

City Council for the City of Reno, Nevada

MINUTE ORDER

(NRS 278A.500; NRS 278A.410; NRS 278.250)

In re: STONEGATE Planned Unit Development	ORDER MAKING FINDINGS OF FACT, APPROVING A PUD HANDBOOK, GRANTING TENTATIVE APPROVAL OF THE PLANNED UNIT DEVELOPMENT HANDBOOK.
Hearing Date: January 10, 2018	
Date of Order January 10, 2018	
Handbook Approved:	StoneGate Planned Unit Development Design Standards Handbook, dated October 30, 2017

RECITALS: WHEREAS:

- A. StoneGate Planned Unit Development (PUD), is a proposed $\pm 1,737.9$ acre development that includes $\pm 5,000$ residential units, associated public facilities, open space and nonresidential development. The site consists of a total of six parcels of which four parcels totaling $\pm 1,378$ acres in size are located southwest of the US-395/White Lake Parkway interchange, south of the US-395/Frontage Road and east of Sto Lat Lane; and two parcels totaling ± 359.90 acres in size are located on the northwest side of the intersection of US-395 and White Lake Parkway.
- B. On September 20, 2017, the Reno Planning Commission public hearing made a recommendation that the City Council approve the tentative PUD Handbook by Minute Order.
- C. This Council held a duly noticed public hearing and heard testimony and reviewed materials presented by staff (including the Planning Commission materials and minutes) and based on the information received during the public hearing is prepared to make findings of fact and issue an order as required by 278A.410 (findings required for modification of an existing Planned Unit Development); NRS 278A.510 (establishing deadline for final approval), and NRS 278.250 (2) (findings required for amendment to zoning map).

NOW THEREFORE, based on the testimony and information received during the public hearing, including findings and recommendations by the Planning Commission, this Council finds and orders as follows.

I FINDINGS FOR TENTATIVE APPROVAL OF AMENDED PUD PLAN (NRS 278A.500)

Reason for approval. This Council finds that the StoneGate Planned Unit Development Design Standards Handbook, as described above, is the public interest because it lays out a balanced mixture of land uses, makes them compatible with one another, promotes goals of the Master Plan, and coordinates design and building standards so to retain the surrounding neighborhood character all in a way that cannot be accomplished with traditional zoning districts. Specifically, this Council addresses the required criteria in set out NRS 278A.500 and finds as follows.

1. In what respects the plan is or is not consistent with the statement of objectives of a planned unit development.

Land Use – The ±1,737.9 acre site is surrounded by USFS lands to the east and a portion of the south and by private property to the north, south and west and a portion of the east. The StoneGate PUD is a mixed-use development that allows a maximum of 5,000 residential units comprised of varying densities, a ±1,240,000 square foot neighborhood and town centers and associated open space, schools, parks and an extensive trail corridor network.

The objective of the StoneGate PUD is to establish design standards and expectations to develop a mix of uses on the property that will address the following:

- Sensitivity to, and connectivity with, adjacent open space features including trails and U.S. Forest Service lands.
- Utilization of sensitive grading, protection of environmentally constrained lands, Low Impact Development (LID) design standards, and natural drainage facilities required for development of the site.
- Maintenance of the historic ranch aesthetics of the property including use of trails, preservation of open space, incorporation of interpretive signage and use of architectural features such as monumentation and building design that is complementary to the ranch theme.
- Remain sensitive to the surrounding density and lots sizes with the existing development to the west.

Traffic Impact Management – StoneGate includes a hierarchy of roadways that consist of an arterial parkway, arterial/collectors, neat streets, and local streets. Streets are

intended to provide access between neighborhoods and facilitate bike and pedestrian connections to the trail corridors and open spaces.

Although traffic improvements for internal and direct access from the adjacent arterial (White Lake Parkway) and US 395 are addressed, there are no provisions for trip reduction or transit for this project. It is unclear at this time how the timing of the proposed development within StoneGate will impact existing freeway infrastructure capacity. The project is proposed to build out over a period of 20 years. As development is proposed, updated traffic analysis may be required.

Common Open Space and Trails - StoneGate is first and foremost a walkable community with over eight miles of connected trail systems (70-200 feet wide) and multiple proposed access points to U.S. Forest Service Land, including common open space, parks, and trails. By removing traditional barriers of walls, fences, and traffic, the resulting connective network allows homes to be within walking distance from trails, parks, and other community amenities. Streetscapes, common open space corridors, parks, easements, and drainageways will be linked into a single system, bringing nature into the community. The internal trail network connects destinations such as the Town Center, community parks, trailheads, overlooks, and active and passive park spaces.

Utilities - StoneGate will provide water, sanitary sewer, drainage facilities, communications, gas, and electric master infrastructure to each of the planning areas and each final parcel. The master infrastructure facilities serving the planning areas will be sized appropriately to allow flexibility within the community for housing densities to fluctuate.

2. The extent to which the plan departs from zoning and subdivision regulations otherwise applicable to the property, including but not limited to density, bulk and use, and the reasons why these departures are or are not deemed to be in the public interest.

The PUD Handbook design standards are similar to the City of Reno zoning code. Where the design standards contained in the PUD Handbook depart from the RMC, they do so to address specific design considerations relative to existing site conditions or natural features. These added features will help to create a uniform master planned community that's focused on preserving the site's rural heritage and natural resources. Many of the StoneGate PUD standards exceed the RMC standards and instead require Low Impact Design standards that are not typically found in subdivision. The design incorporates pedestrian connections that link the schools, parks, town center and residential developments.

3. The ratio of residential to nonresidential use in the planned unit development.

The PUD encompasses $\pm 1,737.9$ acres which include a maximum of 5,000 residential units. Over 28% of the project will be common open space and parks. Approximately 53.8% of the site will be residential and approximately 11.3% of the site will be non-residential. The remaining $\pm 7\%$ contains road rights-of-way.

4. The purpose, location and amount of the common open space in the planned unit development, the reliability of the proposals for maintenance and conservation of the common open space, and the adequacy or inadequacy of the amount and purpose of the common open space as related to the proposed density and type of residential development.

The PUD land use plan provides for over 25% of the site to be designated as common open space. The StoneGate PUD contemplates over eight miles of connected trail systems and multiple proposed access points to U.S. Forest Service Land, including common open space, parks and trails. Streetscapes, open space corridors, parks easements and drainageways will be linked in a single system, bringing nature into the community. The internal trail network connects destinations such as the town center, public facilities, community parks, trailheads, overlooks and active and passive park spaces. The open space and drainageways will all be privately maintained.

5. The physical design of the plan and the manner in which the design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, and further the amenities of light and air, recreation and visual enjoyment.

The streets within StoneGate include a hierarchy of roadways that consists of a primary arterial parkway, arterial/collector streets, neat streets and local streets. The streets are intended to provide access between neighborhoods and facilitate bike and pedestrian connections to the trail corridors and open space. All roads will be designed in accordance with City of Reno street design standards unless noted otherwise in the PUD Handbook.

Although traffic improvements for internal and direct access from the adjacent arterial (White Lake Parkway) and US 395 are addressed, there are no provisions for trip reduction or transit for this project. It is unclear at this time how the timing of the proposed development within StoneGate will impact existing freeway infrastructure capacity. The project is proposed to build out over a period of 20 years. As development is proposed, updated traffic analysis may be required.

6. The relationship, beneficial or adverse, of the proposed planned unit development to the neighborhood in which it is proposed to be established.

The open space corridors and trail connections will be used to protect future development. There are currently no surrounding neighborhoods, with the exception of home sites bordering the northwest corner of Phase 5. That neighborhood will benefit from the flood mitigation along US 395 and with the new roadway, utility and landscaping improvements.

Measures to mitigate adverse impacts to abutting land uses have been included in the PUD. This includes the redesign of the drainage structures along US 395. The existing NDOT drainage structures are inadequate to maintain the 100-year storm event. The NDOT frontage road unintentionally dams water and forces overflow onto adjacent properties. Removal of the frontage road and the introduction of landscape buffering along US 395 will alleviate flooding concerns. In addition, it improves roundabout circulation at the entry, allows for emergency and improves the visual appearance along the US 395. The existing residential development to the northwest will benefit from the upgraded flood protection and emergency access roads

7. In the case of a plan which proposes development over a period of years, the sufficiency of the terms and conditions intended to protect the interests of the public, residents and owners of the planned unit development in the integrity of the plan.

The development and build-out of StoneGate will ultimately be dependent on market conditions. This PUD shall be valid and enforceable for 20-years. The 20-year time frame shall commence upon final approval of this PUD (as evidenced by the recording date of the certified handbook). If the project is not completed at the end of 20 years, then the PUD shall require an application to the Reno City Council to determine if it is appropriate to extend the development schedule prior to further development. Completion is defined as the recordation of all Master Developer's parcel maps (creation of super pads) for all phases; and construction of the community center. This also includes construction of all mass grading, on and off-site backbone infrastructure including water, sewer, arterial and collector roadways, and construction of all improvements affecting major drainageways. The time frame shall not apply to the construction of individual homes on recorded lots of approved final maps or for construction of permitted non-residential uses, as described in the PUD Handbook.

The overall project phasing, as outlined in this PUD Handbook, is subject to change at the Master Developer's sole discretion based on market conditions and development of adjacent properties. The project will be built-out in a minimum of five phases, with the Master Developer responsible for constructing the master "backbone" infrastructure. The

individual merchant home builders will be responsible for the internal infrastructure, roads and access to trails, and dedication of public improvements. There is no maximum or minimum number of lots required per final map, except that each final map must have at least five lots.

Each tentative map, special use permit and final map, as applicable, shall be a standalone project and shall include all public and private infrastructure for roadways, landscaping, water service, sanitary sewer, drainage, utilities and project entryway signage, necessary to serve the affected area.

II. FINDINGS WITH RESPECT TO AMENDMENT OF ZONING MAP (NRS 278.250 (2))

Based on the information received during the public hearings, this Council finds that the proposed amendment to the Zoning Map is in accordance with the master plan for land use and is designed to:

a. To preserve the quality of air and water resources.

Preservation of air quality and water resources is integral to the overall project design. Development is focused on enhancing the major drainageways and providing corridors for the water to naturally flow. Streetscapes, open space corridors, parks, easements and drainageways will be linked in a single system to bring nature into the community. By creating a trail system both internally and connecting to external public open space areas, residents will be encouraged to walk and bicycle and reduce vehicle use, thereby improving air quality.

Water resources will also be preserved through the use of reclaimed water, if made available, for landscape irrigation within common areas and rights-of-way. Reclaimed water may be provided by the Washoe County Department of Water Resources from treated effluent at the Cold Springs Water Reclamation Facility (CSWRF). The reclaimed water line from CSWRF to StoneGate will follow the same general four mile corridor of the off-site sanitary sewer force main that conveys waste water from the project to CSWRF. If available, reclaimed water will be utilized for irrigation of landscaping within common areas and rights-of-way.

b. To promote the conservation of open space and the protection of other natural and scenic resources from unreasonable impairment.

One of the key elements and prominent features of the StoneGate development is the abundance of common open space, parks and trails. Over 25% or 435 acres of the property will be common open space. Every home will be within walking distance from a trail. Internal trails within the neighborhoods will connect to destinations, such as the town center, public facilities, community parks, trailheads, overlooks and both active and passive park spaces. Trail corridors range in width between 70-200 feet and provide channels for water conveyance. Vegetation along the drainage ways will encourage wildlife habitat and preserve the natural aesthetics that is in place today. Trailheads will be provided to connect the trail system to adjacent US Forest Service land. The master developer will coordinate with local groups like The Biggest Little Trail Stewardship to design, construct and maintain trails around Peavine Mountain and the Humboldt-Toiyabe National Forest. The planned trail system is comprised of primary community trails and secondary neighborhood trails. A hierarchy of trail types and locations is identified in the PUD Handbook.

Those portions of the site containing the most suitable lands to be preserved as open space are located south of the UPRR tracks and currently designated for open space and large lot residential development. These areas contain a majority of the sites steeper slopes, defined drainageways and wetlands. The scenic and natural resources located north of the UPRR tracks will be analyzed and protected during the entitlement and building permit review process to address major drainageways, wetlands and/or cuts/fills of 20/10 feet requests for hillside development, etc. The proposed PUD Land Use plan and development standards provide conservation and protection of these natural resources.

c. To consider existing views and access to solar resources by studying the height of new buildings which will cast shadows on surrounding residential and commercial developments.

The property is surrounded by undeveloped land and won't block views or access to solar resources on adjacent properties. The site's bowl-like topography provides for sweeping views overlooking White Lake and the alkali playa across the valley. The land use plan takes into account the site's natural topography and sloped areas and provides for clustering of homes, where appropriate. The town center planning area is designed with clustered buildings and buffered by common open space, and roadways on the perimeter.

Future residents located next to the neighborhood center area will not be negatively impacted by the buildings or commercial uses because they will be physically separated by roadways, common open space and trails.

The site's physical characteristics in conjunction with surrounding land use make it suitable to be developed under the proposed industrial, residential and commercial PUD Land Use designations with minimal impacts on existing views and solar access.

d. To reduce the consumption of energy by encouraging the use of products and materials which maximize energy efficiency in the construction of buildings.

The PUD Handbook contemplates use of on-site materials and context sensitive design to create a character that blends into the natural setting. Minimal fencing will be used to encourage community and to create a visual connection to the outdoors. Buildings and structures constructed by the master developer include lookout towers, star gazing platforms, entry monumentation, trail heads, park and trail amenities, benches, signage, community center and the lost cabin will be made from wood, stone, and other materials naturally found in nature.

The PUD Handbook proposed solar energy use for the Community Center within the Neighborhood Center. The PUD HB does not identify additional energy efficiency methods beyond what the building code will require with standard development.

e. To provide for recreational needs.

Recreational amenities are incorporated throughout the entire development. These areas include parks, trails, drainageways designed with passive and active recreation, lookout towers, connections to common open space, picnic areas, trail heads and the community centers. The PUD HB provides for 50 acres of designated programmed park space, plus open space and trail connections.

Trails on-site and within the drainageways along with protection of the wetlands will be addressed during design and review of the development plans via the SUP and/or tentative map process. These provisions could also be applied to the nonresidential portions of the site, as applicable.

f. To protect life and property in areas subject to floods, landslides and other natural disasters.

A slope map is included with the PUD and defines area of with slopes. The steeper sloped areas, shown in Phase 4, will include custom minimum one acre lots and development will be reviewed at the applicable parcel map, special use permit or tentative map process.

Historic storm flows pass through StoneGate in a northerly direction via drainage reaches from Peavine Mountain. Drainage structures under the frontage road and under US 395 convey flows to White Lake. Based upon FEMA FIRM panels, major storm events cause flows to collect and flood at the existing structures of both the frontage road and US 395, eventually overtopping US 395 at multiple locations and terminating at White Lake.

Development of StoneGate will result in a peak flow increase due to the change in surface characteristics. The design and hydrologic analysis of the proposed community have been conducted in compliance with the drainage guidelines for the City of Reno. The channel designs for low flow events allows for a majority of the channel corridor to be used as functional recreational activities. Flow velocities shall be maintained with natural, rockery drop structures together with small ponds acting as velocity dissipaters. StoneGate shall implement adequate structures to convey the increase in flow, due to development, under the interstate without increasing the elevation of the flow overtopping the freeway in the existing condition. To accommodate the additional drainage volume caused by the StoneGate development, additional storage within White Lake is planned on property owned by the StoneGate development. The basin shall provide adequate storage to return flows to the historic state and mitigate water surface elevation changes to White Lake. Prior to construction, the required Federal Emergency Management Agency (FEMA) Condition of Map Revision (CLOMR) will be prepared and approved to depict the new floodplains contained within channel and ponds. Additionally, FEMA Letter of Map Revisions (LOMRs) will be prepared and approved as each phase of the project is completed.

The project site contains five existing drainage channels, which convey stormwater flows from the south to the north and east to west. These flows continue underneath US 395 via existing culverts or over the freeway and terminate in the White Lake basin. The site contains two natural major drainageways and multiple disturbed major drainageways, resulting from the previous ranch use and field irrigation. The network of meandering, stepped-channel drainageways will be integrated in the StoneGate open space corridors and will convey off-site and developed flows through the community. The design will be used to promote recreational use for low flow events and will be adequately sized to

contain major storm flows within the corridor limits. Drainage improvements will include corridors, drop structures, culverts, diversion elements and detention basins.

g. To conform to the adopted population plan, if required by NRS 278.170.

StoneGate promises to meet the housing demands created by Nevada's successful economic diversification policies with an unmatched 21st century intelligently planned and environmental friendly lifestyle that co-exists with the mountainside's abundant natural resources. North Valley employment and housing growth are rapidly moving forward. Prior to the recession, vacant land along Lemmon Drive, Stead Boulevard and North Virginia Street was zoned for single family and mixed use development. Much of what was previously planned for housing has now been rezoned and developed into industrial uses and employment generators. Land that was once reserved for housing has been replaced with industrial uses. With the entire region's housing needs rapidly increasing, the availability of land for residential development must be increased accordingly. The StoneGate PUD provides an affordable housing option, while also protecting and preserving the site's natural resources and open space corridors. The projects overall density of three dwelling units per acre allows for density to be clustered and open space to remain a priority. The community will be designed with a variety of housing products and pricing alternatives, intended for market rate prices up to custom homes on large lots.

h. To develop a timely, orderly and efficient arrangement of transportation and public facilities and services, including public access and sidewalks for pedestrians, and facilities and services for bicycles.

The bicycle system includes trails, paths and lanes for all levels of ridership. The primary network of bike paths is within the internal trails and greenway system that links the community and are designed to accommodate all riders from cyclists to recreational families. On-street bike lanes are designated along both sides of the arterial parkways and arterial/collector roadways for more advanced and high speed riders looking to get from point A to point B fast and efficiently. Pedestrians are encouraged to utilize internal trails and greenways by not providing any sidewalks parallel to the arterial parkway. The arterial/collectors provide for a sidewalk on one side of the roadway to facilitate pedestrian access to neighborhoods from internal trails. Neat streets have on-street bike lanes and sidewalks on both sides.

All local streets within neighborhoods are planned to have a minimum of one, six foot wide sidewalk. These walks tie to multiple neighborhood connections to the internal trail systems that will act as the primary pedestrian circulation within the community.

Designs should minimize pedestrian and vehicular conflicts wherever possible through traffic calming, designated vehicular-pedestrian zones and high visibility crosswalks.

As the StoneGate PUD develops, the master developer will continue to work with RTC and the Union Pacific Railroad on future transit options that could include alternative transit, buses and a potential light rail line.

As previously discussed, the primary concerns are the lack of clarity regarding mitigating the traffic impacts of this project on US 395. Since studies are currently in process with NDOT regarding the freeway system within this region, NDOT was not able to provide definitive information related to plans and timing for freeway infrastructure improvements that will address the existing capacity issues on US 395/I-580 and I-80.

i. To ensure that the development on land is commensurate with the character of the physical limitations of the land.

The site's bowl-like topography provides for sweeping views overlooking White Lake and the alkali playa across the valley. Peavine Summit serves as the backdrop to the project site. The northern portion of the site is relatively flat with some steeper hills to the southwest and northeast corners. This portion of the property is mostly made up of sage covered flats and pasture.

The southern portion of the site is characterized by abundant pines and sagebrush with steeper terrain. A ridge physically separates the project area from headwaters of Long Valley Creek. Chase Canyon, an aspen grove and ephemeral stream site surrounded by rock outcroppings and slopes over 30%, is situated to the southeast.

The northern and southern sections of the property are bisected by an existing raised railroad, owned and maintained by Union Pacific Railroad. The tracks have an existing wood vehicle undercrossing. In addition, the Alturas 345 kV transmission line crosses the site, running parallel to the track.

Development will be required to take into account the site's major drainageways and topographic slopes.

j. To take into account the immediate and long-range financial impact of the application of particular land to particular kinds of development, and the relative suitability of the land for development.

Development of the StoneGate site through a PUD will help to tie surrounding infrastructure, roads and services to the surrounding area. By focusing higher intensity

developments near each other, existing and proposed infrastructure will support a more efficient use of resources. Development of the site will support the City of Reno and RTC by contributing to the Residential Construction Tax and Regional Road Impact Fees. Development of the site will bring new resources to include sewer, reclaimed water, potable water, storm drainage and improve the road network for all land on the south side of US 395, within the Cold Springs valley.

The proposed StoneGate PUD includes a mixture of residential densities, contemplates a future high school site that is needed within the Cold Springs area and includes approximately 158 acres of non-residential land that is intended to provide services to the residents of StoneGate and Cold Springs. The application materials include preservation of existing forested and steep slopes within Phase 4 by retaining a large lot residential, one acre minimum lot size.

k. To promote health and the general welfare.

Residents living in the StoneGate community will have immediate access to walking/biking trails and parks from their neighborhoods. They will also have easy access to trail and common open space on the adjacent USFS lands. The land use design will encourage residents to spend time outdoors, which will promote health and general welfare for everyone in the community.

l. To ensure the development of an adequate supply of housing for the community, including the development of affordable housing.

StoneGate promises to meet the housing demands created by Nevada's successful economic diversification policies with an unmatched 21st century intelligently planned and environmental friendly lifestyle that co-exists with the mountainside's abundant natural resources. Based on data North Valley's Employment and Wages data provided by the Department of Employment, Training and Rehabilitation, the average wage in the North Valley's is \$18.85/hour or a salary of \$39,247. A two person household earning \$18.85/hour each, would have a combined income of \$78,495.54/year. That annual income would equate to being able to purchase a \$346,192 house. The home prices in StoneGate are anticipated to begin in the high \$200's and continue up, depending on the housing product. While not every employee working in the North Valley's is going to be living in the North Valley's region, StoneGate provides a housing product that is affordable and can provide for a range of housing prices.

StoneGate also provides for a workforce housing product that is more aligned with "affordable housing" and not "market rate affordable" housing. A minimum of 200

apartment units shall be set aside for affordable housing prior to approval of the first tentative map within Phase 5. The units shall meet a minimum of 60% average medium income (AMI), as determined by the annual publication of the U.S. Department of Housing and Urban Development.

North Valley employment and housing growth are rapidly moving forward. Prior to the recession, vacant land along Lemmon Drive, Stead Boulevard and North Virginia Street was zoned for single family and mixed use development. Much of what was previously planned for housing has now been rezoned and developed into industrial uses and employment generators. Land that was once reserved for housing has been replaced with industrial uses. With the entire region's housing needs rapidly increasing, the availability of land for residential development must be increased accordingly.

The project would add to the City's overall housing supply and has identified 200 units of affordable multifamily within Phase 5 in addition to a variety of housing densities throughout the PUD boundary. Approximately 25% of the units are planned within the Multifamily PUD Land Use category that allows for between 21 and 30 dwelling units per acre based on the proposed Master Plan and PUD Land Use designations. These units will help to fulfill the need for higher density residential development within the City of Reno.

m. To ensure the protection of existing neighborhoods and communities, including the protection of rural preservation neighborhoods.

The site is surrounded by vacant land to the north, east, south and west. Large lot residential development is located on the northwest corner of Phase 5 in unincorporated Washoe County. StoneGate has been designed with over 25% common open space, which will protect and preserve the rural lifestyle of adjacent properties. The use of roundabouts, instead of traffic signals has been incorporated into the project design, as well as dark sky lighting standards and wide open space buffers between StoneGate and adjacent land.

n. To promote systems which use solar or wind energy.

Buildings within the PUD will be designed and built in accordance with locally adopted building and energy codes. Nothing in this PUD will prevent the use of solar and wind systems from being incorporated into building design. StoneGate incorporates sustainable development practices throughout the PUD. Sustainable design is implemented as part of the walking/biking pathways provided in every planning area, town center and school site. Sustainable development is also used in the open channel design and collection of stormwater runoff through bio-swales. Plans demonstrating

application of best practices or conformance with adopted standards shall be provided with each tentative map, special use permit and/or building permit, as applicable. Sustainable development practices include but are not limited to the following:

- Use of Low Impact Development (LID) standards;
 - Integrate bio-retention and open swale systems into landscaping;
 - Disperse road and driveway storm water to adjacent open space and landscaped areas;
 - Convey drainage in open swales rather than in closed conduits;
 - Use of medians, bulb-outs, cul-de-sacs and roadside swales to limit continuous flow paths over impervious surfaces;
 - Minimize hardscaping by including sidewalks on one side of the street only and/or constructing sidewalks using pervious materials;
 - Provide pedestrian and bicycle path connections to encourage walking and cycling and increase access without adding significant impervious areas;
 - Use of alternatives to curb and gutter in parking lots and in residential zones where soils and slopes permit;
 - Use of water efficient plants/landscaping;
 - Use of Best Management Practices during construction;
 - Use of LED in all non-residential lighting; and
 - Use of motion sensor lighting for exterior lighting
- o. To foster the coordination and compatibility of land uses with any military installation in the city, county or region, taking into account the location, purpose and stated mission of the military installation.**

The project is not located near any military installations. Therefore development of project should have no impact on military installations in the city, county or region.

III. MINUTE ORDER - SPECIFICATION OF TIME FOR FILING APPLICATION FOR FINAL APPROVAL (NRS 278A.510)

Unless the time is specified in an agreement entered into pursuant to NRS 278.0201, if a plan is granted tentative approval, with or without conditions, the city or county shall set forth, in the minute action, the time within which an application for final approval of the plan must be filed or, in the case of a plan which provides for development over a period of years, the periods within which application for final approval of each part thereof must be filed.

Per Condition A of the approval, the conditions and any revisions shall be incorporated into the PUD Handbook and submitted to staff in both paper and electronic versions for review within two (2) months of the date of Truckee Meadows Regional Planning Agency (TMRPA) approval of the Projects of Regional Significance; and certified by the City Council within four (4) months of the date of Regional Planning approval of the Projects of Regional Significance. Failure by the applicant to conform to either time deadline shall render this approval null and void.

APPROVED on the date indicated above:

AYES _____

NAYS _____

ABSTAIN _____

Hillary Schieve, Mayor