

# Mobility Plan

## Purpose

This Mobility Plan establishes a comprehensive framework for multimodal transportation and personal mobility at Spring Mountain. The Mobility Plan is an integral part of the master plan and has been prepared in accordance with the following objectives:

- Transportation shall be safe and convenient.
- Impacts on the regional road network shall be minimized.
- Impacts on the regional road network shall be adequately mitigated with impact fees and/or directed funding of regional road improvements.
- Environmentally-friendly travel options shall be provided to help achieve a 25 percent overall reduction in greenhouse gas emissions.
- Trails shall connect all neighborhoods and community attractions.
- The Mobility Plan shall promote healthy forms of transportation.
- Infrastructure shall be aesthetically pleasing.

The Mobility Plan addresses automobile, pedestrian, bicycle and transit systems. Electric vehicle and equestrian-based transportation are also addressed. Major infrastructure elements are identified on associated maps and exhibits. Additional mobility improvements, such as local roads and neighborhood trails, will be identified with each subdivision.



## Off-Site Traffic Reduction and Mitigation Program



The off-site traffic reduction and mitigation program is an integrated land use and transportation strategy to minimize off-site travel and to ensure that necessary roadway improvements are adequately funded. The program includes six basic elements:

- Create a Balanced Community
- Secure a Northern Highway Connection
- Plan for Multi-Modal Transportation
- Minimize Construction Traffic
- Accept Impact Fee Increases
- Establish an ongoing Traffic Monitoring Program

The program is enforced with binding limitations on off-site travel. If Spring Mountain is unable to limit off-site traffic, development plans will need to be modified as a result. See Exhibit 5.2 Trip Capture Curve.

Requirements for land use balance are outlined in Chapter 3, Land Use Plan. Other provisions of the traffic reduction program are outlined below. Associated development regulations are outlined in Chapter 9.

### Secure Northern Highway Connection

Spring Mountain shall establish an access route between Pyramid Highway and US 395 to relieve congestion on Pyramid Highway and provide an additional access option for the Warm Springs and Spanish Springs areas. The new access route shall be constructed prior to development of Villages B and C or when traffic volumes on Winnemucca Ranch Road reach 27,000 Average Daily Trips (ADT), whichever comes first.

The conceptual access route that is identified on Exhibit 5.1 follows the dirt road alignment that has been in continuous use for over 100 years. The route passes through public and private properties in Nevada and California. Applicable federal and state permitting procedures, including provisions of the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), are required for construction of the road. The final roadway alignment may be adjusted to address the updated Regional Transportation Plan and/or as required by construction permits.

In addition, at least 400 feet of right-of-way shall be reserved for a potential future roadway connection to Bedell Flat (see Exhibit 5.1).

### Plan for Multi-Modal Transportation

Spring Mountain will provide convenient and attractive transportation alternatives to reduce automobile dependency. Transportation alternatives include walking trails and sidewalks, bicycle trails and lanes, Neighborhood Electric Vehicle lanes and transit service. To implement the multi-modal transportation plan, the total length of traditional roadway lanes will not exceed the total length of alternative transportation lanes at any time during the development of Spring Mountain. Alternative transportation lanes include off-roadway trails (2 foot minimum width), roadway bike lanes (4 foot minimum width), bike trail lanes (4 foot minimum width) and dedicated neighborhood electric vehicle and/or transit lanes (10 foot minimum width). The Village Plans will identify the provision and timing for these facilities as shown in Exhibit 4.4 Conceptual Trails Plan and the street cross sections shown in the Exhibits in Chapter 5.

### Minimize Construction Traffic

Spring Mountain shall use on-site construction materials and processing facilities as much as possible to minimize off-site construction traffic. Temporary concrete and asphalt batch plants shall be provided on-site. The Village Plans shall specify their location, duration, and removal procedures. On-site rocks shall be used for site improvements and road base. Detailed construction traffic management plans shall be prepared for each village prior to construction and may be refined during the tentative map process.

### Accept Impact Fee Increases

Spring Mountain shall accept pending and future impact fee increases as a component of a broad-based and sustainable transportation infrastructure funding system. Spring Mountain has requested inclusion in the Regional Road Network and Regional Road Impact Fee System and shall not apply for building permits prior to January, 2009 to ensure that the 2040 Regional Transportation Plan and its adjusted impact fee structure apply at Spring Mountain. Should Spring Mountain not ultimately be included in the Regional Road Network and Regional Road Impact Fee System, an alternative method for providing proportional contributions for regional road improvements generated by Spring Mountain shall be developed prior to approval of each village plan, to the satisfaction of the City of Reno. If necessary to provide proportional funding of Pyramid Highway improvements concurrent with impacts from development of Spring Mountain, Spring Mountain shall provide a supplemental funding mechanism for Pyramid Highway improvements, as further specified in Chapter 9 of the Master PUD Handbook.

### Trip Capture Curve

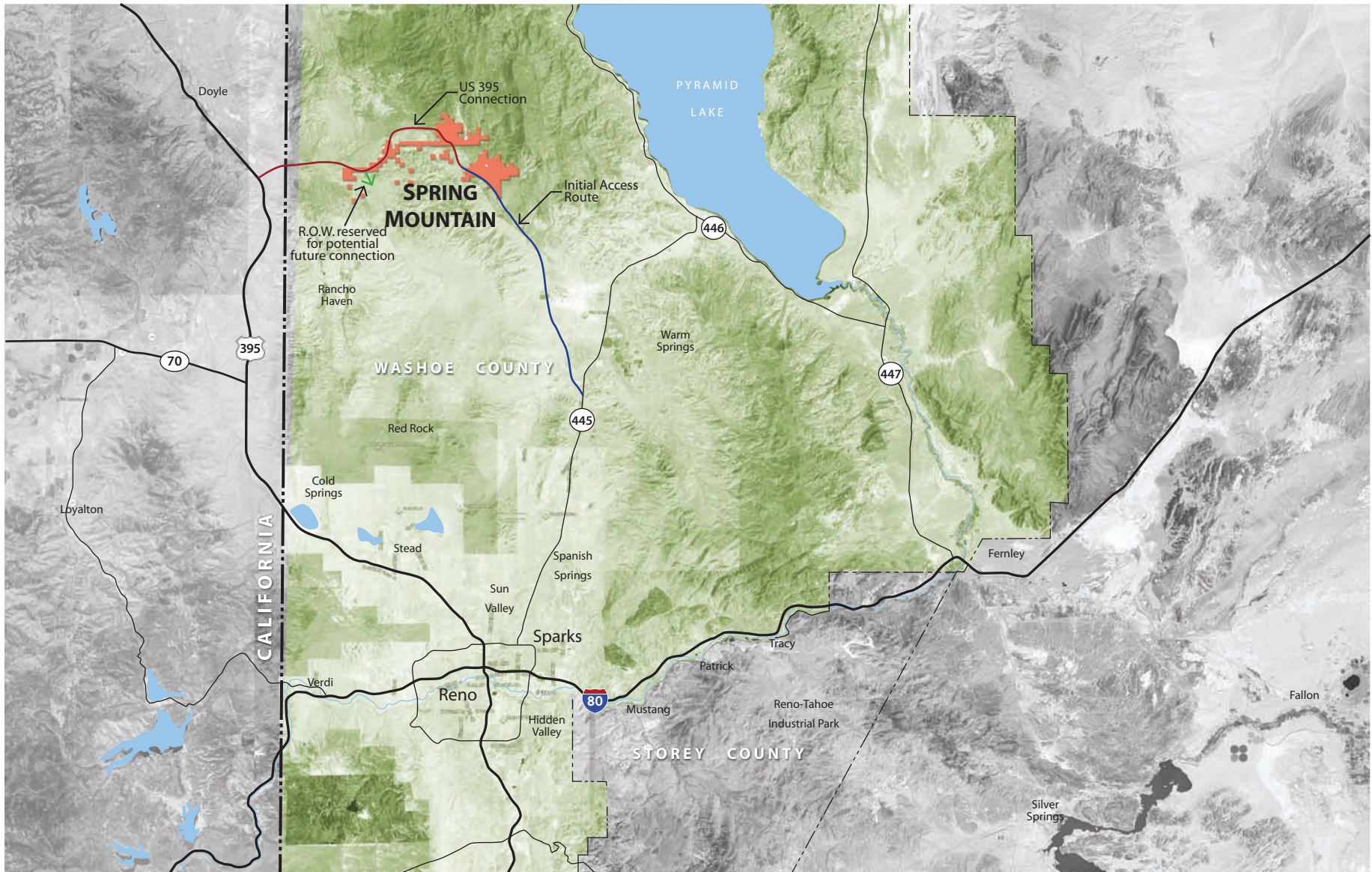
The Spring Mountain Trip Capture Curve (Exhibit 5.2) identifies the minimum internal trip capture rate and maximum amount of off-site travel for various phases of Spring Mountain's development. Minimum trip capture rates of 20% at quarter-buildout, 50% at half-buildout, 65% at three quarters-buildout and 70% at full-buildout are required. Major evaluations of trip capture rates shall be prepared by a licensed engineer to determine trip capture effectiveness at 25%, 50% and 75% of buildout. Any deviations from the required trip capture curve shall require approval of a corrective action plan reviewed by the Planning Commission and approved by City Council prior to the approval of the next tentative map or special use permit, as further specified in Chapter 9 of this Master PUD Handbook.

### Ongoing Traffic Monitoring

Spring Mountain shall implement an ongoing traffic monitoring program to evaluate the effectiveness of trip reduction strategies and verify actual traffic on Spring Mountain's access roads. Actual traffic counts, adjusted for seasonal variations, shall be taken for at least one continuous week every three months at all paved road entrances to Spring Mountain. These traffic counts shall be used to determine when the second access route will be constructed and to verify compliance with the trip capture curve.



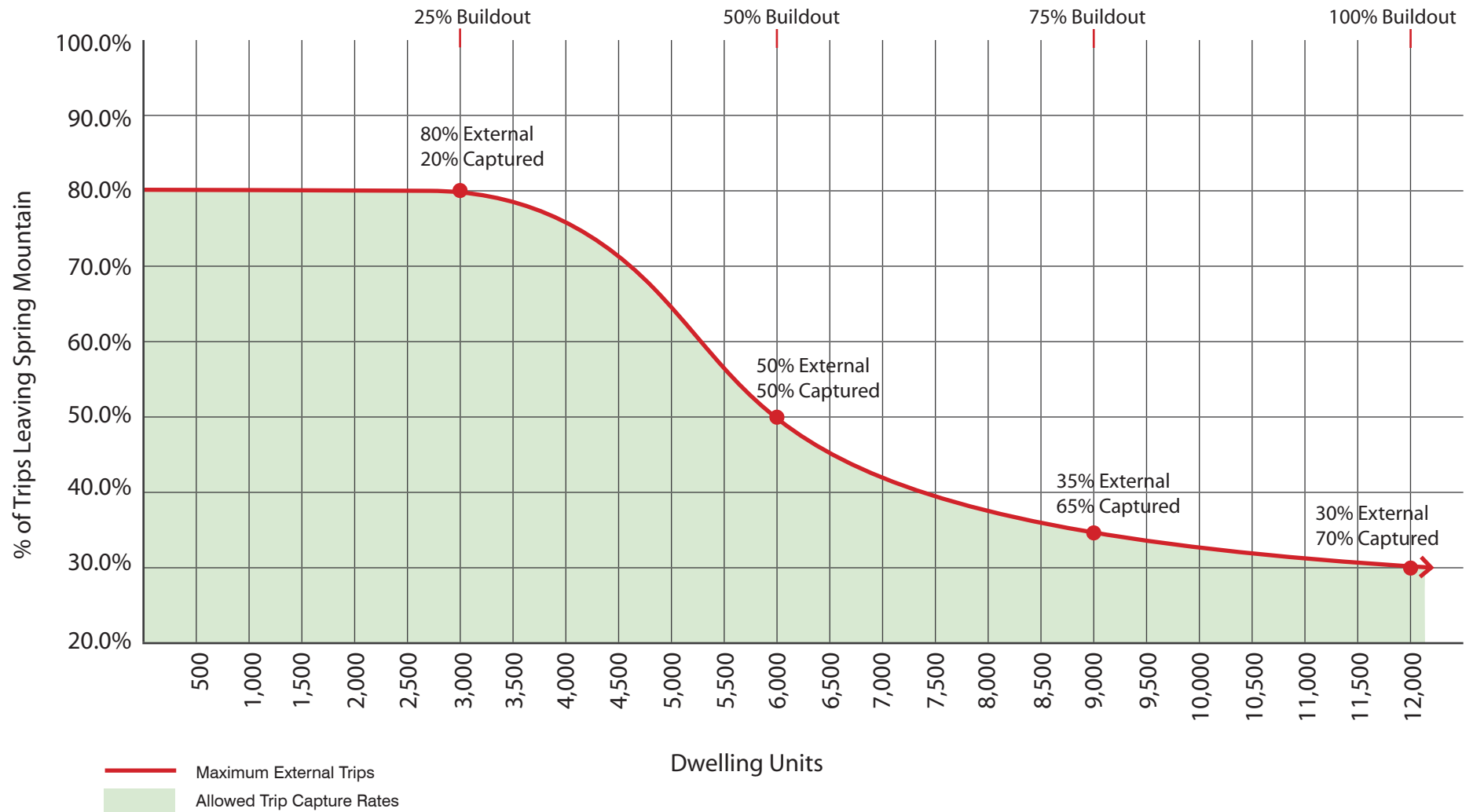
### Exhibit 5.1 Community Access Plan



Note: This exhibit is conceptual in nature and will be refined in final development plans.

NOT TO SCALE

**Exhibit 5.2 Trip Capture Curve**



Note: External trip rates are determined by comparing actual daily trip counts on Winnemucca Ranch Road and trip generation statistics based on ITE rates.

## Automobile Circulation

Spring Mountain roads are designed to provide safe and efficient transportation throughout the community and to outside destinations.

Within Spring Mountain, roads are designed for convenient access while maintaining the integrity of natural areas. Minimizing meadow crossings and hillside grading is the primary factor in the alignment of major roads. On-site roads are designed to distribute traffic and avoid congestion points.

### Arterial Roads

Arterial roads are generally four lanes wide and have been designed with center medians, landscaped parkways, and detached paved trails. Arterials also include lanes for bicycles and neighborhood electric vehicles.



## Coupler Roads

Where arterials and other major streets enter village centers, they are split into pairs of one-way couplers. Couplers can accommodate arterial-level traffic volumes, but they have lower design speeds and reduced right-of-way widths. The result will be a substantially improved pedestrian environment in Spring Mountain's village centers.

## Collector Roads

Collectors are typically two lanes with varying cross-sections depending on the uses that are served. Collector widths are reduced on hillsides to minimize grading and maintain project aesthetics.



One-way street couplers with on-street parking create good pedestrian spaces in Village Centers.

## Local Roads

Local roadways have design variations to reflect site conditions and development patterns. A pedestrian orientation is maintained in all designs. Local roads shall be as narrow as possible in sloped areas.

## Off-Site Roads

Off-site roads have been designed as rural roadways with bicycle facilities to promote non-motorized travel. Disturbances will be re-vegetated with native plant seed mix.

## Intersections

The Mobility Plan utilizes roundabouts for intersection control. In keeping with the “small town” vision for Spring Mountain, no signalized intersections are planned within the community. Minor roundabouts may also be used instead of stop signs in some locations.



Traditional neighborhood streets include landscaped parkways and sidewalks.



Narrow roads with parking pockets are planned in hillside areas.



## Traffic-Calming Measures

Street designs shall promote compatibility between automobiles, bicycles, and pedestrians. Traffic-calming measures shall be incorporated into the design of local streets where necessary to enhance pedestrian safety. In addition to reduced road widths and roundabouts, traffic-calming measures may include speed humps, neckdowns at intersections, raised crosswalks, chicanes, or textured pavement. Traffic-calming is only appropriate in certain situations and shall be carefully planned to maintain road functionality and emergency response times.



Roundabouts are planned at major intersections.



Neckdowns and landscape islands reduce crosswalk distances.

## Pedestrian Circulation

Pedestrian trails, sidewalks, and other improvements are planned to be constructed throughout Spring Mountain. Pedestrian trails have been designed to provide direct connections and minimize automobile conflicts. Trails locations and designs are identified in Chapter 4.0, Parks and Recreation Plan.

## Bicycle Circulation

The bicycle circulation system has been designed to accommodate all types of bicycle users and minimize automobile conflict. Bicycle routes include lanes on major streets as well as paved trails, dirt roads, and single-track trails identified in Chapter 4.0, Parks and Recreation Plan. Bicycle parking shall be provided with development.



Community trails will be convenient and inviting.



Scenic bicycle routes are planned at Spring Mountain.



## Transit Circulation

The Spring Mountain transit system is planned to include internal bus/van shuttles as well as an external transit system that will be coordinated with the Regional Transportation Commission transit system at the Village Plan level. The Spring Mountain transit system shall be developed in phases to reflect development intensities and projected transit usage. Sustainability plans for each phase of Spring Mountain shall identify specific transit improvements for that phase.

## Neighborhood Electric Vehicles

The on-site roadway system has been designed to accommodate Neighborhood Electric Vehicles (NEVs). NEVs provide an affordable, nonpolluting mobility option for short travel distances. The vehicles are allowed to be operated on all streets with a posted speed of 35 miles per hour or less, or on streets that have a dedicated electric vehicle/bicycle lane. Neighborhood Electric Vehicles are also referred to as Zero Emission Vehicles because they are powered by electricity and do not generate pollution.

## Equestrian Circulation

Horseback riding at Spring Mountain provides an additional mobility option. Equestrian trails are anticipated to be used for recreation more than transportation, but the opportunity for equestrian-based transportation is available.

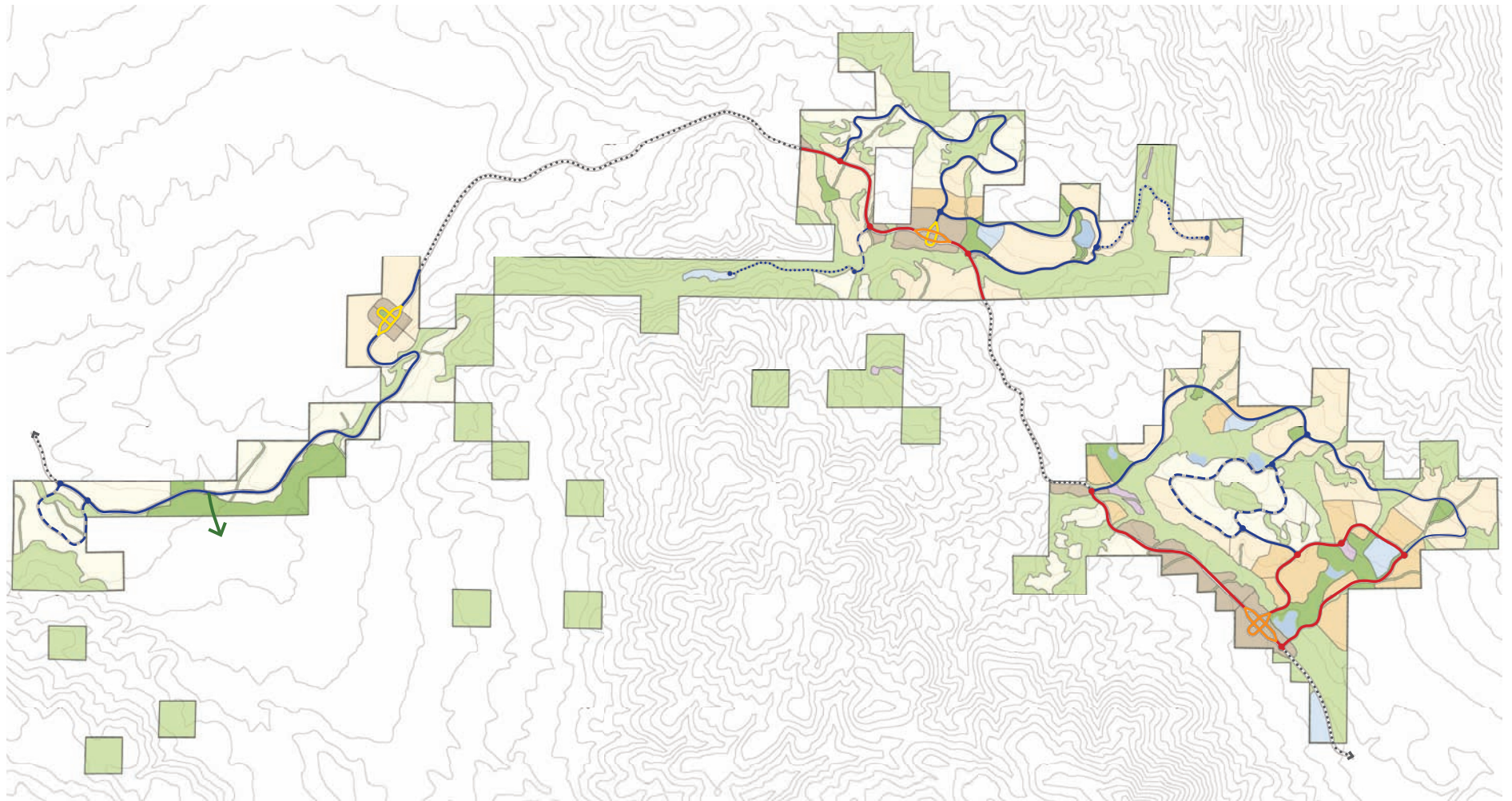


Roads are designed for electric vehicle use.

Notes for Street Section Exhibits 5-4 thru 5-21:

- 1) Trail locations may vary within street rights-of-way or within easements outside street rights-of-way subject to applicable design requirements. Trail locations that minimize grading are encouraged. If trails are provided outside street rights-of-way, right-of-way widths may be reduced.
- 2) Trail widths along arterials and collectors will be determined by Exhibit 4.4, Conceptual Trails Plan.
- 3) Grade breaks and finish slopes may vary to minimize grading.
- 4) Traditional curb and gutter systems may be replaced with bio-swailes or other alternative drainage systems. Street edges that increase groundwater recharge are encouraged.
- 5) Landscaping within street parkways shall be maintained by Spring Mountain or an alternative City-approved mechanism.
- 6) Pedestrian improvements may be required on both sides of collector and arterial roadways where required for safe pedestrian access or transit access.

**Exhibit 5.3 Major Roadway Plan**



NOT TO SCALE

Note: This exhibit is conceptual in nature and will be refined in final development plans.

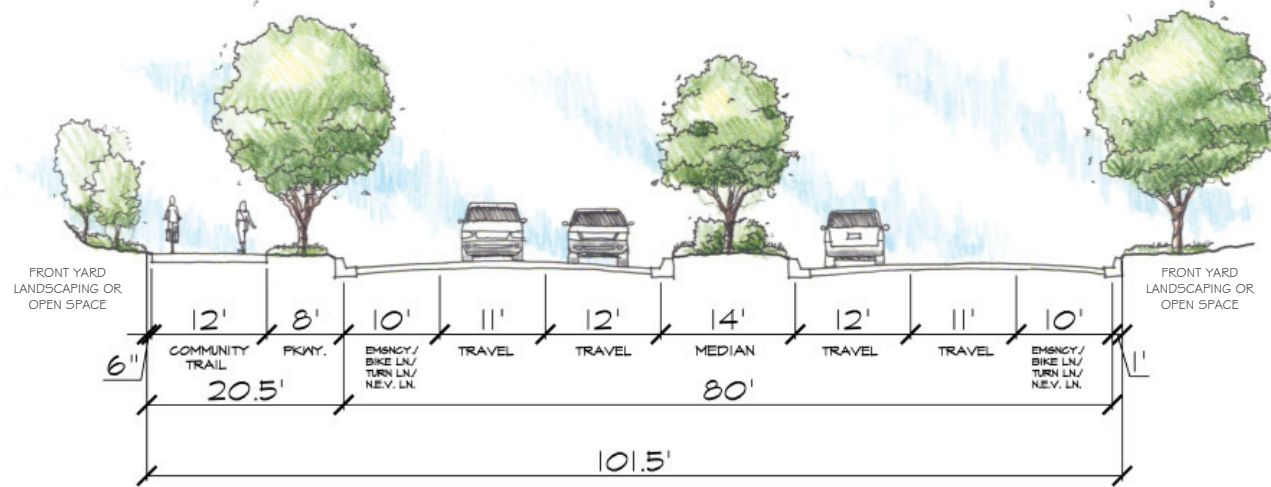
- Arterial
- 4-Lane Coupler
- 2-Lane Coupler

- Collector
- Secondary Collector
- Access Road

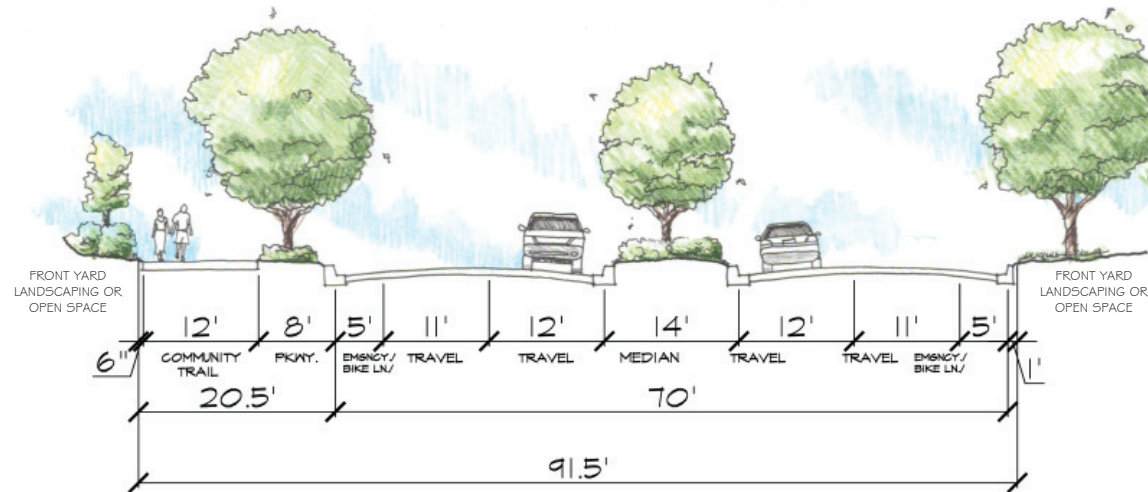
- R.O.W. for potential Beddell Flat connection
- Off-Site Road

Final roadway alignments and capacities will be determined by traffic studies prepared for final development plans.

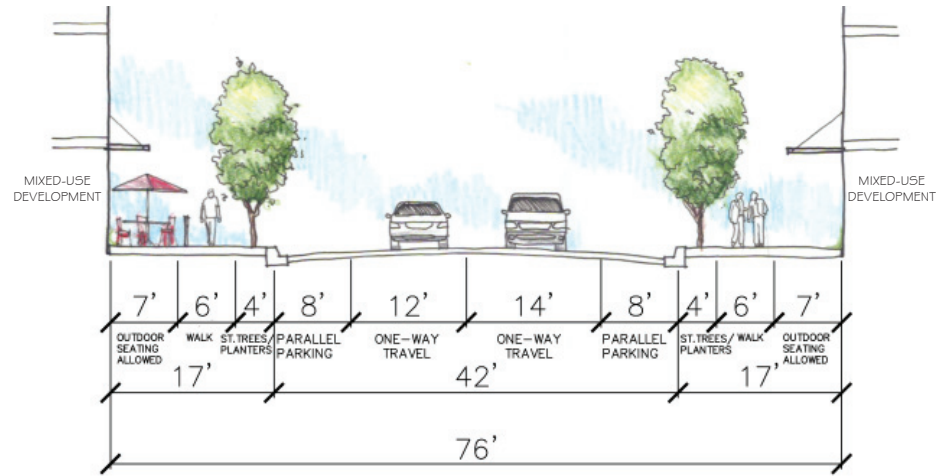
**Exhibit 5.4 Typical Arterial Section > 35 MPH**



**Exhibit 5.5 Typical Arterial Section ≤ 35 MPH**



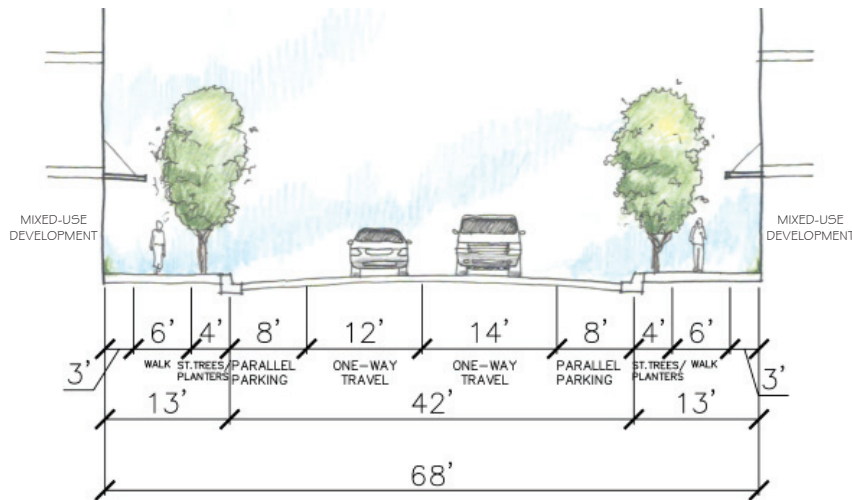
**Exhibit 5.6 Typical Coupler Section  
- 4-lane main street \***



\* Only one side of coupler is shown.

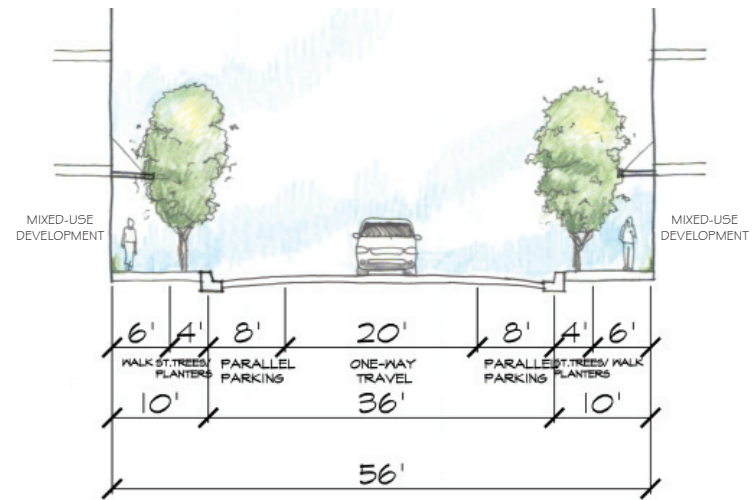


**Exhibit 5.7 Typical Coupler Section  
- 4-lane side street \***



\* Only one side of coupler is shown.

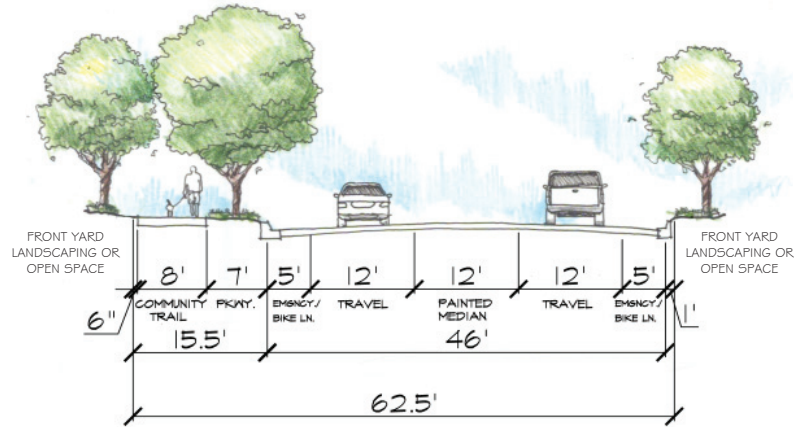
**Exhibit 5.8 Typical Coupler Section  
- 2-lane \***



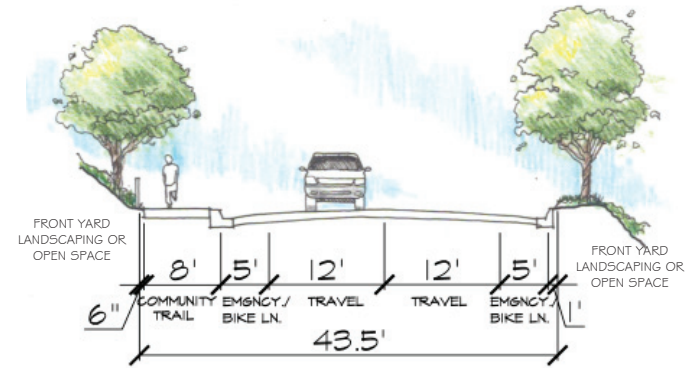
\* Only one side of coupler is shown.



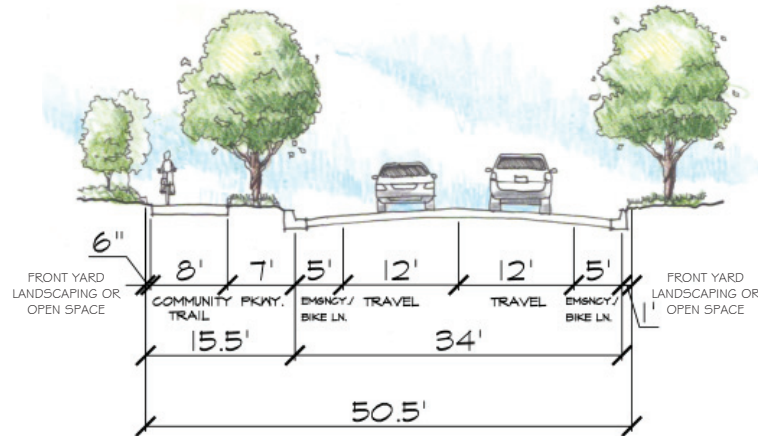
**Exhibit 5.9 Typical Collector Section**



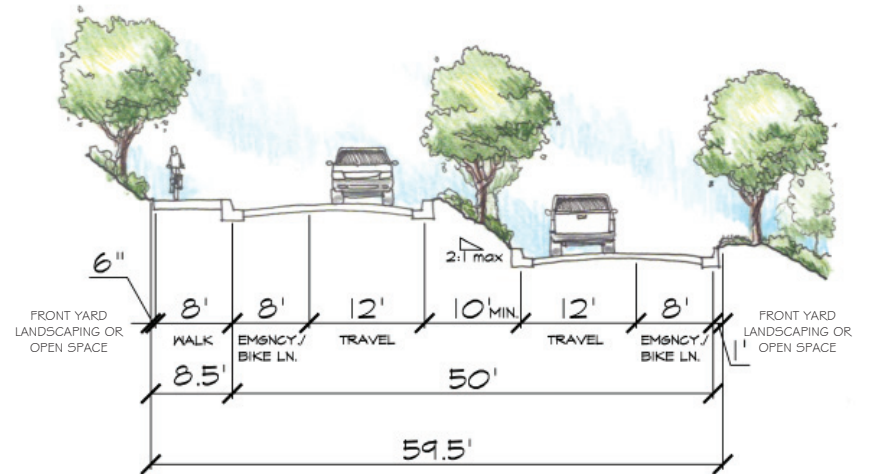
**Exhibit 5.10 Typical Collector Section - hillside condition**



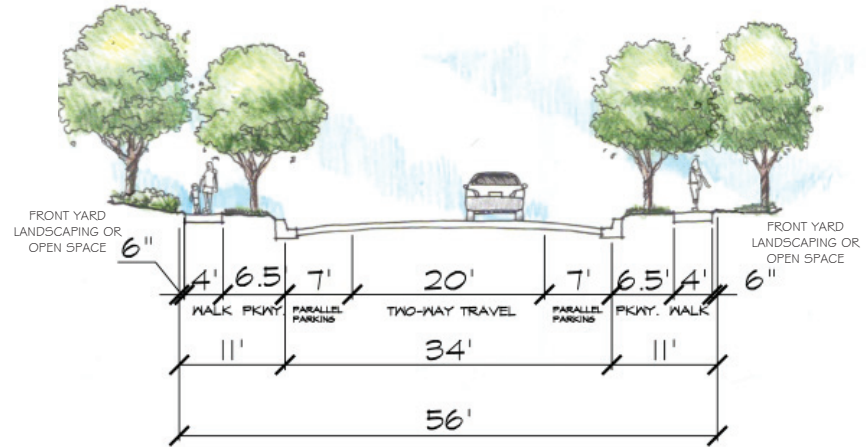
**Exhibit 5.11 Typical Secondary Collector Section**



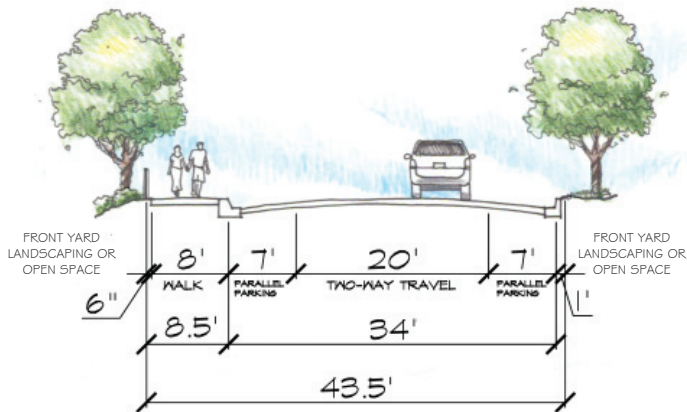
**Exhibit 5.12 Typical Access Road Section - split grade for collector and local roads**



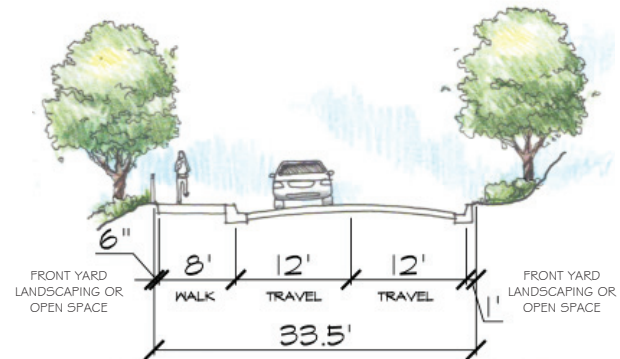
**Exhibit 5.13 Typical Local Street Section - traditional**



**Exhibit 5.14 Typical Local Street Section - hillside condition with parking**

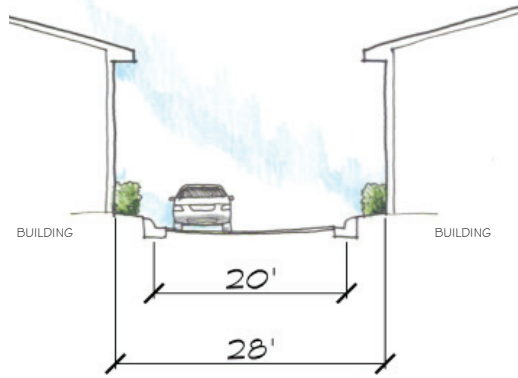


**Exhibit 5.15 Typical Local Street Section - hillside condition without parking**

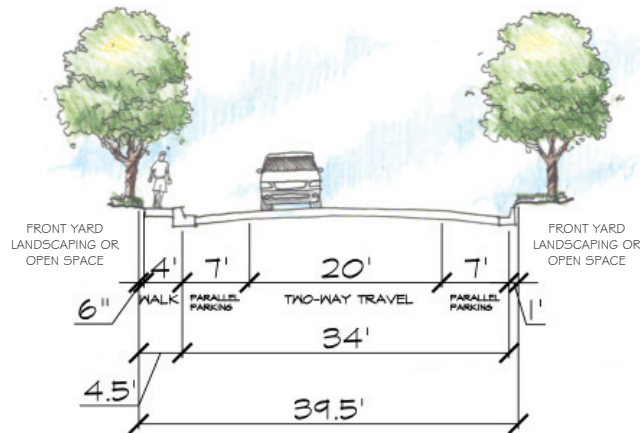




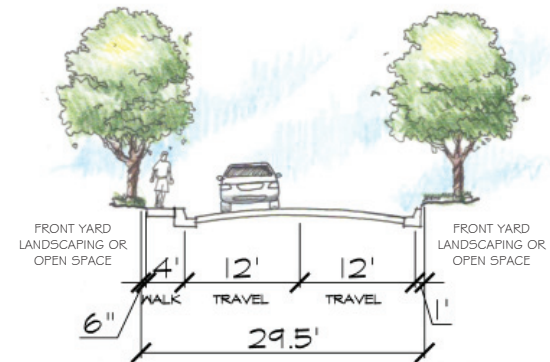
**Exhibit 5.16 Typical Alley Section  
- without parking**



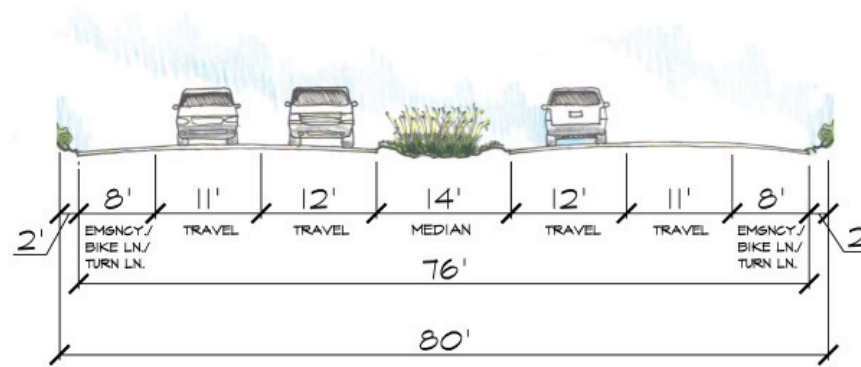
**Exhibit 5.17 Typical Cul-de-Sac Section  
- with parking**



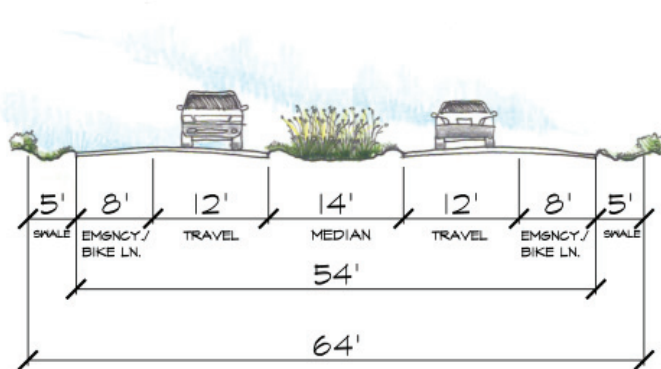
**Exhibit 5.18 Typical Cul-de-Sac Section  
- without parking**



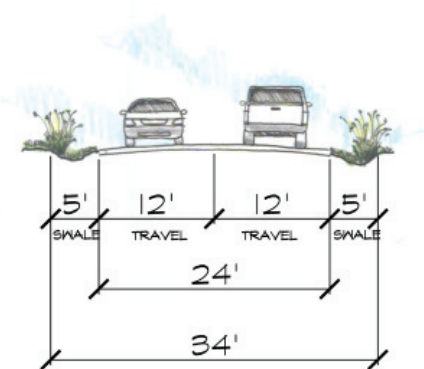
**Exhibit 5.19 Typical Off-Site Road Section  
- 4-lane divided**



**Exhibit 5.20 Typical Off-Site Road Section  
- 2-lane divided**

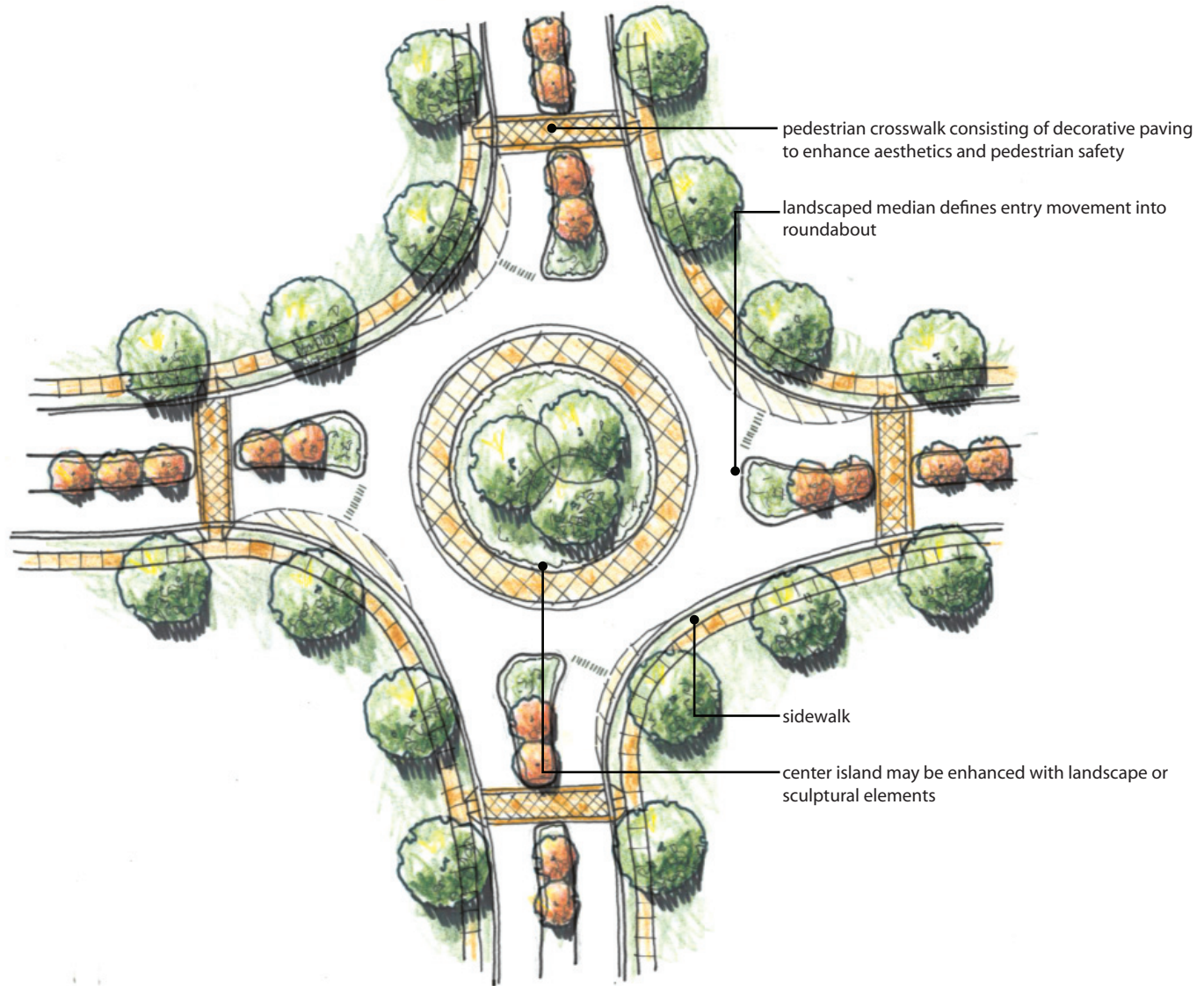


**Exhibit 5.21 Typical Off-Site Road Section  
- 2-lane undivided**



\* Note: 101.5 feet of right-of-way shall be reserved on all off-site roads connecting Villages A, B, and C.

### Exhibit 5.22 Typical Roundabout



Chapter 6.0

# Public Facilities and Services Plan

## Purpose

This Public Service and Facilities Plan ensures that public services and facilities will be provided in accordance with the City of Reno Public Service, Facility and Infrastructure Plan and that:

- Required public facilities and infrastructure that support Spring Mountain will be in place concurrent with demand.
- Facilities and infrastructure that support Spring Mountain will comply with applicable public facility and infrastructure standards.
- Capital facilities and infrastructure that support Spring Mountain will be funded by Spring Mountain and/or revenues generated by development of Spring Mountain.



This Public Service and Facilities Plan addresses services and facilities for:



- Potable water
- Wastewater
- Flood Management
- Transportation
- Police Protection
- Fire Protection
- Parks and Recreation
- Schools
- Gas, Electricity, and Communication Systems
- Public Works

Standards for each public service are summarized below and are more specifically identified in Chapter 9 of this Master PUD Handbook.

There are three options for ongoing provision of public services. In order of preference they are:

1. Annexation to the City of Reno.
2. Establishment of a General Improvement District that is governed by the Reno City Council.
3. Interlocal agreements with the political subdivision in which the development is located, as follows:
  - a. Police protection
  - b. Fire Protection
  - c. Public Works street maintenance and snow removal
  - d. Parks, Recreation and Community Services
  - e. Other services

4. An option other than those listed above may be used if approved by the Reno City Council as a supplement to the Master PUD Handbook prior to any application for division of land permitted pursuant to this Master PUD.

If the interlocal agreements option is used, the form of the interlocal agreements must be consistent with NRS 277, maintain statutory immunities, limitations and tort caps set forth in Chapter 41 of the NRS and applicable case law. It must be recognized that the City has a duty to the public and not to any individual.

All interlocal agreements must be properly approved by the respective jurisdictions and address all direct and administrative costs by department including, but not limited to, employee costs, benefits, worker's compensation, insurance, both primary and excess liability coverage, finance, and legal. It must also address how cost increases due to inflation and build out are handled. The interlocal agreements must address revenue collection and contingencies (e.g., failure of homeowner's association, etc.). One of these three methods for ongoing provision of public services must be identified and adopted before any application for division of land permitted pursuant to this Master PUD may be submitted or can be executed.

The City of Reno recognizes that Spring Mountain will be installing oversized facilities which may accommodate development outside of Spring Mountain. Accordingly, if outside development seeks or is required to use such oversized public facilities, the City of Reno, consistent with State Law requiring conformance with its Master Plan (NRS 278.0284), will consider, among other things, the "oversizing" provisions of the Public Services, Facilities and Infrastructure Plan in the City of Reno Master Plan.

An HOA or equivalent shall be established for the ongoing operation and maintenance of all facilities that are the responsibility of Spring Mountain as specified in this Master PUD Handbook and Village Plans.

## Potable Water

Potable water shall be provided in phases with a combination of on-site and off-site water resources. Potable water facilities are described in Appendix A, Potable Water and Wastewater Facility Plan.

Spring Mountain shall be financially responsible for the development of potable water facilities in accordance with Reno’s Public Service, Facility and Infrastructure Plan and other applicable regulations. Operation and maintenance of potable water facilities shall be provided by Spring Mountain or as otherwise specified in each village plan to the satisfaction of the City of Reno.

## Wastewater

Wastewater services will be provided with underground wastewater conveyance infrastructure and two phased-in tertiary treatment facilities. Reclaimed water will be used for landscape irrigation and agricultural purposes. Wastewater collection, treatment and disposal facilities are described in Appendix A, Potable Water and Wastewater Facility Plan.

Spring Mountain shall be financially responsible for the development of wastewater facilities in accordance with Reno’s Public Service, Facility and Infrastructure Plan and other applicable regulations. Operation and maintenance responsibility for wastewater facilities shall be provided by Spring Mountain or as otherwise specified in each village plan to the satisfaction of the City of Reno. Use of wastewater facilities for development outside Spring Mountain shall be subject to an oversize agreement to reimburse Spring Mountain for additional public facility costs.

## Flood Management

Spring Mountain shall be financially responsible for the development and management of flood management facilities. Flood management facilities shall be designed and maintained in accordance with the flood hazard ordinances and related documents and regulations that are in effect at the time of permit application.



## Transportation

Spring Mountain shall be financially responsible for the development of transportation facilities in accordance with the Mobility Plan and applicable development standards.



Regional Roads shall be identified and funded in accordance with the Regional Transportation Plan that is in effect when the roads are built, which shall not occur prior to January 1, 2009. Any roads that are not identified in the Regional Transportation Plan shall be managed as non-regional roads. If necessary to provide proportional funding of Pyramid Highway improvements concurrent with impacts from development of Spring Mountain, Spring Mountain shall provide a supplemental funding mechanism for Pyramid Highway improvements, as further specified in Chapter 9 of the Master PUD Handbook.

Non-regional roads shall be constructed by Spring Mountain in accordance with applicable design standards. Non-regional roads may be dedicated to the City of Reno. Prior to acceptance, all non-regional roads shall be maintained by Spring Mountain.

## Police Protection

Two resident officers, their living quarters and a 500 square foot storefront police station will be needed prior to the issuance of any certificate of occupancy, other than those required for the storefront police station and officer's living quarters, and until the population living in Spring Mountain reaches 6,000. The first Village Plan submitted for review shall include a "Transition Plan" that provides a sixty day notice to the Police Department residents and their families to vacate the premise prior to the 6,000 population. The population shall be determined by multiplying the number of residential units by a household size

of 2.2 persons per household. Spring Mountain shall provide living quarters for two officers and their immediate families until the permanent resident population of Spring Mountain reaches 6000. Each officer's living quarters shall be a minimum of 1500 square feet and contain a minimum of two bedrooms within the fixed structure. The fixed structure shall not be a mobile home. All utilities for these living quarters shall be provided by Spring Mountain. Covered parking for both of the officers' marked city vehicles and one private vehicle shall be provided. Officers assigned to these living quarters will provide primary service for the project, with the exception of emergency calls requiring additional officers and routine coverage for vacations and sick leave.

Spring Mountain shall provide and dedicate land, water, buildings and site improvements for a 3,000 square foot turnkey police station within 3 years of the first certificate of occupancy or before the population in Spring Mountain reaches 6,000. The population shall be determined by multiplying the number of residential units by a household size of 2.2 persons per household. This facility shall replace the storefront police station built in the earlier phase of development (i.e., prior to the population reaching 6,000) and shall be located on the same site as the fire station. The police station name shall include "Spring Mountain" unless an alternative name is agreed to by Spring Mountain.

The turnkey police station shall be built to City of Reno specifications, to include but not necessarily be limited to: 1) Lobby area; 2) Work stations; 3) Report room; 4) Temporary detention rooms; 5) Interview rooms; 6) Evidence storage; 7) Secure motor pool parking; 8) Male/female locker rooms; 9) Fitness facility; 10) IT infrastructure to support telephone and computer requirements.

Any development approved by the City of Reno outside of Spring Mountain and within eight miles of the new police station shall either provide a separate police station or provide a proportional reimbursement to Spring Mountain for land, water, buildings and facilities dedicated by Spring Mountain. The proportional reimbursement shall be based on the number of dwelling units served by the police station. The value of the land and water dedication shall be determined by a certified appraiser. The value of the buildings and facilities dedicated shall be determined by adjusting the actual expenses made by Spring Mountain with the US Consumer Price Index (CPI) or alternative construction cost index as specified in each village plan, for all items.

## Fire Protection

Spring Mountain shall provide and dedicate a new 3-bay “turnkey” fire station and 3 new fire trucks in accordance with City of Reno specifications. In addition, Spring Mountain shall provide supplemental fire protection services through a provisional fire brigade prior to completion of the turnkey fire station. A defensible space program shall also be implemented. Fire protection facilities and related requirements are further described in Appendix B – Fire Protection Facility Plan.

## Parks and Recreation

Spring Mountain shall offer all park sites that are conceptually identified in the Park and Recreation Plan to the City of Reno for dedication. Park sites that are not accepted for dedication by the City of Reno shall be offered to Washoe County for dedication. Park sites not accepted by Reno or Washoe County shall be maintained by Spring Mountain as a recreational amenity or common open space. Spring Mountain shall ensure that potable water, reclaimed water and wastewater infrastructure is extended to park sites and that adequate water supplies are available at fair market value for park development. The monetary value of accepted park dedications shall be credited towards Residential Construction Taxes or an alternative park funding system that is in effect at the time of permit application to the extent allowed by law. Additional park construction agreements may be developed with Reno and/or Washoe County to expedite the construction of park facilities in exchange for additional park facility funding assistance.

Spring Mountain shall offer all remote parcel open spaces to the City of Reno for dedication. Remote parcel open spaces not accepted for dedication by the City of Reno shall be offered to Washoe County for dedication. Remote parcel open spaces not accepted by Reno or Washoe County shall be maintained by Spring Mountain as a recreational amenity or common open space. Spring Mountain shall ensure that natural springs on remote parcels and improvements to those springs will continue to be available in perpetuity for livestock and wildlife. All other open space shall be offered for dedication or reserved as common open space.





Spring Mountain shall construct, maintain and provide public access easements for all on-site trails and trailheads that are conceptually identified in the Park and Recreation Plan. In addition, Spring Mountain shall construct and maintain at least one trail that connects each village and the remote lodge site, subject to applicable permitting procedures.

Spring Mountain shall construct and maintain private recreational facilities such as the Dude Ranch, remote lodge, and golf course, and may impose user fees and/or use restrictions for those facilities.

Spring Mountain shall provide parking and storage space at each water reclamation facility for park maintenance equipment that is not appropriate for storage at park sites. Equipment storage needs shall be identified in coordination with the City of Reno prior to approval of each Village Plan. Any development approved by the City of Reno outside of Spring Mountain shall either provide a separate equipment storage facility or provide a proportional reimbursement to Spring Mountain based on the number of dwelling units served by the facility. The value shall be determined by a certified appraiser.

## Schools

School services and facilities shall be provided by the Washoe County School District in accordance with applicable plans and programs. School sites are provided in planning areas 2, 5 and 7 (see Exhibit 3.1) and as specified in Chapter 3. More detailed phasing plans for school sites shall be identified in coordination with the school district prior to approval of each village plan.

Spring Mountain shall reserve school sites that are identified in this Master PUD Handbook, and shall comply with applicable school funding requirements that are in place at the time of application. School construction agreements may be developed with the Washoe County School District to expedite the construction of school facilities in exchange for additional school facility funding assistance where allowed by law.

Spring Mountain shall provide parking and storage space at each water reclamation facility for school busses and other school equipment that is not appropriate for storage at school sites. Equipment storage needs shall be identified in coordination with the Washoe County School District and the City of Reno prior to approval of each Village Plan.

In addition to the two elementary school sites and one middle school site that are identified in Chapter 3, Spring Mountain shall provide an assessment of actual student yields in developed portions of Village A prior to approval of Village Plans B or C. If actual yields in Village A identify the need for additional elementary school facilities to accommodate public school student yield projections, Spring Mountain shall modify plans for later phases to provide a third elementary school site (or alternative expanded school site). School facility and planning requirements are further defined in Chapter 9.

## Gas, Electricity, and Communication Systems

Spring Mountain is in the process of being added to the Sierra Pacific gas service territory. Gas service is planned to be provided through connection to the Tuscorora Natural Gas pipeline where it crosses the site in Village C. Gas pipelines are anticipated to follow the general alignment of water pipelines identified in Appendix A, Water and Wastewater Facility Plan. Facilities shall be constructed by Spring Mountain in accordance with applicable regulations.

Spring Mountain is located in the Sierra Pacific electricity service territory. Electricity service is planned to be provided through connection to the Alturas Power line (345  $\pm$ V) or alternative source. Electricity lines are anticipated to follow the general alignment of water pipelines identified in Appendix A, Water and Wastewater Facility Plan. Facilities shall be constructed by Spring Mountain in accordance with applicable regulations.

The Regional Planning Agency's Regional Utility Corridor Report does not currently identify any utility corridors within Spring Mountain. The Alturas power line is located  $\pm$ 2-miles west of Spring Mountain. If new utility corridors are approved within Spring Mountain prior to development, power lines and any development adjoining approved utility corridors shall be subject to applicable land use, design and setback requirements that are in place at the time of development.

Advanced Communication facilities shall be provided by Spring Mountain. Facilities shall be constructed by Spring Mountain in accordance with applicable regulations. Prior to development, Spring Mountain shall verify that communication facilities are adequate to accommodate Reno's emergency response communication system to the satisfaction of the City of Reno.

Renewable-resource energy production systems are being investigated by Spring Mountain. Facilities may include wind energy and/or solar energy systems. Permits have been approved and wind testing equipment has been deployed to investigate the feasibility of wind energy on Dogskin Mountain. Should renewable energy production systems prove feasible, gas, electricity and telecommunication facility locations may be modified to support the renewable-resource energy production project and Spring Mountain. These modifications shall be identified through the Village Plan and tentative map process.



## Public Works

Spring Mountain shall provide parking and storage space for public works equipment at each water reclamation facility. Equipment storage needs shall be identified in coordination with the City of Reno prior to approval of each Village Plan.



## INFRASTRUCTURE CONSTRUCTION PERMITS

Prior to construction of public facilities that are identified in this Master PUD handbook, more detailed permits are required by a variety of Federal, State and Local agencies that have regulatory authority for certain facilities. Permitting agencies include, without limitation:

- The Nevada Department of Transportation (NDOT) must approve transportation facilities affecting Nevada State right-of-way.
- The California Department of Transportation (Caltrans) must approve transportation facilities affecting California State right-of-way.
- The Washoe County District Health Department must approve all construction permits.
- The State of Nevada must approve permits for a range of water management activities, including but not limited to water sources, points of diversion, places of use, manners of use and reservoirs.
- The Regional Water Planning Commission must approve new infrastructure for potable water, wastewater, flood control and stormwater.
- The United States Government must approve any disturbances to jurisdictional wetlands.
- The United States Government must approve any facilities on Federal Land.

# Sustainability Plan

## Purpose

This Sustainability Plan establishes a comprehensive framework for the creation of a sustainable, resource efficient community at Spring Mountain. The plan identifies sustainable design practices and green development principles. The Sustainability Plan supports the project vision and supplements other handbook provisions.

The Spring Mountain Sustainability Plan shall be implemented with comprehensive sustainability programs for each village to achieve a 25 percent minimum overall reduction in greenhouse gas emissions compared to existing development and behavior patterns. Definition and measurement of greenhouse gas emissions shall be modeled after the 2007 Draft City of Denver Climate Action Plan and the supporting documents for that plan. Denver has recently completed an intensive study of their greenhouse gas emissions and has developed a strategic program to reduce emissions. Of the few cities that have completed such studies, Denver's climate and geography are most like Spring Mountain's. Assumptions and strategies from Denver's program shall be supplemented with available local information. Standards for the greenhouse gas reduction program are more specifically described in Chapter 9 of this Development Handbook.





Methods to achieve the required 25% reduction in greenhouse gas emissions are expected to include a variety of techniques, as outlined later in this chapter. Sustainable development certification programs that currently exist or may be developed in the future may be used in portions of Spring Mountain as a component of the greenhouse gas emission reduction program. These programs may include LEED (Leadership in Energy and Environmental Design) programs of the U.S. Green Building Council, the ENERGY STAR program of the U.S. Department of Energy and/or the Sierra Green Guidelines of the National Association of Homebuilders.

The Spring Mountain Sustainability Plan is organized into the following six topic areas, each of which will contribute to greenhouse gas emission reductions at Spring Mountain.

- Site Design and Community Planning
- Green Infrastructure
- Landscaping
- Building-Level Sustainability
- Resource Conservation
- Construction Practices

Practices of sustainability balance community needs with a variety of environmental considerations. Solutions that provide cost-effective environmental benefits and energy savings will be the most effective.



Clustering development will allow large open spaces to be preserved.

## Site Design and Community Planning

There are many sustainable development practices relating to site design and community planning that can be implemented from the early stages of a project. Some of the most cost-efficient sustainable development practices are implemented at the large scale, and thus afford benefits throughout the whole community. Development at Spring Mountain shall generate innovative and context-sensitive techniques to address the following site design and community planning objectives and help achieve the required 25 percent reduction in greenhouse gas emissions:

1. Reduce site disturbance by clustering development and retaining large and interconnected open space areas.
2. Provide employment and service opportunities to reduce off-site automobile traffic.
3. Minimize impacts on sensitive plant and wildlife species.
4. Design site improvements and buildings to increase passive solar heat gain in the winter and provide shade and ventilation in the summer.
5. Eliminate unnecessary paved areas.
6. Use low-impact stormwater management techniques.
7. Promote bicycle and pedestrian transportation options.
8. Provide transit opportunities.
9. Design to accommodate emerging transportation alternatives, such as electric vehicles.
10. Design the community to minimize travel distances for every-day activities.
11. Plan for efficient infrastructure use.



## Green Infrastructure

Green infrastructure includes parks, open spaces, community greenways, and landscaped areas. These features help preserve natural ecologic functions while providing land for community amenities. A well-designed green infrastructure network will provide benefits related to flood management, native plants and wildlife, recreation, and design. Development at Spring Mountain shall generate innovative and context-sensitive techniques to address the following green infrastructure objectives and help achieve the required 25 percent reduction in greenhouse gas emissions:

1. Maximize on-site groundwater recharge by reducing site disturbances and using low-impact development practices.
2. Provide on-site wastewater treatment and effluent reuse.
3. Protect important natural resources and provide wildlife access corridors to those resources.
4. Restrict access to sensitive resource areas.
5. Locate recreation infrastructure within greenways and open spaces.
6. Ensure connectivity within the green infrastructure network.
7. Use native and/or drought-tolerant landscape palettes.



Greenbelts with bioswales and recreational trails provide environmental and recreational benefits.



Wetlands and stream environments will be included in the open space network.

## Landscaping

Sustainable landscaping practices conserve water and reduce irrigation costs. Sustainable landscaping also provides sunlight and shading in strategic locations to reduce air conditioning and heating demands. Development at Spring Mountain shall generate innovative and context-sensitive techniques to address the following landscaping objectives and help achieve the required 25 percent reduction in greenhouse gas emissions:

1. Limit irrigated turf areas.
2. Provide drought-tolerant landscaping with drip irrigation systems.
3. Prohibit wasteful irrigation practices.
4. Where feasible, route stormwater into landscaped areas to reduce irrigation demand.
5. Provide water meters to provide a financial incentive for ongoing water conservation.
6. Use reclaimed water for irrigation of parks and other public areas.
7. Locate deciduous and evergreen trees to maximize summer cooling and winter heating.
8. Preserve mature trees as required by tree protection standards.



Routing stormwater into landscaped areas can reduce irrigation needs and enhance groundwater recharge.



Xeriscape landscaping will reduce water use.





Carefully placed window canopies reduce energy consumption by providing shade in the summer while maintaining passive solar heating in the winter.



Integrated solar panels are becoming a viable source of energy.

## Building-Level Sustainability

There are many sustainable building practices and techniques that offer safe and healthy living environments. Development at Spring Mountain shall generate innovative and context-sensitive techniques to address the following building-level sustainability objectives and help achieve the required 25 percent reduction in greenhouse gas emissions:

1. Use locally produced building materials where feasible.
2. Use recycled-content or rapidly-renewable building materials where feasible.
3. Minimize raw material importation.
4. Provide opportunities for solar and wind energy systems in areas where solar panel reflectivity and windmills won't adversely impact views or aesthetics within Spring Mountain.
5. Design buildings to have good indoor air quality.
6. Provide well-insulated housing.
7. Minimize light pollution.
8. Orient buildings and windows to provide passive solar heating in the winter and provide shade and ventilation in the summer.

## Resource Conservation

Actions that reduce water use, increase energy efficiency, and conserve natural resources offer long-term environmental benefits and cost savings for future residents. Development at Spring Mountain shall generate innovative and context-sensitive techniques to address the following resource conservation objectives and help achieve the required 25 percent reduction in greenhouse gas emissions:

1. Opportunities for energy conservation shall be identified and incorporated throughout the project.
2. Energy-efficient appliances and fixtures shall be used.
3. Opportunities for large-scale green-energy projects shall be explored.
4. Water use shall be reduced.
5. On-site hydrologic resources shall be protected.
6. Tree protection programs shall be implemented.

## Construction Practices

Sustainable construction practices provide environmental benefits during the construction process. Development at Spring Mountain shall generate innovative and context-sensitive techniques to address the following resource conservation objectives and help achieve the required 25 percent reduction in greenhouse gas emissions:

1. Minimize construction waste and seek reuse opportunities for waste that is generated.
2. Reduce material importation by maximizing the use of on-site construction materials and on-site construction material processing facilities.
3. Minimize and manage construction traffic.
4. Control dust during construction.



Buildings will incorporate native rocks and other local materials to reduce construction traffic and enhance project aesthetics.





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Chapter 8.0

# Community Design Guidelines

## Purpose

These community design guidelines establish integrated design requirements for site improvements, landscaping and architecture at Spring Mountain. Design guidelines are intended to supplement other applicable handbook provisions to ensure quality design in accordance with the project vision.



## Site Design Guidelines

Site design guidelines address community design and exterior site improvements on individual development sites. Site design guidelines are organized into general, residential, non-residential and village center categories. Design guidelines for each category are intended to implement the project vision with context-appropriate solutions.



### Generally Applicable Site Design Guidelines

These guidelines apply within all land use districts.

1. Site designs shall include pedestrian-oriented improvements.
2. Site designs shall reduce the visual prominence of automobile-oriented improvements.
3. Community attractions and focal points shall be located near activity centers unless the nature of the attraction warrants a more remote setting (e.g., dude ranch, remote lodge, etc).
4. Trails shall connect all neighborhoods and community attractions.
5. Variations in site designs shall be provided to create visual interest and avoid a homogenous project appearance.
6. Large parking lots shall be separated into smaller lots with landscaped edges.
7. Parking, loading and trash enclosure areas shall be screened from public areas with buildings, topographic features and/or landscaping.
8. Durable construction materials shall be used for site improvements.
9. Natural materials shall be integrated into site improvements where feasible.
10. Site improvements shall be designed for shared use where feasible.
11. Site grading shall include design provisions to minimize the engineered appearance of finish slopes.
12. Finish slopes shall include variations in slope and surface material.
13. Retaining walls shall meander and vary in height to avoid a “stepped” appearance.
14. Fencing that adjoins parks and open spaces shall consider views and privacy and shall be specified in each Village Plan.
15. Surface material and/or color variations shall be provided in paved areas to delineate entrances and pedestrian crossings.



Meandering retaining walls and landscaping enhances community aesthetics.

### Additional Guidelines for Residential Site Design

These guidelines apply in the Low Density Residential, Medium Density Residential and Compact Density Residential districts and supplement general site design guidelines.

1. Neighborhoods shall be walkable, with convenient and safe connections to community parks, trails, open spaces and activity centers.
2. Landscaped parkways, street trees and continuous sidewalks or paths shall be provided in all neighborhoods with traditional local streets.
3. Site improvements in hillside neighborhoods shall seek opportunities to reduce grading disturbances and maintain a semi-natural appearance. Parkway and street trees in these areas may be provided in combination with preserved natural areas. Continuous trails may be provided in lieu of standard sidewalks.
4. Neighborhoods shall include varied setbacks and a range of site plans.
5. Techniques to reduce the visual prominence of garages shall be used in all residential areas.
6. Traffic-calming measures and/or indirect street connections shall be provided where necessary to prevent excessive automobile traffic or unsafe speeds in residential areas.
7. Neighborhood entry features shall be used to add visual interest and help create distinct neighborhood identities.
8. Front-yard fencing shall be no more than 4 ½-foot-tall and partially transparent on primary street frontages. 6-foot-tall fencing on non-primary front yards of corner and through lots shall have a 5 foot wide landscaped area between the fence and the adjoining path, sidewalk or street.
9. Fencing styles shall be consistent within each neighborhood.
10. Alley-loaded garages are encouraged in areas without significant topography.
11. Roadways shall be oriented to create views of neighborhood parks and other amenities.
12. Parks, open space amenities and other neighborhood attractions shall be integrated into the design of neighborhoods.



Pedestrian-oriented features create help create inviting neighborhoods.

## Additional Guidelines for Non-Residential Site Design

These guidelines apply outside main street areas in the Mixed Use, Public Facility, and Visitor Service districts and supplement general site design guidelines.



1. Use walkways, plazas, seating areas and other amenities to create comfortable pedestrian environments in non-residential areas.
2. Provide trail connections to other non-residential areas and neighborhoods.
3. Locate public buildings and other community attractions in convenient locations.
4. Building placement and orientation shall consider views and environmental factors such as shading and wind protection.
5. Entry features and unique design elements shall be provided in prominent areas.
6. Clustered buildings with shared public areas are preferred over isolated buildings with separate public areas.
7. Multi-use developments are encouraged.
8. Single-use developments shall have convenient access to other complimentary land uses.



Non-residential areas should have public spaces and pedestrian walkways.



Entry features and other unique design elements help create a sense of arrival.

## Additional Guidelines for Village Center Site Design

These guidelines apply within main street areas in the Mixed Use district and supplement general site design guidelines.

1. Village centers shall have a combination of retail, employment, public facility, and compact residential uses.
2. Village centers shall have wide sidewalks that accommodate street activities.
3. Village centers shall have street trees, outdoor dining, and other pedestrian-oriented features.
4. Buildings shall be positioned on the front property line or separated from the front property line with a public plaza, outdoor dining or other pedestrian-oriented feature.
5. Safe pedestrian environments shall be prioritized.
6. Public gathering spaces shall be provided.
7. Service and loading areas shall be located behind buildings or shall be screened from public streets.
8. View corridors shall be identified and protected in village centers.
9. Upper-floor residential lofts are encouraged.



Village centers should include public gathering areas.



Business entrances should abut public sidewalks.



## Landscape Design Guidelines

Landscape design guidelines address landscaping in different areas within Spring Mountain. Landscape design guidelines are organized into general, streetscape, residential, non-residential and village center categories. Design guidelines for each category are intended to implement the project vision with context-appropriate solutions.



### Generally Applicable Landscape Guidelines

Landscape plans throughout Spring Mountain shall be consistent with the following guidelines:

1. Landscape plans shall include a plant palette of drought tolerant and/or native plants.
2. Ornamental trees and shrubs shall be integrated into landscape plans in higher intensity areas.
3. Wetlands, meadows and drainageway corridors may be enhanced with riparian vegetation.
4. Slopes shall be landscaped with materials that will require minimal irrigation.
5. Landscaped medians shall be provided at major neighborhood entrances.
6. Landscape plans shall include tree clusters and open areas instead of evenly distributed trees.
7. Irrigation demands shall be reduced by limiting the amount of turf that can be irrigated with potable water.
8. Water conservation measures shall be incorporated into all irrigation systems.
9. Reclaimed water shall be used to irrigate parks, street medians and other public spaces where regulations permit its use and necessary infrastructure is available.

10. Local or naturalized plant materials shall be used to maximize survival rates.
11. Subtle transitions shall be provided between areas with formal landscaping and adjoining natural areas.
12. Defensible space shall be considered in all landscape plans.
13. Existing mature trees shall be integrated into landscape plans where tree protections standards require their preservation.



Existing mature trees should be integrated into landscape plans.

## Additional Guidelines for Streetscape Landscaping

These guidelines apply within street rights-of-way and supplement general landscape guidelines.

1. Major streets and neighborhood roads shall have distinct landscape palettes to help create unique neighborhood identities.
2. Streetscape landscaping shall vary to preserve view corridors and enhance neighborhood privacy.
3. Median landscaping shall be provided along major roads and at neighborhood entry points within Spring Mountain.
4. Streetscape landscaping shall provide shade for sidewalks and roads when trees mature.



The value of landscaped parkways increases as street trees mature.



Landscaped street medians enhance neighborhood entrances.

## Additional Guidelines for Residential Landscaping

These guidelines apply in the Low Density Residential, Medium Density Residential and Compact Density Residential districts and supplement general landscape guidelines.

1. Trees shall be clustered to provide private areas and limit interference with residential views.
2. Front yard landscaping shall be provided with all residential developments.
3. Defensible space shall be considered in all landscape plans.
4. Residential landscaping shall provide summer shading and winter light to reduce residential energy demands.



## Additional Guidelines for Non-Residential Landscaping

These guidelines apply outside main street areas in the Mixed Use, Public Facility, and Visitor Service districts and supplement general landscape guidelines.

1. Trees shall be clustered to provide shaded public areas and limit view interference.
2. Consistent landscape elements shall be provided throughout non-residential areas.
3. Defensible space shall be considered in all landscape plans.
4. Non-residential landscaping shall provide summer shading and winter light to reduce non-residential energy demands.
5. Site frontages and residential interfaces shall be prioritized in landscape plans.



Deciduous trees provide shade in the summer and allow light penetration in the winter.

## Additional Guidelines for Village Center Landscaping

These guidelines apply within main street areas in the Mixed Use district and supplement general landscape guidelines.

1. Street trees in sidewalk grates shall be provided in lieu of front yard landscaping.
2. Planters for decorative shrubs and flowers shall be provided along main streets.
3. Columnar trees shall be provided in confined spaces.
4. A majority of street trees along main streets shall be deciduous.
5. Landscaping densities shall be reduced in village centers.
6. Shade trees shall be provided in public plazas.



Street trees and flower beds are planned in village centers.



Deciduous trees allow sunlight penetration in the winter.



## Architecture Design Guidelines

Architecture design guidelines address the design of buildings throughout Spring Mountain. Architecture design guidelines are organized into general, residential, non-residential and village center categories. Design guidelines for each category are intended to implement the project vision with context-appropriate solutions.

### Generally Applicable Architecture Guidelines

Building design and architecture throughout Spring Mountain shall be consistent with the following guidelines:

1. Building designs shall provide efficient usable spaces.
2. Building architecture shall have pedestrian-scale detailing to provide visual interest.
3. A variety of building styles, colors and materials shall be used.
4. Natural materials shall be incorporated into building exteriors.
5. Traditional western and mountain architecture shall be reflected in building designs.
6. Buildings shall have prominent pedestrian entrances.
7. Buildings shall be designed with energy saving features.
8. Long unbroken roof or wall planes shall be avoided.
9. Building colors shall complement the natural surroundings.
10. Rural architectural elements shall be provided in more remote settings (e.g. dude ranch, remote lodge, etc.)
11. Fire-resistant construction materials shall be used in wildfire hazard areas.



Natural building materials are encouraged.

### Additional Guidelines for Residential Architecture

These guidelines apply in the Low Density Residential, Medium Density Residential and Compact Density Residential districts and supplement general architecture guidelines.

1. Residential architecture, colors and materials shall be varied to provide visual interest and avoid homogenous neighborhood appearances.
2. Architectural detailing shall be provided on all facades that are visible from public spaces.
3. Front porches, courtyards and/or building projections shall be provided to create street activity.
4. The visual prominence of garages shall be reduced through a variety of techniques, including setbacks from the residential facade, side loaded or alley loaded designs, rear yard garages and/or enhanced landscaping for screening.
5. Residential buildings shall have multiple roof planes, decorative parapets and/or other designs to create visual interest.
6. Front yard setbacks shall vary within each neighborhood.
7. Attached housing products shall have courtyards, plazas and/or other usable outdoor spaces.
8. Where feasible, buildings shall be oriented to take advantage of prevailing breezes and solar orientation.
9. Enhanced building articulation shall be provided on front yard facades.



Front porches are a preferred design element.



Residential architecture will minimize the visual prominence of garages.

## Additional Guidelines for Non-Residential Architecture

These guidelines apply outside main street areas in the Mixed Use, Public Facility, and Visitor Service districts and supplement general architecture guidelines.



1. Large buildings shall be designed with small scale design elements and ground level details.
2. Sign designs and sizes shall be compatible with building architecture while clearly identifying building occupants.
3. Front yard facades and other highly-visible building components shall have enhanced architecture.
4. Accent lighting shall be used to enhance non-residential buildings.
5. Architecture shall create convenient and identifiable pedestrian entrances.



Signs should be compatible with building architecture.



Prominent pedestrian entrances should be provided.

## Additional Guidelines for Village Center Architecture

These guidelines apply within main street areas in the Mixed Use district and supplement general architecture guidelines.

1. Higher intensities and increased building height is appropriate in village centers.
2. Zero-foot setbacks are allowed in village centers.
3. Shared building spaces are encouraged.
4. Business sign designs shall be coordinated within each village center.
5. Residential units within village centers shall have access to outdoor areas such as balconies, private gardens or plazas.
6. Mixed use buildings shall have separate residential and non-residential access routes from streets and shared entrance lobbies.
7. Landmark buildings with unique design features shall be provided in prominent locations.
8. Outdoor dining, awnings and/or similar front façade design elements shall be provided.
9. Ground floor windows and/or entrances shall be provided on front facades.
10. Front facades shall have detailed design elements, especially on ground floors.



Zero-foot setbacks are planned in village centers.



Public spaces enhance mixed use areas.



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# Community Development Standards

## Purpose

These Community Development Standards are the regulatory provisions that implement this Master Planned Unit Development (PUD) Handbook. The Reno Municipal Code is in effect where not modified by the Master PUD Handbook. Further, wherever approval is required by staff, if in staff's judgement a public hearing is desirable, staff may set the matter for public hearing.



## Administration of Community Development Standards

### Governing Documents

1. This Spring Mountain Master PUD Handbook governs planning and development at Spring Mountain in accordance with NRS 278A and Section 18.08.302 of the Reno Municipal Code.
2. Title 18 of the Reno Municipal Code governs all development standards that are not addressed in this Spring Mountain Master Planned Unit Development Handbook.
3. In any instance where the provisions of this Spring Mountain Master PUD Handbook are in conflict with the provisions of the Reno Municipal Code, the provisions of this Spring Mountain Master PUD Handbook shall apply.

## Sequential Levels of Approval

Required planning processes and approvals are summarized in Exhibit 9.1, Sequential Levels of Approval, and are more specifically described below.



### COMPREHENSIVE PLAN

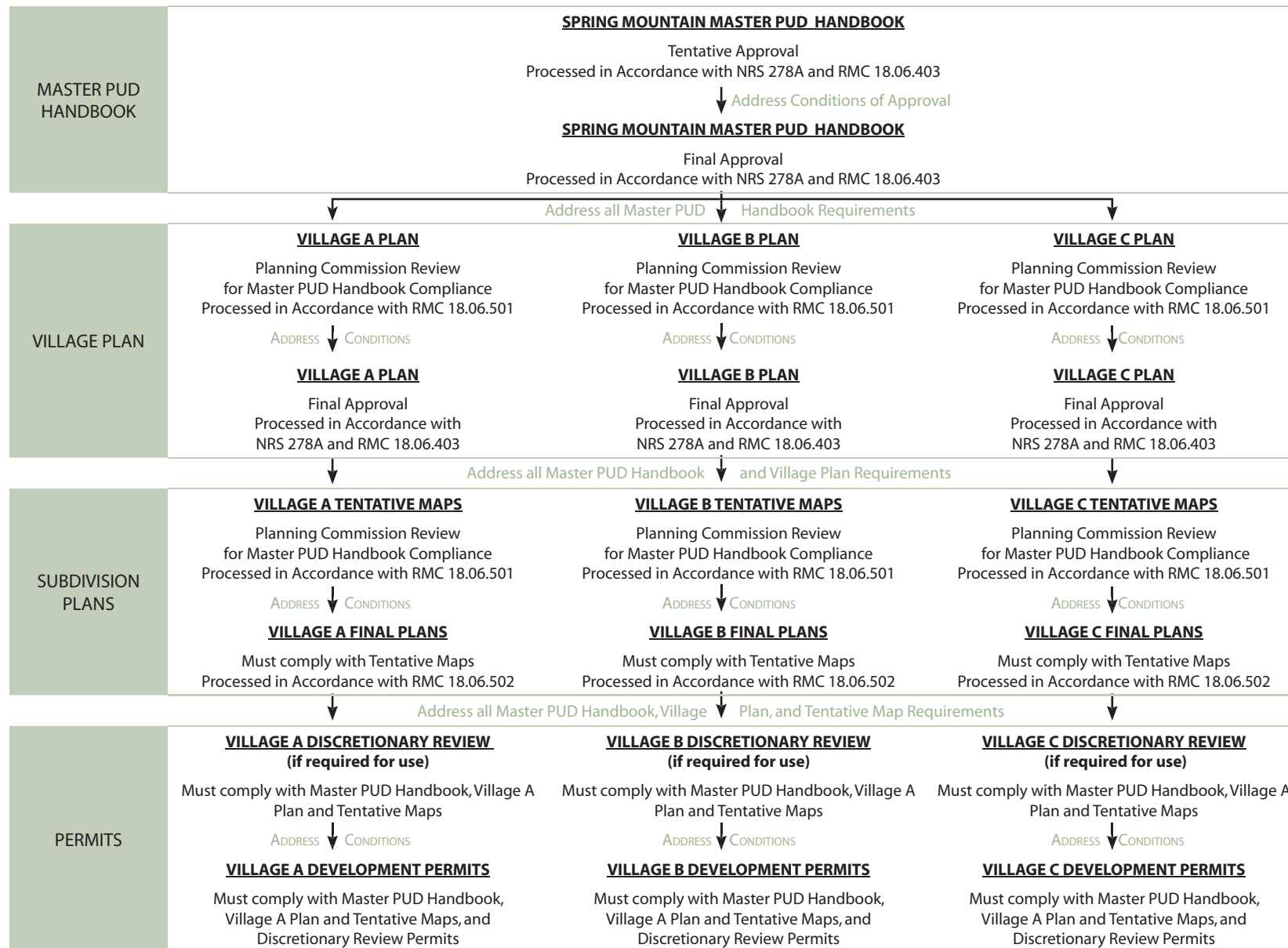
1. This Spring Mountain Master PUD Handbook serves as the comprehensive plan for Spring Mountain, as defined in NRS 278A.
2. Tentative and Final Approval of this Master PUD Handbook shall be completed in accordance with NRS 278A and Section 18.06.403 of the Reno Municipal Code.
3. Final approval of this Master PUD Handbook shall occur prior to final approval of any Village Plan.

### VILLAGE PLANS

1. Village Plans shall be reviewed by the Reno Planning Commission for compliance with the Spring Mountain Master PUD Handbook in accordance with the review process for tentative maps. Following final approval of a Village Plan and satisfaction of any conditions of approval that are identified by the City as being necessary to demonstrate compliance with this Spring Mountain Master PUD Handbook, Village Plans shall be certified and recorded as Supplemental PUD Handbooks for each village in accordance with the proceedings for Final Master PUD Approval as outlined in NRS 287A. Updating Village Plans is allowed with tentative maps and shall be subject to the same process.

2. Village Plans shall be approved prior to or concurrent with approval of any subdivision and/or community wastewater system in each Village.
3. All subdivision and development permits shall comply with this Spring Mountain Master PUD Handbook and with the Supplemental PUD Handbook for each village.
4. The content of Village Plans shall:
  - a. Be consistent with provisions of this Master PUD Handbook.
  - b. Include a refined Resource Management Plan that includes an Open Space Program, a Wildlife Management Program, a Tree Protection Program and a Wildfire Management Program demonstrating compliance with applicable provisions in this Master PUD Handbook. Washoe County shall be provided an opportunity to review and comment on the refined Resource Management Plan prior to approval.
  - c. Include a refined Land Use Plan with adjustments to planning areas, district boundaries and land use designations demonstrating compliance with applicable provisions in this Master PUD Handbook. The refined land use plan shall specify which zoning district applies within each area of the Village.
  - d. Include a refined off-site traffic reduction and mitigation plan demonstrating how development will comply with applicable provisions in this Master PUD handbook.
  - e. Delineate and include conceptual designs and land uses for the Village Center demonstrating compliance with applicable provisions in this Master PUD Handbook.

**Exhibit 9.1 Sequential Levels of Approval**





- f. Include a refined Housing Program demonstrating compliance with applicable provisions in this Master PUD Handbook.
  - g. Include a refined Business Development Program demonstrating compliance with applicable provisions in this Master PUD Handbook.
  - h. Include a refined Parks and Recreation Plan demonstrating compliance with applicable provisions in this Master PUD Handbook. The refined Parks and Recreation Plan shall specify amenity phasing and installation/maintenance responsibilities for parks and recreation improvements that are identified in this Master PUD Handbook.
  - i. Include a refined Mobility Plan with preliminary alignments of all collector and larger roads and community trails based on a preliminary village traffic study demonstrating compliance with this Master PUD Handbook.
  - j. Include refined Public Service and Facility Plans with phasing and funding plans for each public service demonstrating compliance with applicable provisions in this Master PUD Handbook.
  - k. Include a Village Sustainability Program demonstrating compliance with the performance standard for greenhouse gas emissions and other applicable provisions in this Master PUD Handbook.
  - l. Identify Community Design Themes for the Village demonstrating compliance with applicable provisions in this Master PUD Handbook.
  - m. Include an urban interface management plan for Spring Mountain and surrounding public lands addressing recreation use, wildlife habitat, nuisance wildlife, wildfire safety, and livestock grazing. The urban interface management plan shall be developed in coordination with Spring Mountain, Reno, Washoe County, the Nevada Department of Wildlife and the US Bureau of Land Management.
5. Prior to approval of Village Plans B or C, Spring Mountain shall provide an assessment of actual public school student yields from developed portions of Village A in coordination with the Washoe County School District. Said assessment shall include at least 3,500 occupied homes. If the student yield assessment determines that the two planned elementary schools within Spring Mountain will not be adequate to accommodate all of Spring Mountain's public elementary school students, Spring Mountain shall provide a third elementary school site, or alternative expanded school site as approved by the School District. If required, the additional or expanded school site shall be planned and financed in accordance with all applicable regulations and PUD Handbook provisions.

#### TENTATIVE MAPS

Compliance with this Master PUD Handbook, and with the applicable Supplemental Master PUD Handbook for each Village, will be verified through the Tentative Map process.

## REFINEMENTS

Approval of refinements to the satisfaction of City staff to District designations and boundaries in the Land Use Plan are allowed under the following conditions:

- a. Refinements shall be consistent with these Community Development Standards.
- b. Refinements shall not exceed the Development Allocation in this Master PUD Handbook.
- c. Refinements shall maintain a minimum of 3,053 acres within the Park and Open Space Districts.
- d. Refinements must demonstrate substantial conformance with this Development Handbook.
- e. Any minor deviations to the standards of this Master PUD Handbook shall be processed in accordance with NRS 278.319 and Section 18.06.411 of the Reno Municipal Code.

## DISCRETIONARY REVIEW

All development that meets the adopted standards and uses in this Master PUD Handbook are exempt from requirements for special use permits required by Subsection 18.06.405(a) of the Reno Municipal Code, subject to staff determinations of consistency with the findings required by Subsection 18.06.405(e) of the Reno Municipal Code (Appendix C).

## Land Use and Zoning Standards

### Establishment and Purpose of Land Use Districts

In order to comprehensively plan Spring Mountain, land use districts are established as follows:

1. LDR - Low Density Residential
2. MDR - Medium Density Residential
3. CDR - Compact Density Residential
4. MU - Mixed Use
5. VS - Visitor Services
6. PF - Public Facility
7. P - Park
8. OS - Open Space

The purpose for each Land Use District is as follows:

1. LDR - To provide for detached single family homes and complementary land uses.
2. MDR - To provide for detached single-family homes, attached homes, and complementary land uses.
3. CDR - To provide for attached homes, live-work units, and complementary land uses.
4. MU - To provide for mixed use development with a range of residential, commercial, employment, and complementary uses.
5. VS - To provide for community and visitor amenities.
6. PF - To provide for public and semi-public facilities.
7. P - To provide for community and neighborhood parks.
8. OS - To provide for open spaces within the community.



## Development Allocation

The Spring Mountain Land Use Plan is expected to be refined and adjusted in accordance with this Master PUD Handbook. In making refinements and adjustments, the following maximum development allocations shall be adhered to:

1. No more than 12,000 primary dwelling units are allowed.
2. No more 9,500 of the 12,000 primary dwelling units are allowed without age qualifications requiring that buyers be 55 years or older, if such restrictions are allowed by law.



## Minimum Parks and Open Space

1. At least 3,053 acres of land shall be included in the Park and Open Space Districts combined.

## Land Use District Density Standards

1. Developments within the LDR district shall have residential densities of 5 dwelling units or less per gross acre.
2. Developments within the MDR district shall have residential densities between 3 and 14 dwelling units per gross acre.
3. Developments within the CDR district shall have residential densities between 5 and 45 dwelling units per gross acre.
4. Developments within the MU district shall have total floor area ratios (FAR) between 0.25 and 3.0 for each development site. Development sites may contain multiple buildings that are developed in a coordinated manner.

## Permitted Uses and Use Regulations

Except as provided in these Community Development Standards, development projects (not Villages) within each land use district shall select a Reno zoning designation to utilize and shall be developed in accordance with all standards for that zoning district, as outlined in Zoning Standards of the Reno Municipal Code (Appendix D) and Bulk/Dimensional, Density and Intensity standards of the Reno Municipal Code (Appendix E). Property sales within Spring Mountain require the signing of a disclosure notice by all buyers. The disclosure notice shall identify the refined land use plan for their village and the provisions allowing modifications to the land use plan in certain situations.

1. Development in the LDR district shall utilize the LLR2.5, LLR1, LLR0.5, SF15, or SF9 zoning districts.
2. Development in the MDR district shall utilize the SF15, SF9, SF6, SF4, or MF14 zoning districts.
3. Development in the CDR district shall utilize the SF6, SF4, MF14, MF 21, or MF 30 zoning districts.
4. Development within designated Village Centers in the MU district shall utilize the MU zoning district.
5. Development outside designated Village Centers in the MU district shall utilize the AC, CC, NC, IC, IB, GO, or PO zoning districts.
6. Development in the VS district shall utilize the MU, PF, LLR2.5, or OS zoning districts.
7. Development in the P district shall utilize the PF zoning district.
8. Development in the OS district shall utilize the OS zoning district.

The following zoning modifications are allowed:

1. Accessory dwelling units are allowed in the LDR and MDR districts subject to the following limitations:
  - a. Only lots with a Primary Dwelling Unit may be developed with an Accessory Dwelling Unit.
  - b. Accessory Dwelling Unit floor areas shall not exceed 30 percent of the floor area of the primary dwelling, or 800 square feet, whichever is less.
  - c. Accessory Dwelling Units shall comply with all setback requirements for primary dwelling units.
  - d. The front door of the Accessory Dwelling Unit shall be separate from the front door of the primary dwelling unit and shall not be visible from the same street as the front door of the primary dwelling unit.
  - e. At least one additional off-street parking space per bedroom shall be provided for the Accessory Dwelling Unit.
  - f. Architecture, materials, and colors of the Accessory Dwelling Unit shall be compatible with the primary dwelling unit.
2. Live-work units are allowed in the CDR district subject to the following limitations:
  - a. Work units shall not be established without a primary dwelling unit on the parcel.
  - b. Work may only be undertaken on the premise by persons who live on the parcel plus up to 2 additional employees.
  - c. Separate customer and service entrances shall be provided.
  - d. Off-street loading areas shall be provided and such loading areas shall not be located in the primary front yard.
  - e. Signs shall be non-illuminated and shall be limited to a maximum of 8 square feet at the customer entrance plus 4 square feet at the service entrance.
  - f. Businesses may not operate between the hours of 8pm and 7am.
  - g. No more than one business vehicle is permitted.
  - h. The non-residential portion of the live-work unit may not exceed 50 percent of the floor area of the primary dwelling, or 1,200 square feet, whichever is less.
3. In the MU district, standards for land use intensities, front building setbacks, and sidewalks shall be superceded by provisions of these Community Development Standards.
4. In the VS district, MU district standards for land use intensities, front building setbacks, building orientation and sidewalks shall be superceded by provisions of these Community Development Standards.
5. Residential densities of up to 45 dwelling units per acre are allowed in the CDR district.
6. Building height in the MU district shall be limited to 5 stories within Village Centers and 3 stories outside Village Centers.
7. Building height in the VS district shall be limited to 3 stories.





8. Development of the remote lodge that is identified in this Development Handbook in the VS district shall be subject to administrative approval of a visual compatibility plan. Such visual compatibility plan shall include a photo simulation of the proposed development demonstrating that building placement, design, material, color, and landscaping have been designed to reduce the visual prominence of the lodge and associated improvements.

### Effect of Property Outside the Reno Sphere of Influence

Out-parcels totaling approximately 200 acres are located outside the Reno Sphere of Influence and are not currently subject to City of Reno approval, as shown on exhibit 1.2. This area is identified in this Master PUD Handbook because it is important for the comprehensive management of natural resources and development at Spring Mountain. If this area is not added to the Reno Sphere of Influence prior to approval of each village plan, Spring Mountain shall demonstrate that appropriate restrictions have been placed on the properties by Washoe County to ensure their management in accordance with this Master PUD Handbook.

## Additional Development Standards

### Off-Site Traffic Reduction and Mitigation Standards

1. Applications for tentative maps, multi-family building permits and non-residential building permits shall demonstrate compliance with Exhibit 3.2, Land Use Mix Curve. In addition, status reports regarding Spring Mountain's overall land use mix and strategies used to retain a balanced land use mix shall be provided with tentative maps containing residential permit numbers 3000, 6000 and 9000.
2. Applications for tentative maps and road construction permits shall demonstrate the provision of at least one alternative transportation lane-mile for every traditional automobile lane-mile within Spring Mountain. For purposes of this standard, a traditional automobile lane is any road lane that allows automobile through traffic and an alternative transportation lane includes a bike lane at least 4 feet wide, a bike trail lane at least 4 feet wide, a dedicated electric vehicle and/or transit lane at least 10 feet wide and other off-road trails at least two feet wide.
3. Applications for tentative maps and multi-family building permits shall demonstrate that traffic volumes at Spring Mountain's south eastern-entrance will not exceed 27,000 average daily trips upon occupancy of proposed residences prior to the installation of a new access road from Spring Mountain to US-395.

4. At least 400 feet of right-of-way shall be reserved for the potential future roadway connection to Bedell Flat that is identified on Exhibit 5.1. Reserved right-of-way shall be located in a usable location to the satisfaction of the City of Reno.
5. Spring Mountain shall use on-site construction materials and processing facilities as much as possible to minimize off-site construction traffic. Concrete and asphalt batch plants shall be provided on-site. On-site rocks shall be used for site improvements and road base. Detailed construction traffic management plans shall be prepared for each village prior to construction.
6. To ensure that demands placed on the Regional Road Network resulting from the development of Spring Mountain are adequately mitigated and that necessary Regional Road improvements are adequately funded by Spring Mountain concurrent with and in proportion to those impacts, Spring Mountain shall not request approval of a Village Plan prior to January 1, 2009 to allow for the scheduled approval of an updated Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), and Regional Road Impact Fee System (RRIF). Following January 1, 2009 and prior to approval of any Village Plan, Spring Mountain shall provide a detailed assessment of off-site traffic that will be generated by Spring Mountain. Said assessment shall be made available to the City of Sparks, Washoe County, and Regional Transportation Commission staff for review and comment. In addition to other requirements of this Master PUD Handbook and of the updated Regional Transportation plans, programs, and fees, the assessment shall evaluate the projected traffic impact on Pyramid

Highway from the intersection of Winnemucca Ranch Road to Interstate 80. The assessment shall be specific to each Village Plan. The assessment shall also evaluate traffic that is redirected away from Pyramid Highway as a result of the Spring Mountain Off-Site Traffic Reduction and Mitigation Program. If the assessment determines that impact fee revenue from Spring Mountain is not adequate to finance Pyramid Highway improvements in proportion to and concurrent with traffic demands placed on Pyramid Highway from the development of Spring Mountain, Spring Mountain shall provide a supplemental funding mechanism to ensure proportional funding of Regional Road Improvements concurrent with Spring Mountain's impacts on Pyramid Highway. The supplemental funding mechanism shall be in place prior to approval of any Village Plan. If the City of Sparks or Washoe County disagrees with the adequacy of any supplemental funding mechanism, they may appeal the City of Reno-approved supplemental funding mechanism to the Regional Planning Commission in accordance with procedures for Projects of Regional significance.





7. Prior to the approval of tentative maps or multi-family building permits containing residential permit numbers 3000, 6000 and 9000, Spring Mountain shall demonstrate compliance with Exhibit 5.2 - Trip Capture Curve based on a detailed study of land uses within each occupied building, estimated trip generation from occupied buildings (based on ITE rates) and off-site traffic rates based on actual traffic counts. Any deviations from the required trip capture curve shall require approval of a corrective action plan to achieve compliance with the curve and/or provide additional roadway improvements to mitigate any additional off-site traffic, prior to the approval of any additional development. Should a corrective action plan become necessary, the City of Sparks shall review the plan prior to final approval of the plan by the City of Reno.
8. Off-site traffic rates that are used to determine compliance with these trip reduction standards shall be determined by using seasonally-adjusted traffic counts for at least 1 continuous week every three calendar months. Traffic counters shall be located at all paved road entrances to Spring Mountain. The traffic counter at the southeast entrance to Spring Mountain shall be a permanent traffic detection loop.

## Performance Standards for Greenhouse Gas Emission Reduction

1. Village sustainability programs shall comply with this Master PUD Handbook and shall include detailed standards and programs to achieve a 25% minimum overall reduction in greenhouse gas emissions compared to existing development and behavior patterns.
2. Definition and measurement of greenhouse gas emissions shall be modeled after the May 2007 Draft City of Denver Climate Action Plan (Appendix Q) and the supporting documents for that plan. Denver's methods and assumptions shall be refined with available local information.
3. Implementation of the program shall occur in one of two ways:
  - a. Option 1: Use City-approved criteria based on Denver's studies and/or other credible information to demonstrate that Spring Mountain will generate no more than 14.175mtCO<sub>2</sub>e/person, which corresponds to 75% of the estimated average per-capita greenhouse gas emission rate under current practices.
  - b. Option 2: Use City-approved criteria to demonstrate the elimination or offset of at least 4.725mtCO<sub>2</sub>e/person, which corresponds to 25% of the estimated average per-capita greenhouse gas emission rate.
4. All development permit applications shall be consistent with approved village sustainability programs.

## Resource Management Standards

### LAKES

1. Lakes that are conceptually identified in the Natural Resource Plan shall be included within the Park or Open Space district.

### WETLANDS, SPRINGS, AND STREAM ENVIRONMENTS

1. Prior to approval of each Village Plan, potential wetlands, springs and stream environments shall be surveyed in accordance with Section 404 of the Clean Water Act and the Wetland and Stream Environment Protection Standards in the Reno Municipal Code (Appendix F).
2. Areas qualifying as Waters of the U.S. (also known as 404 wetlands or jurisdictional waters) shall be addressed in accordance with Section 404 of the Clean Water Act and any other applicable regulations.
3. Perennial streams and springs shall be included in the park or open space districts and shall be managed in accordance with the standards for Protection of Significant Hydrologic Resources in the Reno Municipal Code (Appendix F).
4. Any wetland, spring or stream environment not qualifying as a Water of the U.S. shall be subject to the Wetland and Stream Environment Protection Standards in the Reno Municipal Code (Appendix G).
5. Wetlands, springs, and stream environments may have restricted access.

### MEADOWS

1. Meadows that are conceptually identified in the Spring Mountain Open Space Plan shall be included in the Park or Open Space Districts.
2. Meadows may have restricted access.
3. Meadows may retain agricultural management.

### MAJOR DRAINAGEWAYS

Major Drainageways shall be defined and managed in accordance with the Drainageway Protection Standards in the Reno Municipal Code (Appendix H), as modified by these drainageway standards.

#### General Drainageway Standards

1. All Major Drainageways shall be maintained as open channels within the open space and/or park districts.
2. Major Drainageway segments with “high relief” shall be defined more specifically as Major Drainageway segments where the 100-year floodplain intersects significant areas of 30 percent or greater slopes. Significant areas of 30 percent or greater slopes have slopes 30 percent or greater covering a contiguous area at least 1/3 acre in size. In high relief major drainageways, development along each side of the drainageway shall be setback to exclude significant areas of 30 percent or greater slopes that intersect the 100 year floodplain.
3. Road crossings of Major Drainageways shall be limited to the conceptual road crossings identified in the Natural Resource Plan and shall be designed with variations in finish slope and surface material to blend in with the surrounding landscape.





4. Underground Infrastructure crossings of Major Drainageways shall be minimized and any resulting disturbances shall be restored to a natural condition. Any infrastructure access roads that are not located at allowed road crossings shall require approval of a special use permit in accordance with the Drainageway Protection Standards in the Reno Municipal Code (Appendix H).
5. Any deviations from major drainageway standards shall require approval of a special use permit in accordance with the Drainageway Protection Standards in the Reno Municipal Code (Appendix H).

#### **Additional Standards for Natural Drainageways**

1. All Natural Drainageways shall be retained as open channels within an open space or park district and shall include the 100-year floodplain plus 15 feet on each side.
2. In the event that the 100-year floodplain plus 15 feet on each side is less than 60 feet in total width, the open space or park corridor will be expanded where necessary to maintain a minimum width of 60 feet.
3. Natural Drainageways that are further defined as Wildlife Corridors shall be included in expanded open space or park corridors that are at least 250 feet in total width.
4. All road crossings of Natural Drainageways that are further defined as Wildlife Corridors shall include an underpass with a minimum size of 12-feet by 12-feet.
5. Natural Drainageways shall be analyzed for any existing disturbances and if necessary shall be restored to a more natural condition if disturbances are no longer needed for the meadow irrigation system.

#### **Additional Standards for Disturbed Drainageways**

1. Disturbed Drainageways shall continue to be managed as part of the established meadow irrigation system.
2. All Disturbed Drainageways shall be included in open spaces and/or parks that are at least 250 feet in total width.
3. All road crossings of Disturbed Drainageways shall include an underpass with a minimum size of 12-feet by 12-feet.
4. Disturbed Drainageways shall be analyzed and if necessary shall be restored to a more natural condition if disturbances are no longer needed for the meadow irrigation system.

#### **Additional Standards for Landscaped Drainageways**

1. Landscaped Drainageways shall be improved to support riparian habitat and provide park amenities.
2. Landscaped Drainageways may be modified to include lakes or re-circulating streams within park sites.
3. Landscaped Drainageways that have been further defined as "Wildlife Corridors" shall be included in expanded open space or park corridors that are at least 250 feet in total width.
4. All road crossings of Landscaped Drainageways that are further defined as Wildlife Corridors shall include an underpass with a minimum size of 12-feet by 12-feet.

### HILLSIDE DEVELOPMENT

Hillside Developments shall be defined and managed in accordance with the Hillside Development Standards in the Reno Municipal Code (Appendix I) and the following provisions:

1. Except as provided below, significant areas of 30 percent or greater slopes shall be included in the Open Space or Park districts. Significant areas of 30 percent or greater slopes have slopes 30 percent or greater covering a contiguous area at least 1/3 acre in size.
2. Minor encroachments into significant areas of 30% or greater slopes are allowed and have been mitigated with planned open spaces in other areas. All tentative map applications shall demonstrate that at least a 2:1 ratio of open space that is not otherwise required to be protected by these Resource Management Standards has been preserved to mitigate encroachments into 30% or greater slopes. Slope encroachment mitigation shall occur within the applicable village and shall qualify towards the minimum park and open space area.
3. Hillside architecture plans shall comply with the provisions of Section 18.12.1614 of Appendix I, Hillside Architecture, and with design guidelines in this development handbook.
4. Section 18.12.1605, Calculation of Density, does not apply.
5. Section 18.12.1607, Required Open Space does not apply.

### WILDFIRE SAFETY

Wildfire safety programs for each village shall be developed in coordination with the Reno Fire Department and other applicable agencies to reduce wildfire hazards. Wildfire safety programs shall, at a minimum, include:

1. A strategic community safety plan for wildfire events.
2. A minimum 30-foot-wide open space or park perimeter around each village.
3. A fuel modification and/or fire break plan where necessary to address hazard areas.
4. Emergency access routes to adjoining public lands and staging areas for those routes.
5. Requirements for defensible space and fire-resistant building materials in wildfire hazard areas.
6. A statement of endorsement from the Reno Fire Department as being consistent with the most current wildfire safety requirements that have been adopted by the Reno City Council at the time of application.

### FLOOD HAZARDS

All development shall comply with the most current flood hazard requirements that have been adopted by the Reno City Council at the time of application.

### GEOLOGIC HAZARDS

Occupied buildings shall be setback a minimum of 50 feet from any active earthquake fault and shall comply with the most current geologic hazard requirements that have been adopted by the Reno City Council at the time of application.



### WILDLIFE MANAGEMENT

Wildlife management programs for each village shall include design and management provisions to benefit native wildlife. Wildlife managements programs shall, at a minimum, include:



1. Minimum 250-foot-wide open space or park corridors along each of the wildlife corridors identified in Chapter 2 of this Master PUD Handbook.
2. Minimum 12-foot-wide by 12-foot-tall drainage and trail underpasses beneath each road crossing of a wildlife corridor.
3. Design and management programs demonstrating compliance with the wildlife management guidelines in Chapter 2 of this Master PUD Handbook.

### TREE PROTECTION

1. Tree preservation standards apply to any healthy deciduous tree with a primary trunk diameter of 18 inches or greater at breast height (4.5 feet from the average ground surface) and any healthy coniferous tree with a total height or total drip line width of 50 feet or more. Qualifying trees are referred to as large trees.
2. Prior to the approval of each Tentative Map or Discretionary Permit, all large trees shall be identified, noted on improvement plans, and added to a large tree inventory of preserved and retained large trees.

3. No more than 50 percent of large trees may be removed without approval of a special use permit for additional tree removal. Prior to approving any special use permit for additional tree removal, the City shall make a finding that removal of additional trees improves public safety and that the removal of additional trees has been adequately mitigated with additional vegetation enhancements.
4. Trees identified for preservation shall be shown on all improvement plans and permits and shall be protected from damage during construction.
5. A qualified arborist or biologist may examine large trees to determine tree health and identify any public safety hazards associated with large trees (e.g. falling trees or branches, diseased trees). Any trees identified as unhealthy or a public safety hazard shall not qualify as a large tree and may be removed.
6. In addition, each Village Plan shall include a tree survey of all existing trees over six inches in trunk diameter. The tree survey shall identify trees to be preserved and removed. The survey shall identify mature tree stands and shall include strategies to promote tree stand retention where it is feasible and would not create a wildfire hazard.

### CULTURAL AND ARCHAEOLOGICAL RESOURCES

1. Prior to approval of each tentative map or building permit, a cultural and archaeological survey shall be completed for the area of proposed disturbance. The survey shall be conducted in accordance with applicable local, state, and federal standards.
2. Any cultural artifacts that are identified during cultural and archaeological surveys shall be documented by the Nevada State Historical Preservation Office.
3. Management of significant cultural or archaeological artifacts shall occur as required by applicable local, state and federal standards.
4. A cultural interpretive center shall be established prior to issuance of the 3,000th building permit in Spring Mountain. The cultural interpretive center shall be located in a publicly accessible space and shall include a cultural history of the Spring Mountain area along with available historical material and any significant artifacts that are found during required cultural and archaeological surveys.

### OPEN SPACE IMPROVEMENTS

1. Structures and turf associated with a golf course may not exceed 75 acres in the Open Space District. Additional golf improvements shall be classified as development and shall not count towards the park and open space area requirement.

### Site and Building Design Standards

Tentative maps and non-residential, mixed use or multi-family building permits shall comply with the following site and building design standards in addition to other requirements of this Master PUD Handbook.

1. Architecture drawings shall comply with Chapter 8, Community Design Guidelines
2. Applications shall comply with Site and Building Design standards of the Reno Municipal Code (Appendix J), with the following modifications:
  - a. The applicability of subsection 18.12.301(c), Shading of Parks and Residences shall be limited to prevent the shading of single-family property by structures over 35-feet in height between the hours of 10:00 am and 2:00 pm on December 21; and
  - b. Section 18.12.303, Residential Infill Standards do not apply.
3. Applications shall comply with Limits on Grading, Erosion Prevention and Sedimentation Control standards of the Reno Municipal Code (Appendix K), exempting therefrom:
  - a. Subsection 18.12.402(d), Special Use Permit Required.
4. Water, wastewater and storm drainage infrastructure standards not specified in this Master PUD Handbook shall comply with the City of Reno Public Works Design Standards Manual, as modified by approved Low Impact Development design approaches.





- a. Streets, sidewalks, curbs and gutters shall comply with the major roadway plan and street sections in Chapter 5 and with the Trails Plan in Chapter 4 of this Master PUD Handbook.
  - b. Street, sidewalk, curb and gutter standards not specified in this Master PUD Handbook shall comply with the City of Reno Public Works Design Standards Manual and with Section 18.12.701 through Section 18.12.1001 of the Reno Municipal Code (Appendix L) related to Streets, Sidewalks, Curbs and Gutters, Vehicle Access/Circulation and Traffic Analysis, Vision Triangles, Traffic Impact Analysis and Pedestrian Access and Circulation, as modified by approved Low Impact Development design approaches.
  - c. Street, sidewalk, curb and gutter designs that use bioswales and similar naturalized drainage systems shall be provided if the designs are supported by low impact design principles and do not compromise public health safety and welfare.
  - d. Cul-de-sac lengths of up to 1,500 feet are allowed if all homes on the cul-de-sac have fire sprinklers and no more than 60 homes are located on the cul-de-sac.
5. Parking Standards not specified in this Master PUD Handbook shall comply with Off-Street Parking and Loading standards of the Reno Municipal Code (Appendix M).
  6. Landscaping and Screening Standards not specified in this Master PUD Handbook shall comply with Landscaping and Screening standards of the Reno Municipal Code (Appendix N).
  7. Outdoor Lighting Standards not specified in this Master PUD Handbook shall comply with Exterior Lighting standards of the Reno Municipal Code (Appendix O).
    - a. In addition to requirements in Appendix O, exterior lighting shall use fully shielded low pressure sodium bulbs, or an alternative dark sky alternative.
    - b. Notwithstanding the above, lighted sports facilities, amphitheatres, and similar outdoor event venues may use higher-intensity bulbs with a dark-sky lighting management program to minimize adverse impacts on residential areas.
  8. Fences and walls shall comply with Fence and Wall standards of the Reno Municipal Code (Appendix P)
  9. All development shall be designed in accordance Low Impact Development (LID) principles and any LID standards that are in place within the City of Reno at the time of application, unless such designs compromise public health, safety or welfare.