

**PLANNING COMMISSION
STAFF REPORT**

Date: November 16, 2017

To: Reno City Planning Commission

Subject: **5.4. Staff Report (For Possible Action): Case No. LDC18-00015 (Silver Dollar Estates) - A request has been made for: 1) a tentative map to develop a total of 619 lots with a mixture of attached and detached single family products; and 2) special use permits for: a) cluster development; b) attached single family residential; c) elimination of residential adjacency height to setback ratio; d) grading that results in fills greater than ten feet; and e) grading that results in disturbance of a major drainageway. The ±92.2 acre site is located between Sky Vista Parkway and US 395 along Trading Post Road and Silver Dollar Lane in the Community Commercial (CC) and Single Family - 6,000 square feet (SF6) zones. The site has Master Plan land use designations of Mixed Residential and Urban Residential/Commercial. jdb**

From: Jeff Borchardt, Associate Planner

Ward #: 2

Case No.: LDC18-00015 (Silver Dollar Estates)

Applicant: DR Horton

APN Number: 086-030-16, -24, -35 through -39, -51, 52, and -54

Request: A request has been made for: 1) a tentative map to develop a total of 619 lots with a mixture of attached and detached single family products; and 2) special use permits for: a) cluster development; b) attached single family residential; c) elimination of residential adjacency height to setback ratio; d) grading that results in fills greater than ten feet; and e) grading that results in disturbance of a major drainageway.

Location: The ±92.2 acre site is located between Sky Vista Parkway and US 395 along Trading Post Road and Silver Dollar Lane in the Community Commercial (CC) and Single Family - 6,000 square feet (SF6) zones. The site has Master Plan land use designations of Mixed Residential and Urban Residential/Commercial.

Proposed Motion: Based upon compliance with the applicable findings, I move to approve the tentative map and special use permit, subject to conditions.

Recommended Conditions of Approval:

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

1. The project shall comply with all applicable City codes, plans, reports, materials, etc., as submitted. In the event of a conflict between said plans, reports, materials and City codes, City codes in effect at the time the application is submitted, 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. The applicant shall attach a copy of the final approval letter to any and all building permit applications.
4. The applicant, developer, builder, property or business owner, as applicable, shall continuously maintain a copy of this approval letter on the project site during the construction and operation of the project/business. The project approval letter shall be posted or readily available upon demand by City staff.
5. Hours of construction shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday. There shall be no construction on Sundays. This condition shall not apply to dust control operations.
6. Prior to the issuance of any site improvement permits for the triplex product, the applicant shall submit a photometric plan demonstrating that light levels will not exceed 0.5 footcandles at the boundary between the Community Commercial and Single Family – 6,000 square foot zoning district.
7. Prior to the approval of the first final map, the applicant shall submit landscape plans showing clusters of evergreen trees planted at an average rate of one per 15 lineal feet along the 100 foot buffer on the southern boundary of the site. The trees shall be strategically placed to provide maximum screening of the site and to appear natural. All tree species shall be non-columnar and pyramidal and shall be a minimum of 10 feet at planting. Trees shall be installed prior to the first certificate of occupancy.
8. Prior to the issuance of a building permit for any residence, the applicant shall provide a list, verified by an acoustical engineer, of construction methods to be utilized for noise attenuation to a maximum interior noise level of 45dBA.

9. Prior to the approval of the first final map, the applicant shall submit a landscape plan showing that a minimum of one tree per 30 lineal feet and six shrubs per tree will be planted in all parkways along Trading Post Road and Silver Dollar Lane. All tree species in the parkway shall be chosen from the Major Tree category in the Reno Municipal Code, as amended.
10. Prior to the approval of any final map containing areas designated as open space, the applicant shall demonstrate that all open space areas will be designated as permanent open space on the map. The applicant shall deed restrict all open space areas to remain as open space in perpetuity.
11. Prior to the issuance of a building permit for site improvements containing trails, the applicant shall demonstrate that all trails will be a minimum of four feet wide and be constructed of natural, compacted material or solid surface.
12. Prior to the issuance of any site improvement permits containing trails, the applicant shall submit a photometric plan showing bollard or other acceptable type of lighting will be provided along trails throughout the site. This lighting shall be provided at a minimum of 0.1 footcandles with no spillover onto adjacent properties.
13. Prior to the issuance of any site improvement permits containing trails, not including the trail within the 100 foot open space corridor, the applicant shall submit landscape plans showing trees will be provided at an average rate of one tree per 30 lineal feet along each trail.
14. Prior to the issuance of any permit for signs within the development, the applicant shall ensure that all signs will meet the residential sign standards in the code, as amended.
15. If the existing off-premises advertising displays (billboards) on site are not removed, no final map containing lots with residential structures within a 300 foot radius of each billboard shall be approved. Billboards that are retained on site shall have a six foot tall wrought iron security fence placed around the base of the signs for safety and security.
16. Prior to the approval of a final map, the applicant shall submit a wall and fence plan that complies with the following:
 - a) Maximum 4.5 foot tall split rail fence along all lot lines or limited common element boundaries of single family detached or duplexes abutting drainageways;

- b) Maximum six foot tall semi-open view fence (four foot tall solid/two foot tall open view) along the limited common element boundaries of the triplex units abutting drainageways;
- c) Maximum six foot tall semi-open view fence (four foot tall solid/two foot tall open view) along all property lines or limited common element boundaries for all residential units abutting a common open space with a trail.

Fences on the duplex or triplex units shall be permitted along all the boundaries of the limited common elements.

- 17. Prior to the issuance of any building permits for the detached single family residential units, the applicant shall demonstrate that all adjacent residences on the same side of the street are varied a minimum of three feet in addition to meeting two other applicable street image standards in Reno Municipal Code (RMC) Section 18.12.302(e) – Street Image Standards for New Single-Family Residential Structures, as amended.
- 18. Prior to the issuance of any site improvement permits, a typical landscape plan for the detached single family residences and duplexes shall be submitted showing a minimum of one tree per 300 square feet and six shrubs per tree shall be installed.
- 19. Prior to the approval of a final map containing duplex or the triplex units, the applicant shall demonstrate that all limited common elements (LCE) will be clearly delineated. All LCE's shall contain clear requirements in the CC&R's, including, but not limited to, use restrictions, maintenance requirements, landscape requirements, and fencing restrictions. No accessory structures shall be allowed in a LCE.
- 20. All duplex and triplex units shall be limited to two stories or 30 feet tall, whichever is less.
- 21. Prior to the approval of a final map for the duplex units, the applicant shall revise the map to match the typical lot detail called out in Exhibits A and E. All property lines shall be placed so that each duplex has a zero lot line on both sides of the unit. All remaining side yards shall fall within a LCE.
- 22. Prior to the approval of a final map, the applicant shall provide CC&R's including language that requires residents to use their garage for parking the required number of cars. Said standards shall be enforced by the Home Owner's Association (HOA) or equivalent.

23. Prior to the issuance of any final map or site improvement permit, the applicant shall submit plans demonstrating that no driveway for any triplex unit shall exceed six feet in length. The CC&Rs shall contain language restricting parking on driveways for the triplex units. Said standards shall be enforced by the Home Owner's Association (HOA) or equivalent.
24. Prior to the issuance of any grading permit, the applicant shall have plans approved that demonstrate the color of the riprap will match the surrounding natural landscape and will be treated with Permeon or similar product. The riprap shall also be backfilled with soil and revegetated.
25. Prior to the issuance of any building permit for retaining walls on the site that are publically visible, the applicant shall submit plans demonstrating the walls will be contoured to match the surrounding topography and provide visual interest.
26. Prior to the issuance of a building permit for the retaining walls on the site, the applicant shall submit plans demonstrating that all retaining walls will be decorative, with the exception of walls located in between private lots and not visible to the public (e.g. streets, project boundary, common areas, open space). Decorative walls shall include, but not limited to rockery walls or retaining wall systems with the appearance of random-pattern, hand-stacked, natural stone. No standard Concrete Masonry Unit (CMU) walls shall be allowed where visible to the public.
27. Prior to the approval of each final map containing the major drainageway, the applicant shall demonstrate an effective method to remove noxious weeds and continuously maintain the drainageway.
28. Prior to the approval of each final map containing a major drainageway, the applicant shall demonstrate that all roadway crossings of the major drainageway are sufficient to convey the 100-year storm flows and do not encroach into the ordinary high water mark for the drainageway. Roadway crossing abutments design shall address potential channel meander and scour.
29. Prior to the issuance of a final map and site improvements, grading plans shall be submitted and clearly demonstrate that all disturbance proposed within the major drainageway resulting from road or utility crossings are repaired and revegetated with a seed mix consistent with the natural existing landscaping for stabilization and blending with the surrounding drainageway.

30. Prior to approval of the first final map, the applicant shall provide a bond to cover the cost to ensure proper reconstruction, establishment of required revegetation and landscaping, and trail construction.
31. Prior to the approval of each final map, the applicant shall provide any necessary on-site and off-site easements for construction, access, sewer lines, storm drains, and utility improvements, and shall construct all required access, sewer, storm drain, and utility improvements prior to the issuance of any certificate of occupancy.
32. Prior to the issuance of each permit or approval of each final map, the applicant shall ensure that all easements which encumber the project site are relinquished or relocated appropriately.
33. Prior to the issuance of each permit or approval of each final map, the plans shall demonstrate that public sanitary sewer mains and storm drains shall be constructed within the public and private street sections and include appropriate easements.
34. Prior to the approval of each final map, the applicant shall submit plans demonstrating each phase can be constructed and will function in a “stand-alone” manner meeting minimum City standards. Any future phase improvements required for the preceding phase shall be included in the improvement plans and constructed with the preceding phase. Construction traffic for future phases shall be included in the structural design of all street sections.
35. Prior to the issuance of each permit or approval of each final map, the applicant shall submit a final Hydrology Report and Sewerage Report in accordance with the Public Works Design Manual.
36. Prior to the issuance of each permit or approval of each final map, the applicant shall submit a final geotechnical report that meets or exceeds the requirements of the Public Works Design Manual (PWDM).
37. Prior to the issuance of each permit or approval of each final map, the applicant shall submit street improvement plans that meet or exceed the City of Reno PWDM standards. Where utilities are tied to existing infrastructure located in Sky Vista Parkway, the developer will be responsible for replacing roadway markings and striping affected or displaced by the pavement improvements prior to the approval of any certificate of occupancy.

38. Prior to the approval of a final map, the applicant shall develop an operations and maintenance (O&M) manual for all privately-maintained detention ponds, drainage swales, and all storm drains. The O&M manual shall include, but not be limited to, detailed operations and maintenance tasks, frequency of maintenance, access for maintenance, and a detailed description of the type(s) of equipment which are anticipated to be necessary for the operations and maintenance tasks. This Manual shall be adopted as policy by the Home Owners Association (HOA) or equivalent entity responsible for storm drainage for the development.
39. Prior to the approval of each final map, the applicant shall apply for a City of Reno storm water permit to address storm water pollution prevention on the project site.
40. Prior to the approval of each final map, the applicant shall submit plans that demonstrate adequate gravity flow and overland escape routes are provided for all roof-top and surface storm water collection and conveyance facilities in accordance with the Public Works Design Manual.
41. Prior to the issuance of the first final map, the applicant shall submit site improvement plans that include the following traffic improvements:
 - a) Installation of an exclusive left turn lane at the east approach of the Sky Vista Parkway/Trading Post Road intersection. The turn lane shall contain a minimum of 400 feet of storage/deceleration length;
 - b) Installation of an exclusive right hand turn lane at the west approach of the Sky Vista Parkway/Trading Post Road intersection. The turn lane shall contain a minimum of 175 feet of storage/deceleration length with a 100 foot taper;
 - c) Installation of one shared left turn-through lane and exclusive right turn lane at the south approach of the Sky Vista Parkway/Trading Post Road intersection.

Prior to the issuance of the first certificate of occupancy, construction of all improvements shall be installed to the approval of the City of Reno.

42. Prior to the approval of the first final map, the applicant shall submit street improvement plans for Trading Post Road and Silver Dollar Lane. Both streets shall be constructed prior to the first certificate of occupancy.
43. Prior to the approval of the first final map, improvement plans shall be submitted and include the design and installation of all conduit required for the future

installation of signalization equipment at the intersection of Sky Vista Parkway and Trading Post Road.

44. Prior to the approval of a final map containing private streets, the applicant shall demonstrate that all private streets will be placed on a separate common area parcel meeting all code requirements for easements for private streets.
45. Prior to the approval of each final map, the applicant shall submit plans which include parking control signs and red painted curb along the private local streets and on one side of the 31 foot local public streets in the development. Additionally, the applicant shall include provisions in the CC&Rs to prohibit parking on both sides of the private local streets and one side of the 31 foot wide local public streets.
46. Prior to the issuance of each permit, the applicant shall have an approved construction management and access plan. This plan shall address project phasing, including utilities and infrastructure, and shall demonstrate adequate access to adjacent properties will be perpetuated and maintained during construction.
47. Prior to the approval of any final map for the detached single family residential or duplex products, the applicant shall demonstrate that all lots with a rear property line that abut a right-of-way shall either: 1) place a common area between the right-of-way and the lot line; or 2) shall deed restrict the lot to clearly delineate the front and rear property lines and restrict access from the rear. If deed restrictions are utilized, the applicant shall incorporate access restriction language into the CC&R's that can be enforced by the Homeowner's Association.
48. Prior to the approval of the first final map, the applicant shall complete a safe routes to school audit in coordination with the Washoe County School District Police Department. All recommendations arising from said audit shall be considered by the applicant in the design of their final improvement plans.
49. Prior to the approval of each final map, the applicant shall demonstrate that an acceptable method of maintenance (e.g. Homeowner's Association or equivalent) for all sidewalks, common area landscaping, open space, private streets, and private alleys has been recorded and shall clearly designate the maintenance responsibilities on each final map.

Background: The City Council annexed the subject properties on May 25, 1970, through Ordinance No. 1910. Since that time, the properties have remained undeveloped. The proposed project is a tentative map to subdivide ±92.2 acres into 619 single family residential lots (**Exhibit**

A). Special use permits (SUP) for grading within a major drainageway, cluster development, single family attached and townhomes exceeding 100 units, elimination of the residential adjacency height to setback ratio requirement, and grading that results in fills greater than ten feet.

Analysis:

Land Use Compatibility: Land uses surrounding the site consist of two single family residences on large lots and vacant land located to the west; single family residences, a new multifamily residential development, and the North Valleys Regional Park located to the north; proposed multifamily residential project located to the east; and US 395 located to the south. Properties located to the north are within the Sky Vista Planned Unit Development (PUD) and Washoe County Parks and Recreation (PR) zone. The properties located to the west fall within the Community Commercial (CC) and Single Family – 6,000 square feet (SF6) zones. The property to the east is located within the Multifamily – 14 units per acre (MF14). The proposed development is a combination of attached and detached single family residences, which is consistent or compatible with the allowed uses in the underlying and surrounding zones. The placement of single family residential uses adjacent to other residential uses is not anticipated to create any land use conflicts that will constitute a nuisance. A condition is recommended to limit the hours of construction to reduce impacts of noise, vibrations, dust, or odor (**Condition No. 5**) (**SUP findings a and f**).

Because a portion of the proposed project falls within the CC zone and another portion of the project is located within the SF6 zone (**Exhibit B**), development is required to meet all residential adjacency building setbacks, signs, light spillover, and noise (RMC 18.12.304 – Residential Adjacency Standards). Given that this is a residential use, the anticipated noise generated by the project will be similar to the existing and future residential uses located to the north, west, and east. An acoustical analysis was provided showing the project will not be an increase to the existing base ambient noise level and will be consistent with the existing residential uses in the area (**Exhibit I**). No signs are proposed on any of the buildings. A photometric plan will be required to be provided demonstrating there will be no light spillover beyond 0.5 footcandles at the zoning boundary line. This is only applicable to the triplex product because site lighting will not be provided for individual lots (**Condition No. 6**).

As demonstrated in **Exhibit B** a number of the lots will be split zoned between SF6 and CC. The residential adjacency standards require an increased setback for any portion of a building that exceeds 15 feet in height. The purpose of the height to setback requirement is to ensure there is an adequate buffer between non-residential development and residentially zoned properties. RMC 18.12.304(a)(3) – (Residential Adjacency Standards – Applicability and Exemptions) allows for the height to setback requirements be waived with approval of a SUP. Given that this

is entirely a residential project and all split zoned properties are single family attached duplexes, there is no compatibility issue. Therefore, the height to setback ratio is not necessary.

The applicant proposes to coordinate a land trade with the Washoe County School district ultimately providing ±8.2 acres for a future elementary school in the northwest portion of the site. A primary school is an allowed use in the SF6 zone with the approval of a site plan review.

Urban/Environmental Design: A total of 619 residential units are proposed at a gross density of ±7.35 dwelling units per acre (du/ac), when removing the school site. The project site is divided into four areas delineated by Silver Dollar Lane and Trading Post Road. Area 1 is the northwest quadrant of the site, Area 2 is the northeast quadrant of the site, Area 3 is the southeast quadrant of the site, and Area 4 is the southwest quadrant of the site. Each area contains a different product type, which are classified as different uses in the zoning code. Areas 1 and 2 contain detached single family residential and Areas 3 and 4 contain attached single family residential (duplexes and triplexes). The project site is split across two zoning designations. Area 4 and a portion of Area 3 are zoned CC. Areas 1, 2, and a portion of 3 are located within the SF6 zone. Given that there are several different proposed product types that fall across two zoning designations the following analysis will consist of a general overview of the project and then an analysis of each specific proposed product type.

A high power electrical transmission line currently runs along the southern boundary of the project site adjacent to US 395. Per City of Reno Master Plan Policy GI-19 and the National Electrical Code, a minimum setback of ten feet from the transmission line easement to any structure is required to be provided. The existing easement is 50 feet wide. The applicant is proposing a 100 foot buffer along the southern boundary of the project. Therefore, there will be adequate distance from any residential structure and the existing utility line. This 100 foot buffer will also serve as a buffer from the project to the freeway and a recreational open space area. A condition is recommended to require clusters of evergreen trees placed at a minimum average rate of one tree per 15 lineal feet. The trees should be clustered in a manner to both maximize screening and appear natural. Trees will be required to be installed with the first phase in order to mature as the project is developed out. This will maximize the effectiveness of the landscape screening (**Condition No. 7**). In order to further reduce the impact from noise on the project, the applicant will be required to demonstrate that construction methods verified by an acoustical engineer will be used to ensure that the maximum interior noise level will not exceed 45dBA (**Condition No. 8**).

Landscaping is proposed throughout the project (**Exhibit C**). A total of ±25.9 acres (±28%) of the project will be dedicated to landscaping or open space. Parkway strips with detached sidewalks are proposed on both Trading Post Road and Silver Dollar Lane through the entire project. Large canopy tree species will be planted at a rate of one tree per 30 lineal feet with a

minimum of six shrubs per tree. Landscaping on the Trading Post Road and Silver Dollar Lane street improvements will be installed with the first phase (**Condition No. 9**). This will create a consistent appearance across the development while also tying into the adjacent Stead 40 development located to the west. Both drainageways on the site will be preserved as open space, in addition to the 100 foot buffer under the high power transmission line. All open space areas will be required to be clearly delineated on the final map and will be deed restricted as permanent open space (**Condition No. 10**). Trails are proposed along both drainageways, within the open space corridor along the southern project boundary, and within a number of common areas. The trail system will connect into the greater pedestrian network of sidewalks throughout the site. Trails should be a minimum of four feet wide and contain a natural, compacted or solid surface to ensure long term durability of the trail and pedestrian safety (**Condition No. 11**). In order to ensure safety along the trails and maintain consistency with trails in the surrounding developments, a condition is recommended for bollard or other similar type of lighting to be installed along the trails throughout the site (**Condition No. 12**). With the exception of the trail in the open space corridor on the southern boundary of the site, trees should be provided at an average rate of one tree per 30 lineal feet along all trails to provide shade and a visual enhancement (**Condition No. 13**). Landscaping within each specific area will be discussed below.

Conceptual signage was not proposed with the project. It is anticipated that monument project identification signs will be placed at the entry of each proposed neighborhood. Given that a portion of this project is in the CC zone, the allowed signage may not be appropriate for a residential neighborhood. Therefore, a condition is recommended to require all signs meet the residential standards in the code (**Condition No. 14**). There is one existing billboard on site which is proposed to be removed by the applicant. A condition has also been recommended to remove the billboard before any residential structure within 300 feet is approved (**Condition No. 15**) (**SUP finding g**).

Proposed fencing was provided on the lot and block plan for the townhome product. No conceptual fence designs were provided for any of the single family detached or attached residences. The applicant is proposing a combination of six foot tall solid wood privacy fencing and six foot tall open view fencing. The open view fencing is located along the drainageway. In order to maintain consistency with the Stead 40 development located to the west, a condition is recommended to provide a maximum 4.5 foot tall split rail fence along all duplexes or single family lot lines abutting drainageways. For all fences of triplexes abutting a drainageway and all other properties abutting a common open space with a trail, a maximum six foot tall, open view fence or a half solid/half open view fence should be required (**Condition No. 17**). This will ensure an open feeling along the drainageways and ensure that natural surveillance will occur on all common area trails throughout the site.

Detached Single Family Residential (Areas 1 and 2)

A total of 242 single family detached residential lots are proposed on a total of ±47.2 acres. Not accounting for the ±8.2 acre school site, lot sizes will range in size from ±3,369 square feet to ±9,319 square feet with an average lot size of ±4,776 square feet. An SUP for cluster development is proposed to allow for the use of small lot standards in exchange for preserving a minimum of ten percent of open space on the site. While ±28% of the site is being dedicated to open space or landscaped common areas, only the portion that falls within the SF6 zone can be counted toward the cluster development requirements. The applicant is proposing ±4.75 acres of open space (10.1% of the site) including the drainageways, a proposed private neighborhood park, and the detention basins. A maximum density of 7.26 du/ac is allowed in the SF6 zone and ±6.2 du/ac is proposed without the school site. Therefore, the proposed development meets all the required standards for cluster development. The site meets all the development standards for small lot development as demonstrated in the table below and shown in **Exhibit E**:

	Minimum Small Lot Requirements	Proposed
Minimum Lot Size	2,400 square feet	3,639 square feet
Minimum Lot Width	30 feet	40 feet
Maximum Building Height	30 feet or 2 stories (whatever is less)	30 feet or 2 stories (whatever is less)
Front Yard Setback	10 feet	10 feet
Side Yard Setback	0 or 5 feet	5 feet
Rear Yard Setback	10 feet	10 feet
Driveway Length	20 feet	20 feet

The proposed architecture is contemporary with the use of a variety of materials such as stucco and stone (**Exhibit F**). There is a combination of one and two story houses, which is consistent with the existing development surrounding the site. All residential street image standards are required to be met for each house within Areas 1 and 2. Given the variety of lot dimensions, a condition is recommended for a minimum of three street image standards to be provided. Planning Commission previously indicated a concern with the potential loss of architectural variation in small lot developments, ultimately resulting in a monotonous streetscape. Staff has recommended that varied front yard setbacks are provided in addition to the other two required street image standards (**Condition No. 17**) (**SUP findings e and h**).

Each single family residence is proposed to have three bedrooms. With a two car garage and driveway for each residence, there will be a total of four parking spaces for each residence. Should the applicant desire more bedrooms, adequate parking will need to be demonstrated prior

to the issuance of any building permit. On-street parking can be provided on every street in Areas 1 and 2.

At a minimum, the front yard for each single family residence will be required to be landscaped. The typical landscape plan for single family detached lots does not include a minimum ratio of shrubs and trees (**Exhibit C**). A condition is recommended for each front yard to have a minimum of one tree per 300 square feet and six shrubs per tree (**Condition No. 18**).

Attached Single Family Residential – Duplex (Area 3)

A total of 164 attached single family residential duplex units are proposed on ±22.9 acres. This equates to a density of ±7.16 du/ac. There is no density cap within the CC zone, but there is a maximum density of 7.26 du/ac in the SF6 zone. Therefore, the proposed project falls below the allowed density maximums. An SUP for attached single family residential is required when the number of units exceeds 50 in the SF6 zone and 100 units in the CC zone. Reduced lot sizes, lot widths, and zero foot setbacks are allowed for attached single family residential lots if all other development standards for the greater project are met (RMC 18.12.101(b) – Dimensional Standards for Attached Single-Family, Condominiums, and Townhouse Units). As demonstrated in **Exhibit A and E**, the applicant is proposing zero foot setbacks for both property lines, a reduced rear yard setback. Each unit will have a limited common element (LCE) a minimum of five feet in width granted along the side without the shared wall. This LCE will essentially function as the property's side yard with specific rights granted, but the property owner will not formally own this portion of their property. A condition is recommended to require clear standards in the CC&R's for use restrictions, maintenance requirements, landscape requirements, and fencing restrictions. No structures will be allowed in the LCE (**Condition No. 19**) (**SUP finding e**).

Given that Area 3 falls across both the CC and SF6 zones, there are two different sets of standards that are applicable. The typical lot layout shown in **Exhibit A and E** meets both the small lot standards for the SF6 zone and the CC zone. Given that the CC zone does not restrict the height, a condition is recommended to limit the height of the project to two stories or 30 feet (whichever is less) in order to be consistent with the CC zone (**Condition No. 20**). Currently the tentative map does not match with the typical lot standard shown. The applicant will be required to revise the lot layout to match the typical lot standards with the final map (**Condition No. 21**) (**SUP finding h**).

A more modern design is proposed for the attached single family residential product with the use of lower pitched and flat roofs (**Exhibit F**). Only a conceptual street facing elevation was provided so it is unclear whether articulation requirements are met. Because a portion of the project falls within the CC zone, articulation is required on all four sides of the structures per

RMC 18.12.301(a) – (Building Articulation). Further, all street image standard standards in RMC 18.12.302(e) – (Street Image Standards for New Single-Family Structures) are required. Given that the articulation requirements are not required by code for residences within the SF6, a condition is recommended that building articulation on all four sides of the structure be provided for all residences within Area 3 in order to ensure the architecture is consistent throughout the neighborhood.

A single car garage and single driveway is proposed for each residence. Given that this only allows for two parking spaces, residential units in Area 3 are limited to two bedrooms. A conceptual landscape plan for the attached single family product was not provided. Given that each unit will have a front yard and function similarly to the detached single family residential product, **Condition No. 18** is also applicable to the attached product type. A typical landscape plan for these units will be required prior to the issuance of any site improvement permits. The overall conceptual landscape plan shows that a parkway strip will be provided on at least one side of each street and there will be several common area trails with landscaping.

Attached Single Family – Triplex (Area 4)

A total of 213 attached single family triplex units are proposed on ±15.7 acres for a density of ±13.6 du/ac. Reduced lot sizes, lot widths, and zero foot setbacks are allowed for attached single family residential lots per RMC 18.12.101(b) – (Dimensional Standards for Attached Single-Family, Condominiums, and Townhouse Units). As such, setbacks are considered for the project as a whole rather than for each individual lot. All setbacks have been met for the Area 4 and all structures will meet the minimum structural separation requirement (**SUP finding e**).

Conceptual elevations were provided (**Exhibit F**). The applicant is proposing a contemporary design with the use of stucco, stone, and tile roofs. A number of pop outs are used for articulation requirements. However, it is not clear whether the articulation requirements have been met. The applicant will be required to demonstrate the articulation requirements in RMC 18.12.301(a) – (Building Articulation) are being met prior to the issuance of any building permit. In an effort to ensure compatibility with the other residential uses within the project, a condition has been recommended to limit the height to 30 feet or two stories, whichever is less (**Condition No. 20**) (**SUP finding h**).

A total of ±5.93 acres of landscaping (±49% of the site area) is proposed and only 15% of the site is required to be landscaped. Also, a total of ±3.71 acres of common area open space will be preserved.

Off-street parking will be provided through a combination of garages and common area parking spaces. Townhome parking requires a significantly higher number parking spaces than a

condominium. While these are technically townhomes because the footprint is mapped, they function similarly to condominiums in that there is no private yard space and the exterior of the buildings will be regulated by the HOA. The applicant has provided a justification to use the condominium parking rate rather than the townhome rate (**Exhibit G**). A condition is recommended to include language in the CC&R's requiring garages be used for parking (**Condition No. 22**). This will assist in ensuring storage in garages do not eliminate necessary parking spaces and impact the common area parking. A condition is also recommended to limit the length of driveways to a maximum of six feet in order ensure they are not used for parking purposes. This condition also requires language in the CC&Rs that will prohibit parking on the driveways for the triplex units and enforcement by the HOA (**Condition No. 23**).

Grading: A majority of the site slopes gently from the south to the north (**Exhibit D**). A small area of fill exceeding ten feet is needed along the eastern portion of the site. The fill area is necessary to meet the standards for street grades while minimizing the impacts of grading throughout the site by maximizing existing grading (**Grading SUP finding b**). All slopes are proposed to be 3:1 slopes except a small portion with a 2:1 slope behind lots 131 through 137. A condition is recommended to require the color of the riprap to match the surrounding natural landscape and to be treated with permeon or a similar treatment. This condition also recommends that the riprap be backfilled with soil and revegetated to create a more natural appearance (**Condition No. 24**). A number of retaining walls are proposed throughout the property. No retaining wall is proposed to exceed six feet in height. Due to the relatively flat nature of the site, there will be relatively little retaining walls used. All walls facing common areas, streets, or other publicly visible areas should be contoured to match the surrounding topography and provide visual interest (**Condition No. 25**). Additionally, all walls facing common areas, streets, or other publically visible areas should be decorative. A condition is recommended to require walls to be rockery or have the appearance of random-patterned, hand-stacked, natural stone. No standard CMU walls should be allowed except when located in between private lots and not visible to the public (**Condition No. 26**) (**Grading SUP finding a**).

Major Drainageway: As defined in the Drainageway Protection section of the code (RMC 18.12 Article XIX), a major drainageway drains an area of 100 acres or more and comprises the area containing the 100 year flood plain plus a 15 foot setback from the 100 year flood line. Although RMC does not define specific findings for major drainageways, it does contain a number of drainageway protection standards. Furthermore, the Master Plan contains numerous objectives related to drainageway protection. Per **Finding b** of the general special use permit findings, the project must be in substantial conformance with the Master Plan. As proposed and with recommended conditions, the proposed project will be in substantial conformance with the drainageway protection policies within the Conservation Plan Element of the Master Plan.

The goal of the Master Plan is to achieve “Major Drainageway Enhancement,” which is defined as the improvement of a major drainageway resulting in a treatment that is better than the existing major drainageway. The objectives within the Master Plan and the standards within RMC are reflective of preserving and improving the existing major drainageways with the City. The objectives within the Master Plan are to ensure the safety of people and property; maintain, preserve, and enhance the water quality in the North Valleys closed basins; maintain wildlife habitat and native vegetation; and to reduce erosion.

There are two major drainageways that traverse the site: one on the eastern portion of the site and one on the western portion of the site (**Exhibit H**). The east drainageway runs a total of ±1,770 linear feet through the subject site and drains ±336 acres. This is considered a natural drainageway because there are currently no disturbances other than the Silver Dollar Lane crossing. The west drainageway runs a total of ±710 linear feet through the subject site and drains ±706 acres. This drainageway is also considered natural through the subject site because there are currently no disturbances on the portion traversing the site. Native and noxious plant species were present in both drainageways including common sagebrush, antelope bitterbrush, basin wildrye, bursage, willow herb, Russian thistle, prickly lettuce, cheatgrass, burrweed, and povertyweed. A condition is recommended for the applicant to develop a noxious weed management plan prior to the issuance of a building permit to combat invasive plant species in the area (**Condition No. 27**). This will assist in ensuring the long term health of the drainageway on site. Wildlife on the site consisted of white-crowned sparrows, turkey vultures, black-tailed jackrabbit, and rock pigeons. There were no protected species present.

As part of this development, the applicant is proposing to pipe the east drainageway under the crossing of Silver Dollar Lane and the private drive within the townhome project. Detention basins will be placed at the inlet of each pipe to help slow the water and allow for detention of water during storm events. A condition is recommended to ensure that roadway crossing designs will not contribute to an increase in erosion of the drainageway (**Condition No. 28**). A condition is also recommended that any portions of the drainageway that are disturbed as part of this development are repaired and revegetated with a seed mix consistent with the natural existing landscaping (**Condition No. 29**). A bond for the proper reconstruction and trail construction of the drainageway should be provided before the issuance of any grading permit (**Condition No. 30**). Given that the drainageways are generally remaining undisturbed and will be restored through the removal of debris and noxious weeds, this project will help assist in improving water quality in Swan Lake. With long term HOA maintenance, the drainageways will have more protection to ensure there will not be detrimental activities such as vehicle offroading or dumping that generally degrade the water quality and natural environment.

A trail system is proposed along both drainageways offering a recreational amenity and pedestrian access throughout the site. As discussed in the fencing section above, open view

fencing will be required along all open space area, which includes the drainageways. As proposed and condition, the project meets all the drainageway objectives in the Master Plan (**General SUP finding b**).

Public Safety: The Reno Police Department provided Crime Prevention through Environmental Design (CEPTD) comments and noted a concern with visibility of common areas (**Exhibit J**). They suggested the use of open view fencing abutting all common areas in order to increase natural surveillance of open spaces as a crime reduction method. As discussed above, a condition is recommended to require an open view fence when a property abuts a common open space.

The Reno Fire Department provided comments that all future development must comply with the 2012 Edition of the International Fire Code as amended and adopted by the City of Reno. Such compliance shall include, but shall not be limited to, fire department access, fire sprinkler systems, fire alarm systems and fire hydrant placement. Fire access roads are required during construction meeting all standards for permanent Fire Department access roads with the exception of the surface, which is required to be an engineered compacted base material to support fire trucks and be resistant to wear from travel and weather. The proposed project is located within six minutes (3 miles) of Fire Station 9 (**TM findings 4, 9, and 10**).

Public Improvements: All necessary utilities to serve the project are in place or can be extended to the site (**SUP finding c**). Prior to the approval of any final map, all necessary easements for utilities should be shown on the map (**Condition No. 31**). Additionally, the final map should show any existing easements that currently encumber the site as relinquished or relocated to appropriate locations (**Condition No. 32**). A preliminary Sanitary Sewer report was provided with the application and indicates that the downstream public infrastructure has sufficient capacity to serve the development while meeting all Public Works Design Manual (PWDM) criteria. All sanitary sewer mains constructed within the private street sections should be designated as public (**Condition No. 33**). Water service to the project will be provided by Truckee Meadows Water Authority (TMWA). Prior to approval of each final map the applicant is required to provide proof that water rights necessary to serve the project have been obtained and have plans approved to construct all necessary water infrastructure to serve the project (**TM findings 1, 2, 3, and 10**) (**SUP finding c**).

Given the scale of this project, it is likely that it will be phased over time. As such, conditions have been worded to ensure the major infrastructure, collector streets, drainageway improvements, and landscaping along the collector streets and US 395 are installed with the first final map. With the backbone infrastructure installed in the first phase, the development of each of the four areas will be more flexible. A condition is recommended to ensure that each final map and related subdivision improvements can be constructed as a standalone project meeting all

applicable City standards. Future phase improvements required to serve the preceding phase must be constructed with the preceding phase. These improvements may include extension of utilities for future phases or construction of roadways that serve as emergency access for the preceding phases (**Condition No. 34**).

The proposed area of the project lies entirely within a FEMA unshaded flood zone x designation indicating the site to be outside of the 100 year flood zone. A preliminary hydrology report was provided which states that the project site drains to Swan Lake, a closed basin with no outlet and a FEMA regulated 100-year water surface elevation. The developer should provide analysis and drainage mitigation required within the Truckee Meadows Regional Drainage Manual. Prior to the issuance of each permit and approval of each final map, the applicant should provide a hydrology report identifying required mitigation, if any, to maintain the controlled elevation of Swan Lake. Prior to the issuance of each permit, the applicant should be required to have plans approved for the disposition of storm waters generated on site up to and including a 100 year frequency storm, including any necessary easements. Volumetric analysis is to be based on the 100-year, 10-day storm event, while routing of peak flows shall be based on the 100-year, 24-hour storm event. Final hydrology must account for both the peak and volume of storm flows generated by the 100-year storm event, and final design shall incorporate measures to assure that there is no net increase in the regulatory 100-year water surface elevation at Swan Lake. A final hydrology report will be required for each final map (**Condition No. 35**) (**TM finding 8**).

The geotechnical investigation provided by the applicant demonstrates compliance with all standards in the PWDM. A final geotechnical report will be required prior to the issuance of each permit or approval of each final map (**Condition No. 36**) (**TM Finding 8**).

The plans show that utilities will be tied to existing infrastructure located in Sky Vista Parkway, Silver Dollar Drive, and Trading Post Drive. The developer will be responsible for replacing roadway markings and striping affected or displaced by the pavement improvements prior to the approval of any certificate of occupancy (**Condition No. 37**).

Privately maintained storm drain infrastructure located within the development (e.g. drainage swales, storm drainage pipes, detention and/or retention ponds) should be clearly identified on the final subdivision map and improvement plans. These items should also be subject to an operations and maintenance manual which details all operations and maintenance tasks, frequency of maintenance, access for maintenance, and a detailed description of the types of equipment that are anticipated to be necessary for the operations and maintenance. This manual should be adopted as policy by the HOA or equivalent (**Condition No. 38**). Additionally, the applicant should be required to design appropriate access to the project site that complies with City storm water pollution standards and that will mitigate potential dirt track out issues onto public rights-of-way (**Condition No. 39**). The applicant should also be required to provide plans

that demonstrate that the project has been designed to provide adequate gravity flow and overland escape routes are provided for all roof tops and surface storm water collection and conveyance facilities in accordance with the PWD (Condition No. 40).

Traffic, Access, and Circulation: The applicant has provided a traffic study which concludes that the proposed development will have a traffic impact on the existing surrounding roadways. The study includes a trip generation analysis, a trip distribution and assignment analysis, existing and projected traffic volume analysis, intersection capacity analysis, and associated recommendations. The trip generation analysis states that the proposed project is anticipated to generate ±4,494 Average Daily Trips (ADT) with ±348 AM and ±438 PM Peak Hour Trips (PHT).

Sky Vista Parkway is classified as a Minor Arterial. Trading Post Road will be classified as a collector once this project and the adjacent Stead 40 projects are developed. The surrounding roadways currently operate at a Level of Service (LOS) between A and C. With the proposed project, the LOS on the analyzed roadways will operate between LOS A and F. The longest delays will occur at the northbound leg of Sky Vista Parkway and Trading Post Road. The study recommends several improvements to address the impacts of the development on the roadway network as follows: 1) The Sky Vista Parkway/Trading Post Road intersection should be improved to include an exclusive left turn lane at the east approach. The left turn lane should contain a minimum of 400 feet of storage/deceleration length; 2) The Sky Vista Parkway/Trading Post Road intersection should be improved to include an exclusive right turn lane at the west approach. This turn lane should contain a minimum of 175 feet of storage/deceleration length with a 100 foot taper; and 3) The Sky Vista Parkway/Trading Post Road intersection should be improved to include one shared left turn-through lane and exclusive right turn lane at the south approach. These three recommendations should be designed and constructed prior to the issuance of the first certificate of occupancy (Condition No. 41). Prior to the approval of the first final map, all street improvement plans for Silver Dollar Lane and Trading Post Road should be submitted. Trading Post Road and Silver Dollar Lane should be fully constructed prior to the issuance of the first certificate of occupancy (Condition No. 42).

As the proposed development is constructed, the LOS at the Sky Vista Parkway/Trading Post Road intersection is projected to decline. While a signal installation at this intersection is not warranted today, it is anticipated that signal warrants will be met within the timeframe of completion of this project. The applicant should be required to design and install all conduit required for the future installation of signalization equipment at the intersection of Sky Vista Parkway and Trading Post Road (Condition No. 43)

Access to the site will be from Sky Vista Parkway via Trading Post Road. The development proposes three separate housing types separated into four distinct areas. Area 4 includes triplex units with all private streets, while the remainder of the development includes public streets. All

private streets will need to be placed on a separate lot and have all the easement standards required by code (**Condition No. 44**). The applicant should also include parking control signs and red painted curb in the final construction plans along the local private streets and on one side of the 31 foot local public streets. Furthermore, the applicant should also include provisions in the CC&R's to prohibit parking on both sides of the private local streets (**Condition No. 45**). Prior to acceptance of the primary street cross section and configuration, the applicant should verify compliance with fire department access and engineering standards for circulation within the development (**TM findings 6 and 7**)(**SUP finding d**).

Since access to the site is proposed off of Sky Vista Parkway, which is currently used by surrounding residents and businesses, the developer should provide a construction management and access plan for the project prior to beginning construction (**Condition No. 46**).

There are a number of lots that directly abut the public right-of-way. A condition is recommended to either place a small common area space between the proposed lots and the right-of-way or to deed restrict access to the properties and clearly delineate the abutting property line as a rear lot line. Since the code would define these lots as through lots given they abut two right-of-ways, the purpose of the condition would be to clearly define a rear lot line for setbacks and to prohibit future access. This access should also be addressed within the CC&R's (**Condition No. 47**).

Sidewalks are provided on both sides of the street throughout the site. Also, numerous trails are provided throughout the site. Access to the future elementary school site and O'Brien middle school can be provided by continuous sidewalks and trails through the project site and surrounding developments. Staff is recommending that the applicant work with the Washoe County School District to develop a safe routes to school analysis and provide new access points from the proposed development to the schools (**Condition No. 48**) (**SUP finding d**).

With a number of landscaped common areas, open space areas, trails, private streets, private on-site detention, major drainageways, and other areas of common interest, a homeowner's association will be required. The final map should clearly delineate maintenance responsibilities (**Condition No. 49**).

Master Plan: The project is consistent with both the Urban Residential/Commercial and Mixed Residential land use designations on the site. As proposed and with recommended conditions, the project is consistent with the following applicable Master Plan policies and objectives:

H-9: The City should disperse housing types and sizes throughout the City, rather than concentrate similar housing types and sizes in certain area; H-13 new housing developments which provide pedestrian and bicycle access to reduce automobile use; E-2: require a special use permit for disturbance of a major drainageway; E-3: natural drainage courses should not be

channelized; E-11: all natural drainageways should be retained and restored to function as infiltration basins to allow for groundwater recharge and, where possible, facilitate wildlife movement OS-4: Connecting the trail system within the neighborhood to the broader system and provide connections to schools, open space areas, parks, commercial centers, and clusters of homes; GI-17: The City should endeavor to preserve the viability of existing and future utility corridors and sites to accommodate new or expanded infrastructure by requiring a minimum of setback of ten feet on each side of existing regional utility corridors and allowing only passive uses within these setbacks including, but not limited to parks, trails, parking, landscaping, and fencing; WWW-7: encourage low water use landscape; P-1: site access and circulation should be safe, convenient, logical and minimize impacts onto adjacent roads; P-9: minimize impact on adjacent development by providing sufficient parking; P-12: establish a clear hierarchy of streets; P-20: consider children's access to school when classifying streets; S-2: tentative maps forwarded to school district for review; S-3: new housing developments should accommodate design standards that reflect direct and convenient access to public schools and should develop a safe routes to school plan; CD-4: encourage cluster development to protect significant environmental or cultural resources; CD-20 and CD-21: streets should be designed with a landscaped parkway between the sidewalk and the curb; Objective #1 Site Analysis; Objective #2: Significant Natural Features; Objective #3: Platting Lots; Objective #4: Grading; Objective #11: Compatibility; Objective #17: Pedestrian-oriented roadways.

The City is undergoing a comprehensive Master Plan update. Initial findings from citizen engagement and housing demand modeling revealed that the City has an overabundance of property planned for single family residential and a greater variety of housing product types are needed. The ReImagine Reno process also revealed that citizens preferred to live close to amenities such as parks, green space, and trails. This project provides an alternative form of housing as townhouses and duplexes with close proximity to numerous trails and a regional park within walking distance (**TM findings 4 and 5**) (**SUP finding b**).

General Code Compliance: As proposed and with recommended conditions, the project is consistent with City Code (**TM finding 5**).

Other Reviewing Bodies:

Washoe County District Health Department (WCHD): The applicant is required to comply with WCHD regulations regarding: dust control, sewage disposal; domestic water supply; water system design; solid waste; vector control; water quality; and air quality management. The applicant will also be required to comply with WCHD regulations regarding: use of low impact methods for landscape design and utilization of wind sensors to irrigate areas with turf.

Washoe County School District (WCSD): Comments received from WCSD indicate that this project is anticipated to generate approximately 157 new K-12 students (**Exhibit K**). This project is located within the attendance zone area of Stead Elementary (87 new students), O'Brien Middle (19 new student), and North Valleys High Schools (51 new students). According to WCSD, O'Brien Middle School has enough capacity (62%) to accommodate the proposed increase in students. Current enrolment at Stead Elementary is 739 students (103% of capacity). With the proposed project, anticipated enrolment is ±826 students (115% of capacity). Stead Elementary school currently has four portable classrooms that can accommodate an additional 100 students. When accounting for the portable classrooms, the school will be at 101% of capacity. Enrolment at North Valleys High School with the proposed project will be 101%. There are eight portable classrooms with the ability to provide space for an additional 200 students. When accounting for the portable classrooms, North Valleys High School will be at 92%. Stead Elementary will be the only school over capacity. With the passage of WC-1, there is now a sustainable source of funding for building and repairing schools for WCSD. As schools are improved and capacity is increased, there will be a shift in student population, which will assist increasing capacity throughout the school district. With this proposed project, a land trade is occurring and a ±8.02 acre site is being given to WCSD for the purpose of building a new elementary school (**TM finding 4**).

Neighborhood Advisory Board (NAB): This project was reviewed by the Ward 4 NAB on October 19, 2017. The NAB generally felt the project was compatible with the surrounding uses, but was concerned with the increase in traffic on the surrounding street network and US 395. There was specific concern with the Sky Vista Parkway and Trading Post Road intersection and the perceived need for a traffic signal. Members of the public were concerned about the compatibility of the lot sizes of the single family detached residential adjacent to the existing residential lots located to the north, the increased traffic on the surrounding roadways, and the increased effluent from the sewer facility impacting Swan Lake. A copy of the comments from the NAB meeting is attached to this report (**Exhibit L**).

AREA DESCRIPTION			
	LAND USE	MASTER PLAN DESIGNATION	ZONING
NORTH	Single Family Residential; Multifamily Residential; Regional Park	Special Planning Area/Sky Vista PUD and Special Planning Area/Reno-Stead Corridor Joint Plan	Sky Vista PUD; Washoe County Parks and Recreation
SOUTH	US 395; Washoe County School Bus Yard; Storage Facility	Special Planning Area/North Virginia Transit Oriented Development Corridor	MU/NVTC
EAST	Future Multifamily Residential	Mixed Residential	MF14
WEST	Single Family Residential; Vacant	Urban Residential/Commercial and Mixed Residential	CC and SF6

Legal Requirements:

NRS 278.349(3)	Tentative Map
RMC 18.06.405(e)(1)	Special Use Permit
RMC 18.06.405(e)(3)	Special Use Permits for Cut Slopes of 20 Feet or Greater in Depth or Fill Slopes Ten Feet or Greater in Depth.

FINDINGS:

Tentative Map: When issuing a decision on a tentative map, the planning commission shall consider the following:

- (1) Environmental and health laws and regulations concerning water and air pollution, solid waste disposal, water supply facilities, community or public sewage disposal and, where applicable, individual systems for sewage disposal;
- (2) Availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;
- (3) Availability and accessibility of utilities;
- (4) Availability and accessibility of public services such as schools, police and fire protection transportation, recreation and parks;

- (5) Conformity with the zoning ordinances, master plan, and elements thereof, except that if any existing zoning ordinance is inconsistent with the master plan, the zoning ordinance takes precedence;
- (6) General conformity with the governing body's master plan of streets and highways.
- (7) Effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision;
- (8) Physical land characteristics such as flood plain, slope, soil; and
- (9) Recommendations and comments of those entities reviewing the tentative map pursuant to NRS 278.330 and 278.348.
- (10) Availability and accessibility of fire protection, including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires, including fires in wild lands; and
- (11) Submission by the subdivider of an affidavit stating that the subdivider will make provision for payment of the tax imposed by Chapter 375 of NRS and for compliance with the disclosure and recording requirements of subsection 5 of NRS 598.0923, if applicable, by the subdivider or any successor in interest.

Special Use Permit: General special use permit findings. Except where specifically noted, all special use permit applications shall require that all of the following general findings be met, as applicable.

- a. The proposed use is compatible with existing surrounding land uses and development.
- b. The project is in substantial conformance with the master plan.
- c. There are or will be adequate services and infrastructure to support the proposed development.
- d. The proposal adequately mitigates traffic impacts of the project and provides a safe pedestrian environment.

- e. The proposed site location and scale, intensity, density, height, layout, setbacks, and architectural and overall design of the development and the uses proposed, is appropriate to the area in which it is located.
- f. The project does not create adverse environmental impacts such as smoke, noise, glare, dust, vibrations, fumes, pollution or odor which would be detrimental to, or constitute a nuisance to area properties.
- g. Project signage is in character with project architecture and is compatible with or complementary to surrounding uses.
- h. The structure has been designed such that the window placement and height do not adversely affect the privacy of existing residential uses.

Special Use Permit: Special use permits for cut slopes of 20 feet or greater in depth or a fill slope ten feet or greater in height. In addition to the general findings in subsection (1) above, special use permits for cut slopes of 20 feet or greater in depth or a fill slope ten feet or greater in height shall require that one of the following findings be made:

- a. The slopes can be treated in a manner which does not create negative visual impacts.
- b. The grading is necessary to provide safe and adequate access to the development.

Attachments:

- Display Maps (PDF)
- Exhibit A - Lot and Block Plan (PDF)
- Exhibit B - Site Layout and Zoning (PDF)
- Exhibit C - Landscape Plans(PDF)
- Exhibit D - Cuts and Fills (PDF)
- Exhibit E - Typical Lotting and Setbacks (PDF)
- Exhibit F - Elevations (PDF)
- Exhibit G - Parking Justification (PDF)
- Exhibit H - Major Drainageway Map (PDF)
- Exhibit I - Acoustical Analysis (PDF)
- Exhibit J - Comments from RPD (PDF)

- Exhibit K - Comments from WCSD (PDF)
- Exhibit L - NAB Comments(PDF)