

PCN18-0007 / STM20-0003
CONDITIONS OF APPROVAL

1. APPROVAL:

THE PROJECT IS APPROVED AS SUBMITTED AND CONDITIONED. ANY SUBSTANTIVE CHANGE SHALL REQUIRE REVIEW AND APPROVAL BY THE PLANNING COMMISSION AND CITY COUNCIL AS AN AMENDMENT TO THIS TENTATIVE MAP.

2. EXPIRATION DATE:

THE TENTATIVE MAP SHALL EXPIRE WITHIN FOUR (4) YEARS OF THE DATE OF THE CITY COUNCIL APPROVAL, UNLESS THE FINAL MAP HAS BEEN RECORDED IN ACCORDANCE WITH NEVADA REVISED STATUTES (N.R.S.) 278.360.

3. PROJECT DESCRIPTION:

THE PROJECT APPROVAL IS LIMITED TO A 489 UNIT SINGLE-FAMILY RESIDENTIAL SUBDIVISION (PHASE 2) ON 118.45 ACRES.

4. WASTE MANAGEMENT:

THE DEVELOPER SHALL OBTAIN A "WILL SERVE" LETTER FROM WASTE MANAGEMENT PRIOR TO THE RECORDATION OF THE FINAL MAP FOR THE ASSOCIATED VILLAGE.

5. DISTRICT HEALTH:

THE DEVELOPER SHALL COMPLY WITH THE DISTRICT HEALTH DEPARTMENT'S REQUIREMENTS PRIOR TO THE RECORDATION OF ANY FINAL MAP FOR THIS PROJECT.

6. WATER RIGHTS:

THE DEVELOPER SHALL DEDICATE SUFFICIENT WATER RIGHTS PER S.M.C. 17.12.075(A)(1) TO ADEQUATELY SERVE THE PROJECT PRIOR TO RECORDATION OF ANY FINAL MAP FOR THIS PROJECT.

7. GRADING AND DRAINAGE PLAN:

THE DEVELOPER SHALL SUBMIT A FINAL GRADING AND DRAINAGE PLAN FOR THE PROJECT FOR REVIEW AND APPROVAL BY THE CITY ENGINEER PRIOR TO THE RECORDATION OF ANY FINAL MAP FOR THE PROJECT.

8. ARCHITECTURAL ELEVATIONS:

THE DEVELOPER SHALL SUBMIT THE ARCHITECTURAL ELEVATIONS FOR THE SINGLE FAMILY RESIDENTIAL UNITS (BY VILLAGE) THAT ARE TO BE CONSTRUCTED WITHIN PHASE 2 TO THE COMMUNITY SERVICES DEPARTMENT. THE ELEVATIONS MUST BE IN CONFORMANCE WITH THE STONEBROOK PLANNED DEVELOPMENT HANDBOOK TO THE APPROVAL OF THE ADMINISTRATOR PRIOR TO THE RECORDATION OF A FINAL MAP FOR THAT VILLAGE.

9. GEOTECHNICAL REPORT:

THE DEVELOPER SHALL PROVIDE A FINAL GEOTECHNICAL REPORT FOR THE PROJECT FOR REVIEW AND APPROVAL BY THE CITY ENGINEER PRIOR TO THE RECORDATION OF ANY FINAL MAP FOR THIS PROJECT.

10. HYDROLOGICAL REPORT:

THE DEVELOPER SHALL PROVIDE A FINAL HYDROLOGICAL REPORT FOR THE PROJECT IN CONFORMANCE WITH THE TRUCKEE MEADOWS REGIONAL DRAINAGE MANUAL FOR REVIEW AND APPROVAL BY THE CITY ENGINEER PRIOR TO RECORDATION OF ANY FINAL MAP FOR THE PROJECT.

11. SANITARY SEWER REPORT:

THE DEVELOPER SHALL PROVIDE A FINAL SANITARY SEWER REPORT FOR THE PROJECT FOR REVIEW AND APPROVAL BY THE CITY ENGINEER PRIOR TO THE RECORDATION OF ANY FINAL MAP FOR THIS PROJECT.

12. LANDSCAPING:

THE DEVELOPER SHALL PROVIDE THE FINAL LANDSCAPING PLANS FOR THE PROJECT INCLUDING BUT NOT LIMITED TO THE INTERNAL LANDSCAPE PLAN FOR EACH VILLAGE, FOR THE LANDSCAPING FROM THE BACK OF CURB TO THE FRONT OF SIDEWALK (STREET IMPROVEMENTS), FOR THE AREA FROM BACK OF SIDEWALK TO THE PROPERTY LINE (SITE IMPROVEMENTS), AND FOR THE AREA ASSOCIATED WITH REGIONAL TRAILS, TO BE REVIEWED AND APPROVED BY THE ADMINISTRATOR PRIOR TO THE RECORDATION OF ANY FINAL MAP FOR THE ASSOCIATED VILLAGE. THE FINAL MAP(S) SHALL NOTE THAT THE LANDSCAPING WILL BE MAINTAINED BY THE LANDSCAPE MAINTENANCE ASSOCIATION OR HOMEOWNERS ASSOCIATION.

13. FIRE DEPARTMENT:

THE DEVELOPER SHALL COMPLY WITH THE REQUIREMENTS OF THE FIRE DEPARTMENT INCLUDING BUT NOT LIMITED TO PROVIDING AND MAINTAINING SUFFICIENT TEMPORARY ACCESS THROUGH THE PROJECT TO THE APPROVAL OF THE FIRE CHIEF PRIOR TO THE RECORDATION OF A FINAL MAP FOR THIS PROJECT.

14. EASTERN REGIONAL TRAIL CONSTRUCTION:

THE PORTION OF THE REGIONAL TRAIL LOCATED EAST OF VILLAGE E OF THIS TENTATIVE MAP SHALL BE CONSTRUCTED EITHER BY THE DEVELOPER OR BY THE CITY OF SPARKS WITH REGIONAL TRAIL IMPACT FEES IN ACCORDANCE WITH THE FOLLOWING OPTIONS:

OPTION 1: THE DEVELOPER SHALL PAY THE REGIONAL TRAIL IMPACT FEE AT THE TIME EACH INDIVIDUAL RESIDENTIAL PERMIT IS ISSUED AND DEDICATE RIGHT OF WAY TO THE CITY OF SPARKS FOR THE REGIONAL TRAILS WITH THE FIRST FINAL MAP OF THE ADJACENT VILLAGE. UNDER THIS OPTION, FINAL PLANS FOR THE CONSTRUCTION OF THE REGIONAL TRAIL SHALL BE SUBMITTED FOR REVIEW AND APPROVAL AT THE SAME TIME THE FINAL MAP IS SUBMITTED TO THE CITY OF SPARKS FOR THE ADJACENT VILLAGE.

OPTION 2: THE DEVELOPER SHALL ENTER INTO AN IMPACT FEE CREDIT AGREEMENT WITH THE CITY OF SPARKS FOR THE DEVELOPER TO CONSTRUCT THE REGIONAL TRAIL. UNDER THIS OPTION, THE DEVELOPER SHALL SUBMIT PLANS FOR THE REGIONAL TRAIL WITH THE ADJACENT VILLAGE AND CONSTRUCTION OF THE REGIONAL TRAIL SHALL BE COMPLETED WITH EACH FINAL MAP.

15. REACH 4 REGIONAL TRAIL CONSTRUCTION:

THE PORTION OF THE REGIONAL TRAIL THAT IS WITHIN THE PHASE 2 DEVELOPMENT AREA ASSOCIATED WITH THE REACH 4 REGIONAL FLOOD CONTROL FACILITY SHALL BE CONSTRUCTED EITHER BY THE DEVELOPER OR BY THE CITY OF SPARKS WITH REGIONAL TRAIL IMPACT FEES IN ACCORDANCE WITH THE FOLLOWING OPTIONS:

OPTION 1: THE DEVELOPER SHALL PAY THE REGIONAL TRAIL IMPACT FEE AT THE TIME EACH INDIVIDUAL RESIDENTIAL PERMIT IS ISSUED AND DEDICATE RIGHT OF WAY TO THE CITY OF SPARKS FOR THE REGIONAL TRAILS WITH THE FIRST FINAL MAP OF THE ADJACENT VILLAGE. UNDER THIS OPTION, FINAL PLANS FOR THE CONSTRUCTION OF THE REGIONAL TRAIL, INCLUDING THE PEDESTRIAN CONNECTION THAT CONNECTS THE SOUTHERN TERMINUS OF THE REACH 4 REGIONAL TRAIL TO THE EASTERN PROPERTY LINE SHALL BE SUBMITTED FOR REVIEW AND APPROVAL AT THE SAME TIME THE FINAL MAP FOR THE ADJACENT VILLAGE IS SUBMITTED TO THE CITY OF SPARKS.

OPTION 2: THE DEVELOPER SHALL ENTER INTO AN IMPACT FEE CREDIT AGREEMENT WITH THE CITY OF SPARKS FOR THE DEVELOPER TO CONSTRUCT THE REGIONAL TRAIL. UNDER THIS OPTION, THE DEVELOPER SHALL SUBMIT PLANS FOR THE REGIONAL TRAIL WITH THE ADJACENT VILLAGE AND CONSTRUCTION OF THE REGIONAL TRAIL SHALL BE COMPLETED WITH EACH FINAL MAP.

16. PATHWAY CONSTRUCTION:

THE DEVELOPER SHALL PROVIDE A PATHWAY CONNECTION FROM THE WESTERN PORTION OF THE SUBDIVISION (VILLAGE G) TO THE REGIONAL TRAIL LOCATED ON THE NORTHERN BOUNDARY OF THE PIONEER MEADOWS PLANNED DEVELOPMENT AS PART OF THE FINAL MAP IMPROVEMENT PLANS. THE LOCATION AND DESIGN SHALL BE TO THE APPROVAL OF THE PARKS AND RECREATION DIRECTOR. THE CONSTRUCTION AND LANDSCAPING OF THE PATHWAY SYSTEM SHALL BE SUBMITTED FOR REVIEW AND APPROVAL AT THE SAME TIME THE FINAL MAP IS SUBMITTED TO THE CITY OF SPARKS FOR THE ADJACENT RESIDENTIAL DEVELOPMENT (VILLAGE G).

17. TRAILS AND PATHWAYS PUBLIC ACCESS EASEMENT:

THE DEVELOPER SHALL DEDICATE TO THE CITY OF SPARKS PUBLIC ACCESS EASEMENTS FOR ALL TRAILS AND PATHWAYS WITH THE RECORDATION OF THE FINAL MAP FOR THE VILLAGE THE TRAIL OR PATHWAY IS LOCATED WITHIN. THE FINAL MAP SHALL NOTE THAT THE LANDSCAPING AND IMPROVEMENTS ALONG THE TRAILS AND PATHWAYS WILL BE MAINTAINED BY THE LANDSCAPE MAINTENANCE ASSOCIATION OR HOMEOWNERS ASSOCIATION.

18. OPEN SPACE AND COMMON AREA IMPROVEMENTS:

ALL OPEN SPACE AND COMMON AREA IMPROVEMENTS WITHIN THE PHASE 2 DEVELOPMENT AREA SHALL BE COMPLETED IN CONJUNCTION WITH DEVELOPMENT OF PHASE 2 AND SHALL MEET THE REQUIREMENTS OF THE STONEBROOK PLANNED DEVELOPMENT HANDBOOK. ALL OPEN SPACE AREAS SHALL BE MAINTAINED BY THE STONEBROOK LANDSCAPE MAINTENANCE ASSOCIATION OR HOMEOWNERS ASSOCIATION. THROUGHOUT THE LIFE OF THE PROJECT.

19. FENCING:

FENCING SHALL COMPLY WITH THE STONEBROOK PLANNED DEVELOPMENT HANDBOOK. THE LOCATION AND DESIGN OF FENCING SHALL BE APPROVED BY THE ADMINISTRATOR AT THE SAME TIME THE FINAL MAP IS SUBMITTED TO THE CITY OF SPARKS. TRAP FENCING ASSOCIATED WITH THE MODEL HOME COMPLEX MUST: 1) INCLUDE A GATE FOR EMERGENCY ACCESS THAT IS A MINIMUM OF 16 FEET IN WIDTH, DESIGNED TO SWING IN THE DIRECTION OF TRAVEL, AND DESIGNED WITH PINS OR OTHER DEVICES THAT HOLD THE GATE OPEN TO THE APPROVAL OF THE FIRE CHIEF; 2) MINIMIZE THE INTRUSION OF POSTS BY RED-HEADING RATHER THAN CORING POSTS INTO CONCRETE; AND 3) BE REMOVED PRIOR TO THE SALE OF ANY MODEL HOME.

20. TEMPORARY TURN AROUND:

THE DEVELOPER SHALL PROVIDE A TEMPORARY TURN AROUND THAT IS A MINIMUM OF 100 FEET IN DIAMETER WHERE STONEBROOK PARKWAY TERMINATES AT THE WESTERN PROPERTY LINE OR AN ALTERNATIVE METHOD TO THE APPROVAL OF THE CITY ENGINEER AND FIRE CHIEF PRIOR TO THE RECORDATION OF ANY FINAL MAP ASSOCIATED WITH VILLAGE F OR VILLAGE G.

21. STREET DESIGN:

THE DEVELOPER SHALL DEMONSTRATE THE STREET DESIGN FOR OPPIO RANCH PARKWAY WEST OF STONEBROOK PARKWAY CONSISTS OF AN 18-FOOT WIDE LANDSCAPED COMMON AREA THAT INCLUDES A FIVE-FOOT WIDE DETACHED SIDEWALK, TWO 12-FOOT WIDE TRAVEL LANES, AND TWO ADJOINING FIVE-FOOT WIDE BIKE LANES IN COMPLIANCE WITH THE COMMUNITY COLLECTOR STREET DESIGN STANDARDS IN THE STONEBROOK DESIGN STANDARD AND REGULATIONS HANDBOOK PRIOR TO THE RECORDATION OF ANY FINAL MAP WITHIN PHASE 2.