

**PLANNING COMMISSION
STAFF REPORT**

Date: December 7, 2017

To: Reno City Planning Commission

Subject: 7.2. Staff Report (For Possible Action): Case No. LDC18-00019 (The Overlook at Keystone Canyon) - A request has been made for: 1) a tentative map to develop a 272 unit single family residential subdivision; and 2) special use permits to: a) allow for cuts deeper than 20 feet and fills greater than ten feet in height; and b) hillside development. The ±41.18 acre site is located on the north and south sides of Leadership Parkway, ±3,200 feet northwest of its intersection with North McCarran Boulevard. The site is located within the Keystone Canyon Planned Unit Development (PUD) and has a Master Plan Land Use designation of Special Planning Area/McQueen Neighborhood Plan. hrm

From: Heather Manzo, Assistant Planner

Ward #: 5

Case No.: LDC18-00019 (The Overlook at Keystone Canyon)

Applicant: Keystone SF Partners, LLC

APN Number: 082-631-31 & 32

Request: A request has been made for: 1) a tentative map to develop a 272 unit single family residential subdivision; and 2) special use permits to: a) allow for cuts deeper than 20 feet and fills greater than ten feet in height; and b) hillside development.

Location: The ±41.18 acre site is located on the north and south sides of Leadership Parkway, ±3,200 feet northwest of its intersection with North McCarran Boulevard. The site is located within the Keystone Canyon Planned Unit Development (PUD) and has a Master Plan Land Use designation of Special Planning Area/McQueen Neighborhood Plan.

Proposed Motion: Based upon compliance with the applicable findings, I move to approve the tentative map and special use permits, 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 the Keystone Canyon PUD Design Standards Handbook (PUD Handbook) and all applicable City codes, plans, reports, materials, etc., as submitted. In the event of a conflict between the PUD Handbook, said plans, reports, materials and City codes, the Handbook shall prevail.
2. The applicant shall record the final map(s) in accordance with the time limit contained in state law or this approval shall be null and void.
3. Prior to the approval of each final map or the issuance of any building permit, the applicant shall attach a copy of this final approval letter to the final map or permit application.
4. Prior to approval of each final map, the applicant shall have plans approved to replace the dead or missing streetscape landscaping (trees/shrubs) and missing decorative light poles adjacent to the site on Leadership Parkway consistent with the approved phasing plan contained in the staff report for LDC18-00019 (The Overlook at Keystone Canyon); and install said improvements prior to the issuance of any certificate of occupancy for each final map phase.
5. Prior to the approval of each final map, the applicant shall have plans approved to place dirt fill in all areas containing rip rap to better blend these created slopes into the area.
6. Prior to the approval of each final map, the applicant shall have plans approved demonstrating that all retaining walls have been designed to conform to City of Reno Community Development Department Management Policy 4003 (Rockery Wall Design Standards).
7. Prior to approval of each final map, the applicant shall have plans approved demonstrating that the edges of all created slopes will be feathered to provide proper transition into native undisturbed slopes. All created slopes exceeding 30 feet in height shall provide horizontal and vertical changes to vary the flat-engineered look to these slopes by incorporating a mixture of 2:1, 3:1 and 4:1 slopes. Talus slopes, embedded boulders, landscaping, rockery walls or other similar methods can also be used to break up these slopes. All areas disturbed by project grading shall be revegetated with a seed mix consistent with the adjacent undisturbed slopes. A note shall be added to each grading sheet as follows:

GRADING NOTE: UPON COMPLETION OF THE GRADING AND PRIOR TO APPLICATION OF REVEGETATION MATERIALS, REPRESENTATIVES FROM THE DEVELOPER, THE CONTRACTOR, THE ENGINEER OF RECORD AND CITY OF RENO SHALL MEET ON THE SITE TO DETERMINE THE FINAL SLOPE GRADING AND SLOPE TREATMENTS (PER CONDITION NO. 7 OF LDC18-00019 (The Overlook at Keystone Canyon)).

8. Prior to the issuance of each permit or recordation of each final map, the applicant shall have an approved geotechnical study specifically for The Overlook that is in accordance with the Public Works Design Manual. Recommendations provided in the geotechnical report shall be implemented into the site development.
9. Prior to approval of the each final map, the applicant shall deed restrict the open space to preclude its future use for anything other than open space or recreational purposes. This restriction cannot be amended without consent of the Reno City Council.
10. Prior to approval of the each final map, the applicant shall demonstrate that maintenance of the open space and common areas will be provided by the project home owners association or equivalent.
11. Prior to the approval of each final map, the applicant shall have a trail inventory and phasing plan approved which identifies all existing pedestrian and off road vehicle trails approved consistent with the phasing plan contained in the staff report for LDC18-00019 (The Overlook at Keystone Canyon) associated with this project. The plan shall identify which trails will be maintained, constructed and/or extended and which trails and associated scaring will be removed and restored with each phase. All trail and restoration improvements shall be bonded if not constructed prior to issuance of any certificate of occupancy for each final map phase.
12. Prior to approval of the first final map for each phase, the applicant shall have plans approved for the project identification monument signs. The signs shall be consistent with the sign standards contained on pages 3-31 and 3-32 of the PUD Handbook to be indirectly illuminated with a maximum height of six feet, a maximum letter height of four feet and a maximum square footage of 75 square feet; and constructed of colors and materials compatible with the architecture of the structures associated with the project the sign(s) will serve.
13. Prior to the issuance of the first certificate of occupancy, the applicant shall demonstrate that a gate has been installed to the approval of the Reno Fire Department to provide emergency access to the site from the existing residential development to the south (Regal Drive). The Homeowner's Association shall be responsible for maintenance of the emergency access gate.
14. Prior to the approval of each final map, the applicant shall provide analysis and documentation of available capacity in the existing and proposed sanitary sewer system to adequately convey the anticipated sanitary sewer flows from the project site.
15. All required on-site and off-site sanitary sewer improvements necessary to serve the associated phase shall be complete and functional prior to the issuance of the first certificate of occupancy within the associated phase. The applicant shall obtain a "will-serve" letter from the City of Reno for the tie in of the sanitary

sewer system. All sanitary sewer mains and manholes shall be required to be constructed to City standards and dedicated to the City along with appropriate temporary and permanent construction, utility, access and maintenance easements for the sanitary sewer infrastructure per the Public Works Design Manual.

16. Prior to the approval of each final map, the applicant shall demonstrate the proposed storm water collection, conveyance, and discharge facilities mitigate downstream impacts and meet the City's minimum requirements for erosion control, storm water flow velocities, and energy dissipation.
17. 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.
18. Prior to the approval of each final map, the applicant shall have plans approved that include a final hydrology report that demonstrates that the site grading and drainage designs meet City standards and codes based on the most recent FEMA Flood Insurance Rate Map (FIRM).
19. Prior to the approval of each final map, the applicant shall have plans approved 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.
20. All on-site storm drain infrastructure shall be privately owned and maintained.
21. Prior to the approval of the first final map, the applicant shall develop an operations and maintenance manual, to the approval of Community Development Department Engineering division, which includes detailed instructions regarding landscape and storm drain operations and maintenance tasks, including frequency of maintenance for each task. Additionally, the manual shall include 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 included in the paperwork for creation of the Home Owners Association (HOA) and/or Landscape Maintenance Association (LMA) for the development.
22. Prior to the approval of each final map, the applicant shall provide a copy of the water "will-serve" letter to the Community Development Department Engineering Division.
23. Construction hours shall be limited to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday. There shall be no construction on Sundays, excluding dust control and Storm Water Pollution Prevention Plan measures. This restriction includes grading and road construction activities.
24. Prior to the approval of each final map, the applicant shall have plans approved that include a construction management and access plan for the associated phase. The project shall comply with the approved construction management and access

plan for the duration of the project. The construction management and access plan shall prohibit construction traffic from performing u-turns on McCarran Boulevard and limit access to Leadership Parkway.

25. Prior to the approval of each final map, the applicant shall have plans approved that identify all proposed internal local streets to be privately owned and maintained. Appropriate easements shall be in place to allow emergency access throughout the site.
26. Prior to the approval of each final map, the applicant shall have plans approved that include the placement of “no parking” signage and demarcations shall be provided per City standards along any road if the roadway width is less than 35 feet.
27. Prior to the approval of each final map, the applicant shall provide a copy of a disclosure to be provided to each home buyer with their closing documents, notifying them that students 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.

Background: In December of 2011, City Council approved a zoning text amendment to the Keystone Community Campus PUD (Planned Unit Development). The changes consisted of: (1) eliminating: (a) the ±73,5000 square foot Community Life Center which contained a child care center for up to 250 children, a teen center, church facilities, cafeteria and resource center; (b) the ±60,000 square foot recreation and aquatic center; (c) the ±198,000 square foot worship/performing arts center; and (d) the Memorial Garden (cemetery/funeral home) uses; and (2) (a) increasing the total number of residential units from a maximum of 220 senior units to 745 mixed residential units consisting of multifamily, single family attached, single family detached and senior units with a density of seven to 18 dwelling units per acre on ±45.12 acres of the site; (b) allowing ±10.9 acres of mixed residential and commercial uses; (c) establishing ±4.02 acres of Village Commercial uses; and (d) providing ±41.6 acres of Open Space. This approval also included a project of Regional Significance as the amended project generated more than 187,500 gallons per day (GPD) of sewage (632,532 gpd estimated); and created more than 625 housing units (745 proposed). The project was also renamed Keystone Canyon.

A 288 unit apartment project within the PUD was approved and constructed in 2015 and is located to the east of the subject site.

On June 22, 2015, a project containing 109 single family residential lots with a detached housing product was approved (LDC15-00065 - Keystone Canyon Villages 1 & 2). This approval would have resulted in 348 residential units remaining of the 745 units approved within the PUD boundary, but was not constructed.

The proposed request is for a tentative map to allow for the construction of a 272 unit, single family attached project. This request will result in an additional 163 residential units on the subject site when compared to the 2015 tentative map approval (LDC15-00065 – Keystone Canyon Villages 1 & 2). As discussed in the Public Infrastructure and Traffic sections of this

report, the requested increase in the number of units will result in an increase of traffic, water and sewer infrastructure. While this request increases the density for the site, a density of ± 6.6 dwelling units per acre is within the allowable density range identified in the Keystone Canyon PUD. If this request is approved, the number of approved residential units will be 560 units. Of the allowable 745 units, a remaining 185 units could be developed within the PUD.

The ± 41.18 acre site is currently undeveloped. A ± 21 acre portion of the site located south of Leadership Parkway within Phases 1 and 2 contains export materials from the apartment project which will be used as fill for this project.

Provisions in state law require approval of a tentative map to create the proposed single family residential lots. Provisions in the PUD Development Standards Handbook require a site plan review for cuts of 20 feet or more, fills of ten feet or more and for hillside development. As allowed in code, the site plan review for cuts, fills and hillside development has been converted to a special use to be considered concurrently with the tentative map request. As required on pages 1-5 of the PUD Handbook, the Master Developer has provided written documentation that he has reviewed and approved the application.

In addition to recommended conditions of approval for this project, the applicant is required to comply with the applicable Conditions of Approval included in the Keystone Canyon PUD Handbook as Exhibit B as attached to this report (**Exhibit A**).

Analysis:

Land Use Compatibility: Land use surrounding the site consists of vacant public lands to the west and north; a major drainageway designated as open space and apartments to the east within the Keystone Canyon PUD boundary; and single family residential to the south.

The applicant has proposed building placement and landscape buffers to minimize the impact of this project on adjacent residences. Open space buffer areas that are proposed along the north, west, south and southwest portions of the site are consistent with the PUD Handbook. The existing residences to the south of the subject site are between ten and 60 feet below the grade of the Mixed Residential designated area which encompass Phases 1 and 2. Where the site abuts existing single family residents to the south, the applicant has provided a minimum 100 foot structural setback to meet the minimum setback requirements of the PUD (Mixed Residential Design Standards pages 3-7). The application materials also demonstrate compliance with the site line and screening requirements contained in the PUD by providing landscaping to screen the line of site view from the proposed houses to the existing homes to the south (**Exhibit 1**).

The proposed project has been designed such that the lots step down from northwest to southeast consistent with the topography of the site. The project proposes hillside adaptive architecture with stepped architecture that has a single story appearance at the building ends. Buildings have been oriented so the direct views from the lots are shifted away from the single family houses located to the south. Access to the site is from North McCarran Boulevard via Victory Lane and Leadership Parkway which will ensure that traffic generated by this project will not travel through the adjacent single family neighborhood to the south. The PUD also requires installation

of an emergency access gate at or near the south end of Leadership Parkway to prevent non emergency traffic access into the single family subdivision to the south (Condition No. 18 of Exhibit B contained in the PUD handbook and attached to this report). These improvements and mitigations provide adequate separation and buffering between the proposed project and the existing houses to the south.

As part of this request, the applicant has proposed an overall gross density of ± 6.6 du/ac. The application materials propose a combination of two and three bedroom units, each with a two car garage. The applicant has proposed a clubhouse located within Phase 1 (**Exhibit 2**). The applicant has submitted architectural conceptual elevations to demonstrate compliance with the PUD Handbook design standards (**Exhibit 3**). Final structural elevations are required to be approved by the Keystone Canyon Design Review Committee and will be reviewed for compliance with the PUD Handbook standards with each building and site improvement permit request.

The project as proposed is compatible with the vacant public lands to the west and north and the open space and major drainageway in the PUD to the east since no development will occur on these properties. The applicant is required to remove the temporary road and restore the major drainageway that was utilized to transport excess material from the apartment site to the east. A bond to ensure the restoration of the drainageway was required prior to issuance of the permit to construct the apartments to the east (**SUP findings a, e, f & h**).

Urban/Environmental Design: **Exhibit 2** depicts the project phasing plan. Phases 1 and 2 are located within the Mixed Residential PUD Land Use designation which allows for a maximum of 18 dwelling units per acre. These phases are located south of Leadership Parkway and contain 202 lots on ± 21.06 acres resulting in a density of ± 9.59 du/ac.

Phase 3 consists of ± 9.26 acres located north of Leadership Parkway which is designated Residential with a maximum density of seven du/ac which allows for 64 units. The PUD Handbook provisions on Page 1-6 (Flexibility) allow for density transfers of up to 10% between the Mixed Residential and Residential planning areas as long as the transfer does not increase the overall number of units within the PUD from 745 units. The applicant has requested the ability to transfer six units from the Mixed Residential area into the Residential area, which equals a density transfer of less than 10%. The applicant has proposed 70 units within the Residential designated portion of the site that would result in ± 7.56 dwelling units per acre.

The applicant has proposed a single family attached townhome product. Within each lot, a minimum 20 foot deep driveway will be provided on the downhill side and primary entry will be taken from a pedestrian access network on the uphill side of the lot (**Exhibit 4**). The applicant has proposed a minimum ten foot front yard in compliance with the PUD standards. While these front yards will be located on individual parcels, the site will be developed so that these areas function as common area. Easements will be reserved for access and maintenance purposes within the front yards outside of any private entry or patio areas reserved for each residence.

As proposed the combined project will contain a total of ± 19.97 acres of natural, revegetated and landscaped common open space with trails. Standards within the PUD address all residential

components (architecture, landscaping, setbacks, building height, trails, street sections, parking, signs, fencing, open space, dark sky lighting, etc.), which are discussed below in other sections of this report.

The proposed project is in compliance with the following minimum PUD Handbook standards:

Front Yard Setback	10 feet; 5 feet for porches
Side Yard Setback	5 feet
Rear Yard Setback	10 feet
Minimum Driveway Length/Garage Setback	20 feet
Maximum Building Height	35 feet and two stories
Minimum structure setback from south property line	100 feet

Leadership Parkway currently contains decorative street lights and landscaping that were required to be installed with construction of the project streets. The lighting and landscape areas adjacent to the subject site have not been maintained. The applicant should be required to replace the dead or missing streetscape landscaping and street lights located on Leadership Parkway through the final map and site plan review process for each phase (**Condition No. 4**).

The proposal locates the nearest residential structures on lots 148 through 202 of Phase 1 a minimum of ten feet from the east edge of a utility easement containing 120kV in accordance with the established Truckee Meadows Regional Plan (TMRP) related to Utility Corridors (**Exhibit 4**). The TMRP was recently modified that established a minimum ten foot setback along each side of these easements to preserve existing corridors and prevent new development encroachment into these corridors. The minimum power line separation distance is based on National Electrical Safety Code requirements. The City has adopted this minimum setback as a policy (GI-17) with the discretionary ability to increase the setback, if necessary (**TM finding 5, SUP findings b & f**).

Grading/Cuts and Fills Special Use Permit: Development of the site will require fills of ten feet or more and cuts of 20 feet or more, which require approval of a special use permit. When the PUD was approved by City Council in December of 2011, plans depicting areas of cuts and fills were conceptually approved for this site. The PUD cuts and fills map indicated portions of the Residential development unit would include cuts between 20 and 30 feet in depth as well as one area that contained fills between ten and 20 feet in height. The PUD approved cuts and fills map further indicated a significant portion of the Mixed Residential planning unit would be graded in a manner that exceeded 20 feet of fills. The Mixed Residential unit also identified cuts exceeding 20 feet deep located southeast of the terminus of Leadership Parkway.

The applicant has proposed cuts and fills in a manner that will reduce the impact of the site grading adjacent to the existing single family residences. The proposed cut and fill areas are in conformance with the conceptual grading areas and depths approved with the PUD in 2011 (**Exhibits 5 & 6**). The application materials note a reduction in the amount of cut and fill area from the approved PUD Handbook as shown in the applicant’s cut and fills figure below.

Cuts and Fills Comparison

	Original SUP/PUD Approval	Proposed TM	Difference
Fills from 10’ to 20’	±416,127 sq. ft.	±170,079 sq. ft.	- 246,048 sq. ft.
Fills greater than 20’	±138,475 sq. ft.	±4,882 sq. ft.	- 133,593 sq. ft.
Cuts from 20’ to 30’	±50,974 sq. ft.	±31,036 sq. ft.	- 19,938 sq. ft.

As proposed the application complies with cut/fill standards in code and the PUD. These standards require that graded slopes be revegetated and/or landscaped for aesthetic and stabilization purposes. The development plan shows that the perimeter edge fill slopes located on the east side of Phase 3 adjacent to the major drainageway are 3:1 and will be stabilized with a combination of landscaping, revegetation, and rock rip rap. Rocks used for rip rap and retaining walls are required by standards in the PUD to be consistent with the color of the site. In addition, the PUD requires dirt fill to be placed in the rip rap to better blend the created slopes into the area (**Condition No. 5**). All retaining walls are required to be designed to conform to City of Reno Community Development Management Policy 4003 (Rockery Wall Design Standards) (**Condition No. 6**). All other areas distributed by project grading that are not otherwise landscaped, paved or built upon are required by code to be revegetated with native shrubs and grasses consistent with the adjacent undisturbed slopes. The proposed rip rap, retaining wall, revegetation and landscaping improvements appear to adequately mitigate the visual impact of the cut and fill slopes. The visual impact of the cut area is mitigated as it is located in an area covered by a street, landscaping and rockery walls. The cuts and fills are necessary to provide safe and adequate access to the site. The edges of all created slopes are required to be feathered to provide a proper transition into native undisturbed slopes (**Condition No. 7**). A preliminary geotechnical report was not submitted with this application. A site specific geotechnical report should be included with the final map and be prepared in accordance with the Public Works Design Manual (**Condition No. 8**) (**TM finding 8**) (**SUP cut/fill findings a & b**).

Hillside Development Special Use Permit: When the Keystone Canyon PUD was approved in 2011 the project was reviewed for compliance with the hillside development section of code. As approved, ±41.6 acres of open space were provided for the entire project which exceeded the code requirement (24.37 acres). All designated open space is required to be left undisturbed and/or enhanced with landscaping or recreational amenities. This project will provide ±19.97

acres of open space ($\pm 48\%$ of the site) including acreage within the utility (overhead power line, underground gas line) easement located along the north side of Phase 1.

All disturbed open space will be restored with revegetation and/or enhanced with landscaping. In addition, a walking path will be constructed within the utility easement in Phase 1 that will connect to the sidewalks along the south side of Leadership Parkway. The proposed open space consists of existing steep or created slopes, trails and preserves/enhances landscaping located on the west side of the existing major drainageway located along the east side of Phase 3. The proposed slope maps contained in **Exhibit 7** shows minimal grading disturbance within slopes exceeding 30% proposed with this project. Code requires the applicant to deed restrict the open space to preclude its future use for anything other than open space or recreational purposes. This restriction cannot be amended without consent of the City Council. In addition, maintenance of the open space should be provided by the home owners association or equivalent (**Condition Nos. 9 & 10**).

In order to approve the hillside development special use permit, five additional findings must be made. The first finding requires that environmental degradation, including slope failure, erosion sedimentation and storm water run-off be mitigated. The slopes proposed to be created will be stabilized with a combination of landscaping, revegetation, rock rip rap and retaining walls as discussed above (**Exhibits 5 & 7**). These improvements are adequate mitigation to prevent slope failure and address erosion, sedimentation and storm water run-off. In addition all areas disturbed by project grading that are not otherwise built upon or landscaped are required by code be revegetated with appropriate native vegetation to prevent erosion and better blend these slopes into the adjacent undisturbed slopes.

The second finding requires grading practices appropriate for hillsides which are designed to minimize unsightly scarring. Should the project be approved, **Condition Nos. 5 through 7** in conjunction with the other site improvements appear to address this finding.

As discussed above, open space provided exceeds what is required. Thus, the third finding regarding the provision of open space, based on hillside constraints, can be made.

The fourth finding requires adherence to applicable hillside design and Master Plan provisions. As proposed and with recommended conditions this project complies with applicable Master Plan policies and objectives to support this finding.

The fifth finding requires that the site layout and design features mitigate potential visual impacts. Should the project be approved, recommended **Condition Nos. 5 through 7** which require the use of proper grading techniques, slope transitions, landscaping and revegetation properly address the visual impacts of the project (**Exhibit 8**) (**TM finding 8**) (**Hillside SUP findings a through e**).

Sidewalks, Trails and Pathways: The phasing plan identifies which trails will be maintained or constructed and which trails will be removed and restored with this phase of the PUD (**Condition No. 12**). A phasing plan to construct sidewalks as required by the PUD was also provided (**Exhibit 8**). All sidewalks associated with this phase are required to be constructed prior to issuance of a certificate of occupancy. Although the PUD requires the trails phasing plan to identify the location of trailheads, there are no trailheads associated with this phase of the PUD. The only trail to be constructed as part of this project is located in the utility easement as discussed above in the Hillside Development section of this report. This trail connection will be constructed with this project as part of the approved trail phasing plan (**Condition No. 11**).

The terminus of Leadership Parkway currently provides access to USFS (United States Forest Service) lands located to the west and emergency vehicle access to the south of the subject site. The applicant has provided a pedestrian trail plan that will provide pedestrian access through the site to USFS lands and retains emergency vehicle access. The applicant will coordinate with USFS, Washoe County and City staff to determine the location to construct a parking lot and associated fencing adjacent to Leadership Parkway, should funding for these improvements become available. In addition, the applicant is working on plans to remove unauthorized trails and vehicle access in this area will be revegetated. The vehicular trail removal/restoration and revegetation improvements for this area have been added to the trails phasing plan and will be constructed as part of any project constructed on the Mixed Use parcel within Phase III of the PUD.

Parking: The parking standards contained in the PUD Handbook require one parking space per bedroom. The Handbook further states that for subdivisions with lots less than 4,000 square feet in size and no on-street parking to provide one parking space of common off street parking for every four units. The applicant has proposed 133 two bedroom units and 139 three bedroom units. The proposed clubhouse requires 25 parking spaces. Each unit is proposed to have a two car garage with driveways a minimum of 20 feet deep. In order to meet the common off-street parking provisions, the applicant has proposed parallel parking spaces on one side of each street. The table below depicts parking provided in association with this request.

Parking Calculations

	# of Units	Spaces Required	Total Required Spaces	Total Spaces Provided
2 bedrooms	133	2	266	532 (2 garage + 2 driveway)
3 bedrooms	139	3	417	556 (2 garage + 2 driveway)
Common	272	1 per 4	68 *	138 (on-street parking)
Clubhouse	6,785 sq. ft.	1 per 275	25	25 (clubhouse + on-street)
TOTAL			772	1,251

* Since the project is proposed to be developed with private streets, all on-street parking is common

Landscape: Landscape standards are per the Keystone Canyon PUD Development Standards Handbook and Reno Municipal Code (RMC) Section 18.12.1201 (Landscape Area). The proposed landscape plan indicates that all existing landscaping and slope restoration previously constructed will be restored to the original condition. Slopes adjacent to developed site areas will be permanently landscaped for a minimum of ten feet. One tree and five shrubs will be provided for every 600 sq. ft. of disturbed slope area.

Project landscaping will include common ornamental landscaped areas and native areas. The common ornamental landscaped areas will provide a mix of turf areas adequate for recreation and a mix of evergreen and deciduous trees and shrubs. Native areas are proposed to be left undisturbed except for any trail improvements or necessary utility improvements which are proposed to be returned as close as possible to their original state and revegetated. All slopes and grading outside of the individual lots will be required to be stabilized and revegetated per the recommendations of the geotechnical report and to the satisfaction of the City of Reno.

The applicant has proposed landscape area equal to $\pm 20\%$ of the project site disturbance area, totaling a minimum of ± 6.5 acres. A minimum of ± 844 trees (one per 300 square feet of required landscape area, one per 30 linear feet of public street fronts, and one per 600 square feet of slope area) and $\pm 5,064$ shrubs (six shrubs per 300 square feet of required landscape area) are proposed throughout the project area.

As proposed, this project includes a five foot wide pedestrian trail through the open space area with two connection points from this subdivision to provide connectivity to the United States Forest Service (USFS) property and existing trailheads. Several off-road vehicle trails currently located within the project area are proposed to be abandoned and revegetated.

The total Common Area/Open Space proposed is ± 19.97 acres in size and contains a majority of the steeper slopes. The Open Space designation is interspersed throughout the project to prevent development on the environmentally-constrained portions of the site and to provide a buffer between the single family subdivision to the south and between the various uses allowed in the PUD.

Signs: An entry sign will be used to indicate the development entrance, at or near Leadership Parkway to identify the name of the subdivision. To ensure compatibility, signage will be consistent with the surrounding development and will be architecturally designed to reflect the overall character of the neighborhood. Typical residential numbering will be used on individual units. All signage is required to be designed in accordance with the PUD Handbook. These signs are limited by standards in the PUD to be indirectly illuminated with a maximum height of six feet, a maximum letter height of four feet and a maximum square footage of 75 square feet

and constructed of colors and materials compatible with the architecture of houses for each Village. Plans for each sign will be reviewed with the final map improvements plans (**Condition No. 12**) (SUP finding g).

Public Safety: Comments received from Police Department included comments related to driveway design and parking provided for the site (**Exhibit 9**). The original application included reduced depth driveways. The currently proposed project includes driveways that are at least 20 feet deep. This modification addresses the Police Department concerns related to parking. Additional comments included recommendations for site landscaping in conjunction with provision of site lighting to provide proper visibility within the project at night. All of these issues appear to be adequately addressed by standards in the PUD and the recommended conditions of approval (**TM findings 4 & 9; SUP finding c**).

Comments received from Reno Fire Department staff indicate that during construction, temporary fire apparatus access roads will be required. Temporary access roads will be required to comply with all provisions of the permanent fire department access roads, except that the surface is may be constructed of a compacted base material to the approval of the Reno Fire Department. The road base shall support fire trucks, be resistant to wear from travel and weather, and shall be maintained as a drivable surface. During and throughout the construction process, work on a construction project may be prohibited by the Reno Fire Department for failure to maintain emergency access roads. Hydrants will be required to be installed and tested prior to lumber being brought on site for the construction of any structure(s). At the time that the multifamily development was approved, a fire department access gate was required to be installed at the fire access road on the southwest portion of the site. The gate was installed, but has since been damaged and no longer functions to restrict access to emergency response vehicles only. A condition is recommended to require the gate be installed to the approval of the Reno Fire Department prior to the issuance of the first certificate of occupancy associated with this request and that the Homeowner's Association be responsible for its continued maintenance (**Condition No. 13**).

All future development shall comply with the International Fire Code, as amended and adopted by the City of Reno, in force at the time of development. Such compliance shall include, but shall not be limited to, fire department access, fire sprinkler systems (if required), fire alarm systems (if required) and fire hydrant placement as required (**TM findings 4, 9 & 10**) (SUP finding c).

Public & Private Improvements: The preliminary sewer report indicates that the onsite sanitary sewer system shall be designed to accommodate the development. Offsite sanitary sewer capacities shall be determined with the final sewer report. The final sewer report shall be required to provide an analysis that will show the capacity to a sewer interceptor (**Condition 14**). The improvement plans shall include any offsite improvement to increase capacity, if needed,

based upon the final sewer report (**Condition 15**). The sewer flows in the proposed system shall be treated at the Truckee Meadows Water Reclamation Facility (TMWRF). In order for the project to comply with the above comments the applicant must also demonstrate compliance with Conditions 1, 2 and 10 of Exhibit B - Conditions of Approval in the Keystone Canyon PUD, as attached to this report.

The preliminary hydrology drainage study indicates that the onsite storm drain system can be designed to accommodate the development. The hydrology study indicated that the existing downstream regional detention basin is capable of mitigating any increases in storm flows from the development. Although minimal supporting calculations were provided, any required detention or Post Construction Storm Water Quality Improvements will be addressed with the final map. Any onsite and offsite improvements identified with the final hydrology report will be required to be completed prior to a certificate of occupancy (**Condition Nos. 16 through 19**). All on-site storm drain infrastructure with the proposed development should be privately owned and maintained (**Condition No. 20**). With the proposed development the developer should also develop and operations and maintenance manual detailing the anticipated operations and maintenance tasks associated with the proposed storm drain infrastructure (**Condition No. 21**). To comply further with the above comments the applicant must meets Conditions 3, 4 and 10 of Exhibit B Conditions of Approval in the Keystone Canyon PUD, as attached to this report.

The site will be served by Truckee Meadows Water Authority (TMWA). **Condition No. 22** is recommended to require the applicant to provide a TMWA will-serve letter prior to the approval of each final map.

Since there are existing residences that may be impacted by construction activity, it is recommended that construction hours be limited to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday. It is further recommended that construction not be allowed on Sundays, except for storm water management and dust control (**Condition No. 23**). The tentative map proposed utility improvements in Leadership Parkway. It is recommended that construction traffic must access the site via Leadership Parkway and no construction traffic should be allowed to perform u-turns on McCarran Boulevard (**Condition No. 24**). The applicant should be required to mitigate any damage to Leadership Parkway as a result of the project construction. To comply with the above comments, the applicant must meet Conditions 11, 12, and 13 of Exhibit B - Conditions of Approval in the Keystone Canyon PUD, as attached to this report. The site will be served by TMWA and all necessary infrastructure to serve the project will be completed by the developer and adequate capacity exists to accommodate additional demands generated by the project (**TM findings 1 & 2**) (**SUP finding c**).

Traffic, Access and Circulation: The traffic report for the Keystone Canyon PUD proposed significant improvements to the North McCarran Boulevard/Keystone Avenue/Leadership

Parkway intersection and the North McCarran/Victory intersection as the project develops. Additional development has been constructed as part of the Keystone Canyon PUD since the original traffic report was completed. An updated traffic report was included with the application. Additionally, median islands were constructed on North McCarran Boulevard at the intersections of Leadership Parkway and Victory Lane to eliminate the left turn movement onto North McCarran Boulevard. The traffic study indicates that no traffic signal warrants are met. The North McCarran Boulevard/Keystone Avenue/Leadership Parkway intersection will continue to operate at a Level of Service (LOS) C or better during the AM and PM peak hours with the projected traffic volumes from the project. The North McCarran Boulevard/Victory Lane intersection will operate at a LOS D or better during the AM and PM peak hours with the projected traffic volumes from the project. The intersections meet the LOS D standard established by the Regional Transportation Commission for the existing plus project scenarios. To comply with these comments the applicant must demonstrate compliance with Conditions 8 and 15 of Exhibit B Conditions of Approval in the Keystone Canyon PUD, as attached to this report.

Private streets are proposed that will be accessed from Leadership Parkway and will be gated. These private streets should be required to be privately owned and maintained (**Condition No. 25**). The proposed street sections are varied throughout the site and contain areas for on-street parking. On-street parking should be limited to designated parking areas as the proposed street widths are less than 35 feet and cannot accommodate on-street parking (**Condition No. 26**). Proposed access and circulation from the site to Leadership Parkway meets Public Works Design Manual access management standards. The location of the northern access roadway into Phase 1 is located close to a horizontal curve. As such, the applicant should be required to demonstrate sufficient site distance is available with the first final map for Phase 3. Improvement plans should also take into consideration site distance for placement of monument signage and landscaping. It appears that the sidewalk proposed on the south side of Leadership Parkway will be on the applicant's property. Public use easements will be required for any sidewalk. In addition to conditions of approval associated with this tentative map, Condition Nos. 5 – 7 & 11 of Exhibit B Conditions of Approval in the Keystone Canyon PUD, as attached to this report will need to be met (**Exhibit A**). The application contemplates crosswalks to be located on Leadership Parkway to provide pedestrian connectivity throughout the site. The final location and number of crosswalks will be reviewed and approved during the final map process by the Community Development Department Engineering division (**SUP findings c & d; TM findings 3, 5 through 7**).

Cultural Resources/Human Remains: Condition Nos. 19 and 20 of Exhibit B - Conditions of Approval in the Keystone Canyon PUD attached to this report require the applicant to notify the Reno-Sparks Indian Colony (RSIC) at least 48 hours prior to any ground disturbance activities

related to this project and to contact the RSIC within one hour of the discovery of any human remains or associated funerary objects.

Master Plan: This request is consistent with the Special Planning Area-McQueen Neighborhood Plan Master Plan Land Use designation on the site. As proposed and with recommended conditions, the project is consistent with the following applicable Master Plan policies and objectives: H-9 disperse housing types and sizes throughout the City; H-13 new housing development should provide pedestrian, bicycle and transit access to reduce vehicular use where possible; E-11 disturbed natural drainage courses should be restored to facilitate ground water recharge and wildlife movement; E-24 promote the reduction in energy use by encouraging the use of products and materials that maximize energy efficiency in building construction; GI-7 and 8 require developers to pay the cost of private and public improvements associated with the development; P-1 site access safe, convenient and logical while minimizing impacts on adjacent streets; P-2 access to individual lots from local streets; CD-3 encourage PUD zoning, flexible lot sizes and clustering when open space is provided and sensitive areas are protected; CD-4 encourage cluster development when resulting open space provides a useable link to open space; CD-6 hours of operation and activity levels consistent with surrounding uses especially residential; BD-1 development density, building mass and architectural details should be sensitive to the context and scale of the surrounding area; SD-13 encourage retention of natural features of hillsides by requiring grading to achieve a natural undulating appearance; SD-14 encourage landscaping over other forms to stabilize disturbed slopes; Objective #1: Site Design; Objective #2: Significant Natural Features; Objective #4: Grading; Objective #5: Percent in Natural Slope; and Objective #6: Cut and Fill Slopes (**SUP finding b, TM findings 5 & 6**).

McQueen Neighborhood Plan: The project as proposed is consistent with the following applicable policy contained in the McQueen Plan: 7) consistency with the Peavine Mountain Roads and Recreation Strategy (**SUP finding b, TM finding 5**).

General Code Compliance: As proposed and with recommended conditions, the project is consistent with City code (**TM finding 5**). As discussed throughout this report, the applicant is also required to comply with all applicable Conditions of Exhibit B contained in the PUD, which is attached to this report.

Other Reviewing Agencies (**Exhibit 9**):

Washoe County School District (WCSD): Based on a request for the construction of 272 single family units, WCSD anticipates that the proposed project will generate ±95, K-12 students. This project is located within the attendance zone area of Towles Elementary School (50 new students), Clayton Middle School (18 new students) and McQueen High School (27 new students). Current capacity estimates are based on the current 2016/2017 school year. According to WCSD staff, Towles Elementary School is anticipated to experience an increase in

projected of capacity from the current 66% (330 students) to 76% (380 students). Student enrollment at Clayton Middle School is projected to increase from 85% of capacity (708 students) to 87% (726 students). Current enrollment for McQueen High School is at 108% capacity (1,601 students). This project is anticipated to result in an increase to the capacity of the high school to 110% (1,756 students).

As a result of the passage of Washoe County Question 1, WCSD now has sustainable and adequate funding for the construction of new schools and necessary repairs to existing schools. Per WCSD policy, high schools will convert to a double session calendar when enrollment exceeds 120% of capacity. While McQueen High School is over capacity, School District staff does not anticipate that this request will result in the need to establish a double session high school schedule. WCSD staff have indicated that assignment to the nearest high school with available capacity may be implemented for this development. A condition of approval is recommended to provide buyers with disclosures that relate to student capacity and school calendars (**Condition No. 27**) (**TM findings 4 & 9; SUP finding c**).

Regional Transportation Commission (RTC): The RTC provided comments that encourage new development projects to incorporate pedestrian and bicycle facilities. The applicant has provided pedestrian access throughout the development to pedestrian facilities located within the public rights-of-way.

Neighborhood Advisory Board (NAB): This project was reviewed by the Ward 5 NAB on October 10, 2017. Concerns identified in comments received from the NAB include traffic, access, maintenance, access to trails. Several comments noted that there is currently an issue with illegal dumping near the terminus of Leadership Parkway which will be resolved once this site is developed. A copy of their comments is attached to this report (**Exhibit 10**).

AREA DESCRIPTION			
	LAND USE	MASTER PLAN DESIGNATION	ZONING
NORTH	Vacant	Open Space	OS (Washoe County)
SOUTH	Single Family Residential	Special Planning Area/McQueen Neighborhood Plan/Mixed Residential 3-11 du/ac	SF6
EAST	Vacant	Special Planning Area/McQueen Neighborhood Plan	PUD
WEST	Vacant	Open Space	OS (Washoe County)

Legal Requirements:

NRS 278.349(3)	Tentative Map
RMC 18.06.405(e)(1)	Special Use Permit
RMC 18.06.405(e)(2)	Special Use Permits for Hillside Development
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 hillside development. In order to approve a special use permit for hillside development according to Article XVI (Hillside Development) of Chapter 18.12, the decision-making body shall make the general special use permit findings and the following additional findings:

- a. The proposed project mitigates environmental degradation, including slope failure, erosion, sedimentation, and stormwater run-off;
- b. The proposed project utilizes grading practices that are appropriate for hillsides and designed to minimize the visibility of unsightly scarring;
- c. The proposed project provides open space based on hillside constraints;
- d. The proposed project adheres to applicable hillside development design standards and to master plan provisions related to development in sloped areas; and
- e. The proposed project's site layout and design features adequately mitigate potential visual impacts of development near prominent ridgelines and within other visually prominent areas.

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 - PUD Handbook Conditions of Approval (PDF)
- Exhibit 1 - Preliminary Landscape and Site Plans (PDF)
- Exhibit 2 - Project Phasing Plan (PDF)
- Exhibit 3 - Conceptual Elevations (PDF)
- Exhibit 4 - Utility Corridor and Setbacks Map (PDF)
- Exhibit 5 - Keystone Canyon PUD Cuts and Fills (PDF)
- Exhibit 6 - Proposed Cuts and Fills (PDF)
- Exhibit 7 - Slope Map (PDF)
- Exhibit 8 - Cross Sections (PDF)
- Exhibit 9 - Agency Comments (PDF)
- Exhibit 10 - NAB Comment(PDF)