a building permit with the Community Development Department.

Sincerely,



Donald J. Cook
City Clerk

DJC:cdg

Sky Vista Associates, c/o Wayne Hawkins
Case No. 25-99 (Sky Vista PUD)
October 14, 1998
Page 3

xc: Development Services
Traffic Design Engineer
Ed Sehenk, Parks, Recreation & Community Services
Bill Thomas, Summit Engineering

APPENDIX A

CLERK'S LETTER

November 5, 2002
CASE NO. LDC02-00445 (VILLAS AT SKY VISTA)

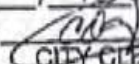
Lynnette R. Jones
City Clerk
(775) 334-2030
ljones1@ci.reno.nv.us



Office of the City Clerk
General Cashiering (775)334-2032
Parking Tickets (775)334-2279

Steven D. Whitaker, CRM
Records Systems Manager
(775) 326-6633

January 15, 2003

FILED THIS DATE
1 / 15 / 03
BY: 
CITY CLERK

Silverwing Development
1241 Terminal Way #124
Reno, NV 89502

RE: Case No. LDC02-00445 (Villas at Sky Vista) – **THIRD AMENDED LETTER**

Dear Applicant:

At a regular Council meeting on November 5, 2002, and following a public hearing thereon, the Council reconsidered its action of September 24, 2002, and approved your request for the following:

- A. A zoning map amendment to amend the Sky Vista PUD (Planned Unit Development) to allow the development of **114 attached townhouse units and 12 detached single family units** where the PUD was previously approved for ±14 acres of neighborhood commercial development, subject to the following conditions; and
- (a) Within four (4) months of the date of City Council approval, the applicant shall incorporate the changes to the PUD contained in Exhibit 1 of the August 7, 2002, Planning Commission staff report; and any revisions made by the Planning Commission and City Council at their respective public hearings into the Design Guidelines to the satisfaction of staff, have the revised handbook certified by City Council, and recorded. Failure to comply with this time limit shall render this approval null and void.

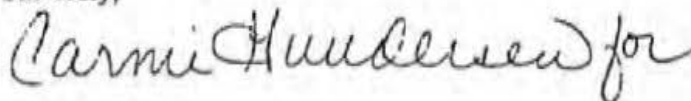
- (b) Prior to certification of this amendment by City Council, wording shall be added to the PUD for residential parcel 13 to allow for a request for refund to the developer of 50% of the RCT, the payment of any refund being contingent upon the determination of staff and by the City Attorney's office that payment of the refund is in conformance with State statute and City ordinance.
- B. A tentative map to construct **114 attached townhouse units and 12 detached single family units** on a portion of the PUD located on the west side of Sky Vista Parkway and south of Silver Lake Road, subject to the following conditions:
1. The project shall comply with all applicable City codes, and plans, reports, materials, etc., as submitted. In the event of a conflict between said plans, reports and materials and City codes, City codes in effect at the time the building permit is applied for, shall prevail.
 2. The applicant shall record the final map in accordance with the time limit contained in state law or this approval shall be null and void.
 3. Prior to the approval of a final map, the applicant shall have architectural, street tree, front yard landscaping and irrigation plans approved consistent with the Urban Design section of the August 7, 2002, Planning Commission staff report for LDC02-00445 as attached to this letter.
 4. Prior to the approval of a final map, the applicant shall have plans approved for installation of street landscaping and irrigation along Silver Lake Road and Sky Vista Parkway adjacent to the site in accordance with the PUD standards (one code size tree/30 lineal feet of frontage and six shrubs per required tree); and south of lots 25-27 consistent with the entry landscaping for Sky Vista Village Unit 12 to the south (one code size tree/300 square feet and six shrubs/required tree).
 5. Prior to the approval of a final map, the applicant shall have plans approved for sidewalk improvements extending along the east side of Black Bear Drive from Silver Lake Road to the southern boundary of the subdivision.
 6. Prior to the approval of a final map, the applicant shall have plans approved for sidewalk improvements extending along the south side of Silver Lake Road adjacent to the subdivision from Black Bear Drive to Sky Vista Parkway.

Silverwing Development
Case No. LDC02-00445 (Villas at Sky Vista)
January 15, 2003
Page 3

7. Lots 1-24 as identified on the tentative map and located along the south property line of the site were combined into 12 lots (lots 1-12). Each of the 12 lots was restricted to one detached single family residence, with setbacks equal to or greater than the lots to the south. Also no more than 50% (6) of the houses on these lots could be 2 story.

Council also directed staff to investigate and act accordingly to: (a) analyze the appropriateness of installing all-way stop signs at the intersection of Sky Vista Parkway and Silver lake Road; and the possibility of installing raised pedestrian crosswalks at the intersection to improve access to the Regional Park; (b) install a gate on Black Bear Drive where this project and the Villages to the south meet at the common property line; and (c) install pedestrian, speed limit and/or stop signs etc. in the vicinity of the subdivision, as necessary.

Sincerely,



Lynnette R. Jones
City Clerk

LRJ:cdg

xc: Development Services
Traffic Design Engineer
Ed Schenk, Parks, Recreation & Community Services
Julee Olander, Regional Transportation Commission
Bill Thomas, Summit Engineering

Attachment

ANALYSIS:

Land Use Compatibility/Zoning Map Amendment: - Land use surrounding the site consists of single family residential to the south and west within Sky Vista; multi-family residential to the north across Silver Lake Road within Sky Vista; and vacant property to the east across Sky Vista Parkway. The attached townhouse concept at ± 9.85 du/ac appears to provide an appropriate transition between the 6,000 square foot plus lots to the south and west (± 7 du/ac) and the higher density multi-family to the north (± 14 du/ac).

The proposed change from commercial to residential would also reduce traffic volumes generated on the site by roughly 85%. This reduction may be more or less depending on the intensity of commercial uses actually constructed on the site.

Converting the site from commercial to residential use as proposed appears to meet the necessary findings. The applicant has provided responses to the NRS findings required to be made with an amendment to the PUD (NRS 278A.410 and 500) (Exhibit A). NRS 278A510 is addressed by recommended Condition A.

Urban Design: Although the site appears to be appropriate for the proposed residential use, there are issues that must be considered in the final design of the project. The existing Sky Vista PUD contains standards for residential development which: (1) allows garage forward design; (2) sidewalk on one side of the street; and (3) contains no requirements for landscaped parkways with sidewalks setback behind the parkway. The applicant believes that the existing residential standards within the PUD should prevail with no changes necessary to construct this project as proposed.

The purpose of the PUD zone as stated on page 1-1 of the Sky Vista handbook is to ...encourage flexibility in development of land...and improve design, character and quality of new development...

Although this is an existing PUD, it was originally approved in 1994. Since that time, development standards within the City have evolved and contain more sophisticated and higher standards related to architecture and streetscape than in 1994.

Although it may not be reasonable to upgrade all of the residential development standards within this PUD to be consistent with existing code, particularly for existing development, any new project should at least reflect code.

Staff's primary concern is the garage forward aspect of the project. The attached duplex units, as proposed, will result in a 3-4 car garage as the dominate feature along the project streets. This equates, depending on the model, to $\pm 50\%$ to $\pm 65\%$ of each duplex unit's street frontage in garage forward. To partially address this issue, the applicant proposes to: (1) stagger the house setbacks ± 3 feet lot to lot; (2) install two street trees between each driveway; and (3) construct a trellis projection with

landscaping, such as vines, which extends out from the common garage wall of each duplex (see Exhibit B). This method may break up the dominating garage forward aspect of the project, but would also create physical barriers between the attached units creating potential site distance problems backing into the streets. Use of this method on all the houses would also create a fence-like treatment in the front yards which is undesirable.

Although staff would prefer a house forward design for the units, a middle ground solution utilizing the following features is suggested. First, limit the trellis projection method suggested by the applicant to no more than 25% of the units. The tallest section (e.g., over three feet in height) should not extend more than four feet in front of the garage plane. If further extension of the trellis is desired, it should not exceed three feet in height. Vines or columnar trees and shrubs should be used on both sides of the trellis structure and within the ± 3 foot wide unpaved area located between the driveways. The second feature would consist of a trellis projection constructed in front of the garage portion of the houses. This feature should be varied to match the architecture of the houses and project 30" to 36" in front of the garage wall plane (see Exhibits C - E). These features would be provided on 50% of the units. The third alternative would be no architectural addition to the garages as originally proposed (Exhibit F). This would apply to 25% of the units. Options 2 and 3 would also require installation of landscaping within the ± 3 foot wide unpaved area located between the driveways. It should be noted that the same architectural treatment cannot be used on adjacent lots or across the street. Mixing all three features in conjunction with staggering the front yard setback three feet per lot and installation of front yard landscaping and street trees should move this project closer to conformity with architectural and streetscape standards contained in code (Condition No. 3).

The PUD requires installation of landscaping along the south side of Silver Lake Road and the west side of Sky Vista Parkway adjacent to the site. Since this landscaping was not installed with construction of these streets, the applicant should be required to do so (one code size tree/30 lineal feet of frontage and six shrubs/required tree). In addition, the area located to the south of lots 25-27 should be landscaped consistent with the entry feature for the Sky Vista Village 12 located to the south (one code size tree/300 sq. ft. and six shrubs/required tree) (Condition No. 4). Maintenance of the landscaping recommended with Condition No. 4 would be provided by the Sky Vista Homeowners Association or other private means.

Public Improvements: The site plan shows sidewalk on one side of the street as allowed in the PUD. However, the sidewalk on Black Bear Drive does not provide a continuous connection from Village 12 to the south, north to Silver Lake Road. The sidewalk should be relocated to the east side of Black Bear Drive for its entire length within the subdivision. This sidewalk should also be extended along the south side of Silver Lake Road from Black Bear Drive east to Sky Vista Boulevard (Condition Nos. 5 and 6).

APPENDIX A

CLERK'S LETTER

June 23, 2004

CASE NO. LDC04-00370 (SKY VISTA PARCEL E)

Lynnette R. Jones
City Clerk
(775) 334-2030
ljonesk@ci.reno.nv.us



Office of the City Clerk
Central Cashiering (775)334-2032
Parking Tickets (775)334-2279

Steven D. Whitaker, CRM
Records Systems Manager
(775) 326-6633

June 30, 2004

Silverwing Development
9480 Gateway Dr. #200
Reno, NV 89521

RE: Case No. LDC04-00370 (Sky Vista Parcel E)

Dear Applicant:

At a regular meeting held June 23, 2004, and following a public hearing thereon, the City Council upheld the staff recommendation and approved the following:

- A. Annexation of a ±3.45 acre parcel located southwest of the Sky Vista Parkway and Trading Post Road intersection, by ordinance; and
- B. A text amendment to the Sky Vista PUD (Planned Unit Development) to: (a) incorporate the parcel into the Sky Vista PUD; (b) allow the parcel to be used for convenience commercial; and (c) modify the description of convenience commercial uses to correspond to those in the Neighborhood Commercial and Professional Office zoning districts with limitations, by ordinance.

Sincerely,

A handwritten signature in cursive script that reads "Carmi Mundersen for". The signature is written in dark ink and is positioned above the typed name of the City Clerk.

Lynnette R. Jones
City Clerk

LRJ:cdg

cc: Development Services
Traffic Design Engineer
Ed Schenk, Parks, Recreation & Community Services
Julee Olander, Regional Transportation Commission
Karen Boldi, Summit Engineering

490 South Center Street P.O. Box 7, Reno, NV 89504
CityofReno.com

APPENDIX A

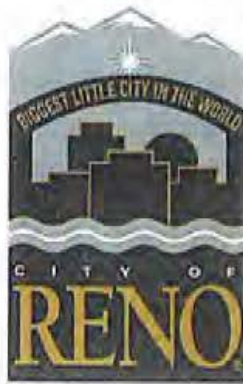
CLERK'S LETTER

January 30, 2013

CASE NO. LDC13-00036 (BUNGALOWS AT SKY VISTA)

Lynnette R. Jones
City Clerk
(775) 334-2030
ljones@reno.gov

Beverly Beaty-Benadom
Deputy City Clerk
(775) 334-2030
Beaty-BenadomB@reno.gov



Office of the City Clerk
Central Cashiering (775)334-2032
Parking Tickets (775)334-2279

February 5, 2013

FILED THIS DATE
2 / 05 / 13
BY: BBB
CITY CLERK

SWD Partners, LLC
ATTN: J. Witt
36 Quail Court, Suite 100
Walnut Creek, CA 94596

RE: Case No. LDC13-00036 (Sky Vista PUD Amendment – Bungalows at Sky Vista)

Dear Applicant:

At a regular meeting held January 30, 2013, and following a public hearing thereon, the City Council upheld the recommendation of the Planning Commission and referred to the Committee of the Whole the request for: 1) a zoning map amendment to modify the Sky Vista PUD (Planned Unit Development) to allow for development of 338 single story condominium units on a site that was previously identified for a school and has since reverted to an Open Space land use designation within the PUD; and 2) to modify the PUD to reflect an increase in allowed residential units from 1,948 to 2,286, by ordinance, and subject to the following conditions.

All conditions shall be met to the satisfaction of Community Development Department staff, unless otherwise noted.

- A. Approval of the amendment to the Sky Vista Planned Unit Development is subject to the modifications to the document as noted in Exhibit A attached to the January 2, 2013 Planning Commission staff report and any modifications made by the Planning Commission and City Council at their respective public hearings. The revisions shall be incorporated into the Planned Unit Development and submitted to staff in both paper and electronic versions for review within two (2) months of the date of City Council approval; and certified by the City Council within four (4) months of the date of City Council approval. All outstanding PUD processing fees shall be paid prior to City Council certification of the PUD amendment. Failure by the applicant to conform to either time deadline shall render this approval null and void.
- B. Staff is to review and approve landscaping of 15% for phases one and two.

SWD Partners, LLC

Case No. LDC13-00036 (Sky Vista PUD Amendment – Bungalows at Sky Vista)

February 5, 2013

Page 2

- C. The highlighted buildings on the site plan are to receive code compliant front, side and rear articulations and all other front and side faces shall be articulated per the reviewed and accepted drawings presented to the Planning Commission with those buildings agreed to and approved not requiring rear articulation, but front and side articulations.
- D. Setback change to 25 feet for the west perimeter.

Sincerely,


for Lynnette K. Jones
City Clerk

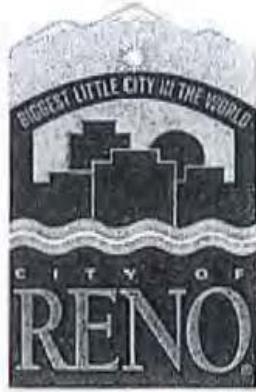
LRJ:bbb

xc: Community Development
Nathan Gilbert, Community Development
Jeff Mann, Parks, Recreation and Community Development
Angela Fuss, CFA

APPENDIX A

CLERK'S LETTER

December 16, 2016
CASE NO. LDC15-00076
(Sky Vista Planned Unit Development (PUD) Amendment Parcel E)



Ashley D. Turney
City Clerk
(775) 334-2030
TurneyA@reno.gov

Beverly Beaty-Benadom
Chief Deputy City Clerk
(775) 334-2030
Beaty-BenadomB@reno.gov

Office of the City Clerk
Central Cashiering (775) 334-2032
Parking Tickets (775) 334-2293

December 18, 2015

FILED THIS DATE
12 / 18 / 15
BY: BBB
CITY CLERK

SWD-Quarry SVC2, LLC
9650 Gateway Drive, Suite 201
Reno, NV 89521

RE: Case No. LDC15-00076 (Sky Vista Planned Unit Development (PUD) Amendment Parcel E) – **NOTICE OF FINAL ACTION, DECISION OR ORDER**

Dear Applicant:

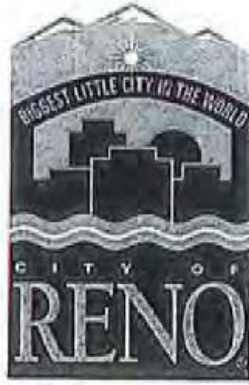
At a regular meeting held December 16, 2015, the City Council passed and adopted Ordinance No. 6384, approving the above referenced PUD amendment.

Sincerely,

Beverly Beaty-Benadom
X of Ashley D. Turney
City Clerk

ADT:bbb

xc: Community Development
Vern Kloos, Community Development
Jeff Mann, Parks, Recreation & Community Services
Angela Fuss, CFA, 1150 Corporate Boulevard, Reno NV 89502



Ashley D. Turney
City Clerk
(775) 334-2030
TurneyA@reno.gov

Beverly Beaty-Benadom
Chief Deputy City Clerk
(775) 334-2030
Beaty-BenadomB@reno.gov

Office of the City Clerk
Central Cashiering (775) 334-2032
Parking Tickets (775) 334-2293

FILED THIS DATE

11 / 24 / 15
BY: BBB
CITY CLERK

November 24, 2015

SWD-Quarry SVC2, LLC
9650 Gateway Drive, Suite 201
Reno, NV 89521

RE: Case No. LDC15-00076 (Sky Vista Planned Unit Development (PUD) Amendment Parcel E)

Dear Applicant:

At a regular meeting held November 18, 2015, and following a public hearing thereon, the City Council upheld the recommendation of the Planning Commission and approved the request to amend Title 18, Chapter 18.08 of the Reno Municipal Code, entitled "Zoning", Section 18.08.102(b).1327, to change the text in the PUD Development Handbook to: 1) increase the total number of residential units allowed in the PUD by 72 from 2,286 to 2,358; 2) allow the option to construct up to 72 multifamily residential units in lieu of the convenience commercial uses on Parcel E; 3) add standards to allow grading disturbance within the two major drainage ways running through Parcel E; and 4) modify the handbook standards, text and graphics to reflect the changes discussed in items 1, 2 and 3 as listed above, together with other matters properly relating thereto, by ordinance, and subject to Condition A (see below). As part of this action, Council deleted from the handbook the applicants' ability to receive a 50 % Residential Construction Tax (RCT) refund for Parcel E; and added a requirement for the applicant to install a street light and a pedestrian activated flashing pedestrian cross walk at the intersection of Sky Vista Parkway with Trading Post Road. The +/- 3.47 acre site located on the west side of Sky Vista Parkway between its intersections with Black Bear Drive to the north and Trading Post Road to the east in a PUD zone.

SWD-Quarry SVC2, LLC

Case No. LDC15-00076 (Sky Vista Planned Unit Development (PUD) Amendment Parcel E)


November 24, 2015

Page 2

CONDITION A:

Approval of the amendment to the Sky Vista PUD handbook is subject to the modifications to the Handbook as noted in Exhibit A of the November 18, 2015, staff report and any modifications made by the Planning Commission and City Council at their respective public hearings. The revisions shall be incorporated into the Final Plan Handbook and submitted to staff in both paper and electronic versions for review within two (2) months of the date of City Council approval; and certified by the City Council within four (4) months of the date of City Council approval. Failure by the applicant to conform to either time deadline shall render this approval null and void.

Sincerely,


Ashley D. Tirney
City Clerk

ADT:bbb

xc: Community Development
Vern Kloos, Community Development
Jeff Mann, Parks, Recreation & Community Services
Angela Fuss, CFA, 1150 Corporate Boulevard, Reno NV 89502

Ashley D. Turney
City Clerk
(775) 334-2030
TurneyA@reno.gov

Beverly Beaty-Benadom
Chief Deputy City Clerk
(775) 334-2030
Beaty-BenadomB@reno.gov



Office of the City Clerk
Central Cashiering (775) 334-2030
Parking Tickets (775) 334-2293

February 25, 2016

FILED THIS DATE
2 / 25 / 16
BY: BBB
CITY CLERK

SWD-Quarry SVC2, LLC
9650 Gateway Drive, Suite 201
Reno, NV 89521

RE: Case No. LDC15-00076 (Sky Vista Planned Unit Development Amendment Parcel E) –
Certification of PUD Handbook

Dear Applicant:

At a regular meeting held February 24, 2016, the City Council certified the Sky Vista Planned Unit Development (PUD) Handbook. The amendment was tentatively approved by the Council on November 18, 2015.

In order to effectuate the PUD, the Handbook must be recorded at the Washoe County Recorder's Office in accordance with NRS 278A.

Sincerely,

Beverly Beaty Benadom
to Ashley D. Turney
City Clerk

ADT:bbb

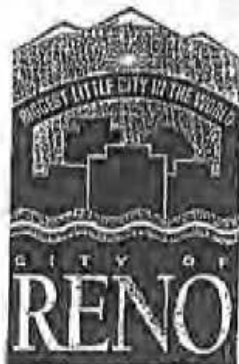
xc: Community Development
Vern Kloos, Community Development
Jeff Mann, Parks, Recreation & Community Services
Angela Fuss, CFA, 1150 Corporate Boulevard, Reno NV 89502

APPENDIX B

CLERK'S LETTER

**SEPTEMBER 24, 2003
SKY VISTA PLANNED UNIT DEVELOPMENT**

Lynnette R. Jones
City Clerk
(775) 334-2030
ljones@ci.reno.nv.us



Office of the City Clerk
General Cashiering (775)334-2032
Parking Tickets (775)334-2279

Steven D. Whitaker, CRM
Records Systems Manager
(775) 326-6633

September 30, 2003

Sky Vista Homeowners Association
1475 Terminal Way #A1
Reno, NV 89502

FILED THIS DATE
9 / 30 / 03
BY: [Signature]
CITY CLERK

RE: Sky Vista Planned Unit Development

Dear Applicant:

At a regular meeting held September 24, 2003, and following a public hearing thereon, the City Council upheld the recommendation of the Planning Commission and approved a text amendment to the Sky Vista Planned Unit Development ("PUD"), Final Plan ("Final Plan") to incorporate into the Final Plan the Stipulation for Good Faith Settlement and Dismissal; Order ("Court Order"), which modifies certain provisions of the Final Plan pertaining to park and recreational facilities in the Sky Vista PUD.

Sincerely,

Carmi Andersen for

Lynnette R. Jones
City Clerk

LRJ:edg

cc: Development Services
Traffic Design Engineer
Ed Schenk, Parks, Recreation & Community Services
Julee Olander, Regional Transportation Commission

APPENDIX B

STIPULATION FOR GOOD FAITH SETTLEMENT AND DISMISSAL; ORDER

JUNE 12, 2003
CASE NO. CV01-05679

ORIGINAL

1 Code No. 3980

2 FILED

3 JUN 12 2003

4 RONALD A. LONGTIN, JR., CLERK
5 By: *R. Glade*
6 DEPUTY

7 IN THE SECOND JUDICIAL DISTRICT COURT OF THE STATE OF NEVADA
8 IN AND FOR THE COUNTY OF WASHOE

9 SKY VISTA ASSOCIATES,
10 A Nevada Limited Partnership,

11 Petitioner,

Case No. CV01-05679

12 vs.

Dept. No. 8

13 THE CITY OF RENO,
14 a municipal corporation,

15 Respondent.

16 _____
17 AND RELATED COUNTERCLAIMS
18 AND THIRD PARTY COMPLAINTS
19 _____

20 STIPULATION FOR GOOD FAITH
21 SETTLEMENT AND DISMISSAL; ORDER

22 COMES NOW, all remaining parties to the above-captioned action, by and through their
23 respective counsel of record, and hereby agree and stipulate to a dismissal of the entire action,
24 including all petitions, claims, counter-claims and cross-claims, on the following terms:

25 1. In accordance with the Nevada Revised Statutes 278.4983 and Reno Municipal
26 Code, Chapter 8.14 et seq., the City of Reno ("City") imposed and collected a residential
27 construction tax ("RCT") on the construction of dwelling units in the Sky Vista Planned Unit
28 Development ("Sky Vista PUD"). The Sky Vista PUD, Final Plan, inter alia, provides that

1 "[f]ifty percent (50%) of all RCT tax monies collected by the City on issuance of building
2 permits for construction within Sky Vista shall be credited to Sky Vista Associates." Prior to
3 April 4, 2002, the City had refunded to SVA the sum of \$380,772.61. On April 4, 2002 and
4 April 22, 2003, respectively the City deposited in an interest bearing account the amounts of
5 \$158,801.47 and \$157,388.79 totaling \$316,190.26 with the Clerk of the Court, Second Judicial
6 District Court. The deposited funds represented disputed RCT. Upon the Court's Order
7 dismissing the case, the deposited amounts shall be released and paid to Sky Vista Associates,
8 ("SVA"). SVA thereby releases any claim for or related to the RCT previously refunded or
9 deposited totaling \$696,962.87, including the accuracy of the amounts collected.
10

11 2. Subsequent to the filing of the case, SVA amended the Sky Vista PUD, Final
12 Plan, which as adopted by ordinance, to allow the building of additional residential units in the
13 Sky Vista PUD. These additional residential units are commonly known as "The Villas." In
14 accordance with the above law and the provisions of the Sky Vista PUD, the City will impose
15 and collect RCT on the additional residential units. SVA shall be eligible to receive 50% of the
16 collected RCT.
17

18 3. Following the Court's Order dismissing the case, the Sky Vista PUD remains in
19 effect. The City, SVA, and Sky Vista Home Owners' Association ("SVHOA") will continue to
20 perform their duties and obligations under the Sky Vista PUD unless specifically modified by the
21 terms of this Settlement. For example, the City shall continue to process SVA's requests for
22 refunds in accordance with the Sky Vista PUD, Final Plan. SVA's requests shall be supported
23 by a copy of the paid builder's permit receipt. The City shall refund the RCT only to SVA.
24

25 4. SVA will pay SVHOA the sum of \$15,000. SVA will make the payment to
26 SVHOA within ten (10) days of receiving the monies described in paragraph 1.
27
28

1 5. The City will match SVA's \$15,000 payment to SVHOA. The \$15,000 match
2 from the City shall be paid from RCT funds held in Neighborhood Park and Park Facilities
3 District Fund, Account Number 3051.

4 6. The sums paid to SVHOA in accordance with paragraphs 4 and 5 above shall only
5 be used by the SVHOA to pay for improvements to park and recreational facilities within the
6 Sky Vista PUD. SVHOA shall maintain the improvements in accordance with applicable City
7 standards.
8

9 7. SVA shall convey all park and recreational facilities in the Sky Vista PUD to
10 SVHOA. SVHOA shall maintain the improvements in accordance with applicable City
11 standards. All park and recreational facilities in the Sky Vista PUD shall be open for public use.
12 This paragraph specifically modifies the Sky Vista PUD.
13

14 8. In addition to the Sky Vista requirements, SVHOA shall be responsible for
15 landscaping the median strip on Paradise Creek, between Sky Vista Boulevard and Antelope
16 Way. The landscaping plan, including irrigation, shall be provided to the City for approval prior
17 to the installation. SVHOA will maintain the improvements in accordance with applicable City
18 standards.
19

20 9. Sky Vista will pay to Summer Hill Homes, L.L.C., the sum of \$13,750. This
21 payment will be made within ten (10) days of SVA's receipt of the monies described in
22 paragraph 1.

23 10. Priske-Jones Ventures of Sky Vista 8B, LLC ("Priske-Jones") will pay to SVA,
24 the sum of \$52,500. The payment by Priske-Jones will be made within ten (10) days of the entry
25 of the Court's Order dismissing the case.
26

27 11. The parties agree that the payment of the above-mentioned sums shall operate as a
28 mutual release between the parties of any and all claims, cross-claims, or causes of action alleged

1 in this case and those alleged between SVA and Priske-Jones in connection with the claims
2 alleged in case numbered CV02-01249.

3 12. SVA will pay to SVHOA the sum of \$45,000 which will be used by the SVHOA
4 to pay for the building of a "pocket park" at Village 8B within the Sky Vista PUD. The payment
5 to the SVHOA by SVA will be made within ten (10) days of SVA's receipt of the payment from
6 Priske-Jones described in paragraph 10 above.

7
8 13. SVHOA will design and construct the "pocket park" in accordance with plans submitted
9 and approved by the City.

10 This entire action, including all petitions, claims, counter-claims and cross-claims, will be
11 dismissed with prejudice, with each party to bear its own costs and attorney's fees.

12 DATED this 11th day of June, 2003.

14 CITY OF RENO

15
16 By Robert A. Cashell, Sr.
17 Robert A. Cashell, Sr.
18 Mayor

14 PRISKE-JONES VENTURES/
15 SKY VISTA 8B, LLC ^{Company}
16 By Priske-Jones, Manager
17 By [Signature]
18 Its President

19 SUMMERHILL HOMES, LLC

20
21 By [Signature]
22 Its Mgr.

19 SKY VISTA ASSOCIATES

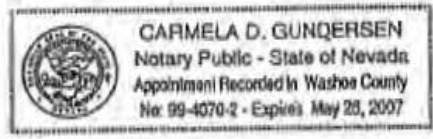
20
21 By [Signature]
22 Its General Partner - Silverwing Development
23 ^{President}

24 SKY VISTA HOMEOWNERS
25 ASSOCIATION

26 By [Signature], ^{President}
27 Its _____
28

1 STATE OF NEVADA)
) ss.
2 COUNTY OF WASHOE)

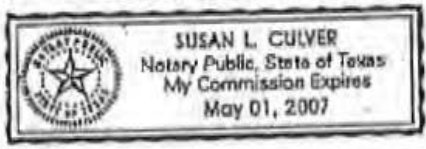
3 On this 29th day of May, 2003, personally appeared before me, a Notary Public in and
4 for said County and State, ROBERT A. CASHELL, SR., Mayor of the City of Reno, known to
5 be the person described in and who acknowledge to me that he executed the foregoing
6 instrument freely and voluntarily and for the uses and purposes therein mentioned.
7



Carmela D. Gunterse
Notary Public

12 TEXAS
13 STATE OF NEVADA)
) ss.
14 COUNTY OF WASHOE)

15 On this 4th day of ~~May~~ June, 2003, personally appeared before me, a Notary Public in and
16 for said County and State, Bradley B. Jones, the President of Priske-Jones
17 of PRISKE-JONES VENTURES OF SKY VISTA 8B, LLC, known to be the person described
18 in and who acknowledge to me that he executed the foregoing instrument freely and voluntarily
19 and for the uses and purposes therein mentioned.
20

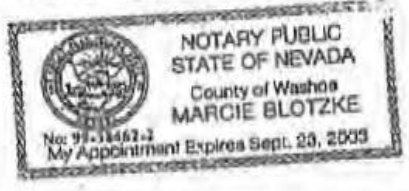


Susan L. Culver
Notary Public

21
22
23
24
25
26
27
28
///
///
///

1 STATE OF NEVADA)
) ss.
2 COUNTY OF WASHOE)

3 On this 30th day of May, 2003, personally appeared before me, a Notary Public in and
4 for said County and State, Steve C Hamilton, the manager of
5 SUMMERHILL HOMES, LLC, known to be the person described in and who acknowledge to
6 me that he executed the foregoing instrument freely and voluntarily and for the uses and
7 purposes therein mentioned.
8



Marcie Blotzke
Notary Public

12 STATE OF ~~NEVADA~~ CALIFORNIA
) ss.
13 COUNTY OF ~~WASHOE~~ CONTRA COSTA
14

15 On this 10th day of JUNE, 2003, personally appeared before me, a Notary Public in and
16 for said County and State, J CARVER WITTELL, the GENERAL MANAGER of SKY VISTA ASSOCIATES, known to be the person described in and who acknowledge to me
17 that he executed the foregoing instrument freely and voluntarily and for the uses and purposes
18 therein mentioned.
19
20



Jo-Ann Daly Lee
Notary Public

21
22
23
24
25
26
27
28

1 STATE OF NEVADA)
) ss.
2 COUNTY OF WASHOE)

3 On this 17th day of ^{June} ~~May~~, 2003, personally appeared before me, a Notary Public in and
4 for said County and State, GLENN WADDELL JR., the PRESIDENT of
5 SKY VISTA HOMEOWNERS ASSOCIATION, known to be the person described in and who
6 acknowledge to me that he executed the foregoing instrument freely and voluntarily and for the
7 uses and purposes therein mentioned.
8



Lee Harding
Notary Public

ORDER

13 It is hereby ordered that the parties are ordered to comply with the settlement, the terms
14 of which are set forth in the above stipulation of the parties and that such settlement is a good
15 faith settlement and it is further ordered that the entire action be dismissed in accordance with the
16 terms set forth in the parties' stipulation.
17

18 Dated this 17 day of June, 2003

[Signature]
DISTRICT COURT JUDGE

CERTIFIED COPY
The document to which this certificate is
attached is a full, true and correct copy of
the original on file and of record in my office.
DATE: JUN 17 2003
RONALD A. LONGTIN, JR., Clerk of the Second
Judicial District Court, in and for the County
of Washoe, State of Nevada.
By: [Signature] Deputy



WASHOE COUNTY RECORDER

OFFICE OF THE RECORDER
LAWRENCE R. BURTNES, RECORDER

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

LEGIBILITY NOTICE

The Washoe County Recorder's Office has determined that the attached document may not be suitable for recording by the method used by the Recorder to preserve the Recorder's records. The customer was advised that copies reproduced from the recorded document would not be legible. However, the customer demanded that the document be recorded without delay as the parties rights may be adversely affected because of a delay in recording. Therefore, pursuant to NRS 247.120 (3), the County Recorder accepted the document conditionally, based on the undersigned's representation (1) that a suitable copy will be submitted at a later date (2) it is impossible or impracticable to submit a more suitable copy.

By my signing below, I acknowledge that I have been advised that once the document has been microfilmed it may not reproduce a legible copy.



Signature

3-21-16

Date

JERRI THAMASON

Printed Name