
Galleria Station

PLANNED DEVELOPMENT HANDBOOK

City of Sparks Submittal
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PLANNING COMMISSION DRAFT

Prepared for:
Lewis Operating Corp.
1380 Greg Street, Ste 231
Sparks, NV 89431

Prepared by:
Wood Rodgers, Inc.
5440 Reno Corporate Drive
Reno, NV 89511

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CHAPTER 1

PROJECT DESCRIPTION

1.1. INTRODUCTION

The intent of the Galleria Station Planned Development (PD) is to provide the City of Sparks with a diverse residential community that offers homebuyers choices in their home buying decision. Unit I will offer a common interest ownership, multi-family residential style of development and Unit II will offer a more traditional single family detached residential choice.

Galleria Station is located in close proximity to existing commercial retail and office uses. In addition, it is also located adjacent to the southern end of the Kiley Ranch main channel and the North Truckee Drain. This proximity allows for access to the regional trail system along this corridor. Galleria Station will be developed in a manner that promotes an efficient land pattern, while providing meaningful common area/open space for its residents. At project completion, the residents of Galleria Station will be able to take advantage of employment, shopping and outdoor recreation opportunities, which are all within walking distance of the community.

The Planned Development Handbook includes the following Assessor's Parcel Numbers, herein after referred to as "subject parcels":

*510-571-01; 510-574-01 thru 20; 510-572-01 thru 14; 510-576-01 thru 12; 510-601-01;
510-602-01 thru 22; 510-604-01 thru 22; 510-606-01 thru 18*

Existing Zoning of parcels of the subject parcels is New Urban District (NUD), which has previously been approved by the City of Sparks.

It is important to note that the Galleria Station project commenced construction of infrastructure improvements in 2005. The Unit 1 tract map, which established the Common Interest portion of the community recorded as Subdivision Tract Map #4577 in August of 2005. As a result of these prior approvals, a majority of the required infrastructure for the community has already been completed. While these infrastructure requirements were part of the projects original PD approval, this amendment will note (as applicable) those items which have already been satisfied by virtue of either agency approvals or actual construction completion (to the date of this amendment). An example of this is the original requirement for Galleria Parkway to be constructed from Los Altos Parkway to the project. Galleria Parkway exists at this time and has been received in dedication by the City of Sparks.

1.2. PROJECT LOCATION

Galleria Station PD is located within the Northern Sparks Sphere of Influence, approximately 500 lineal feet south of the intersection of Los Altos Parkway and Galleria Parkway. The subject parcels total approximately 24.8± acres.

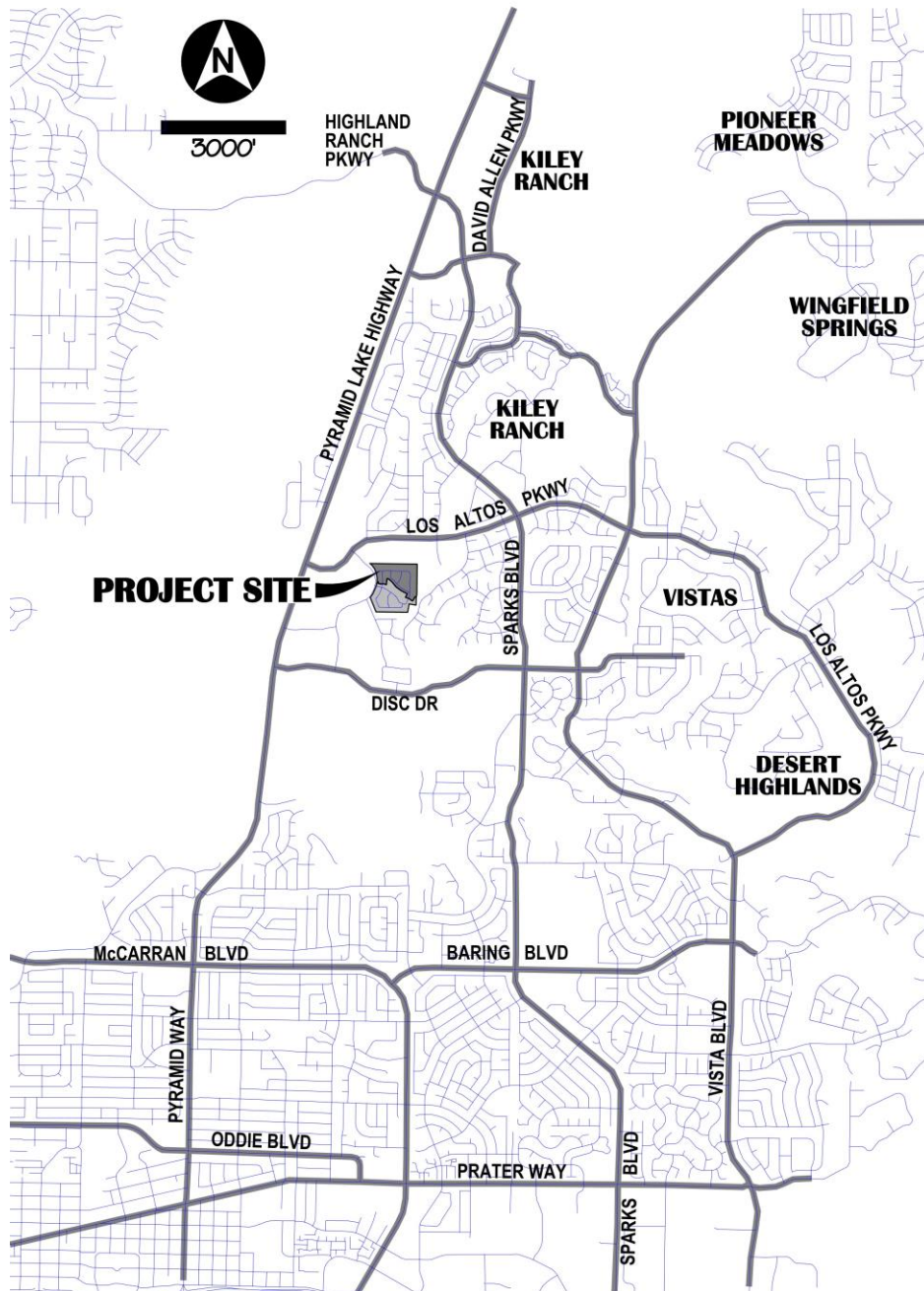


Figure 1
Vicinity Map

1.3. SURROUNDING LAND USES

Galleria Station is surrounded to the north by vacant land with a Mixed Land Use and current zoning of New Urban District (NUD). West of the subject parcels is an existing shopping center with a Land Use designation of Mixed Land Use and current zoning of NUD. South of the subject parcels is an existing vacant single family subdivision with a Land Use designation of Mixed Land Use and current NUD zoning. East of the subject parcels is Sepulveda Elementary School and an existing single family subdivision.

Refer to *Figure 2 for Zoning and Figure 3 Galleria Station Master Plan Land Use Plan.*

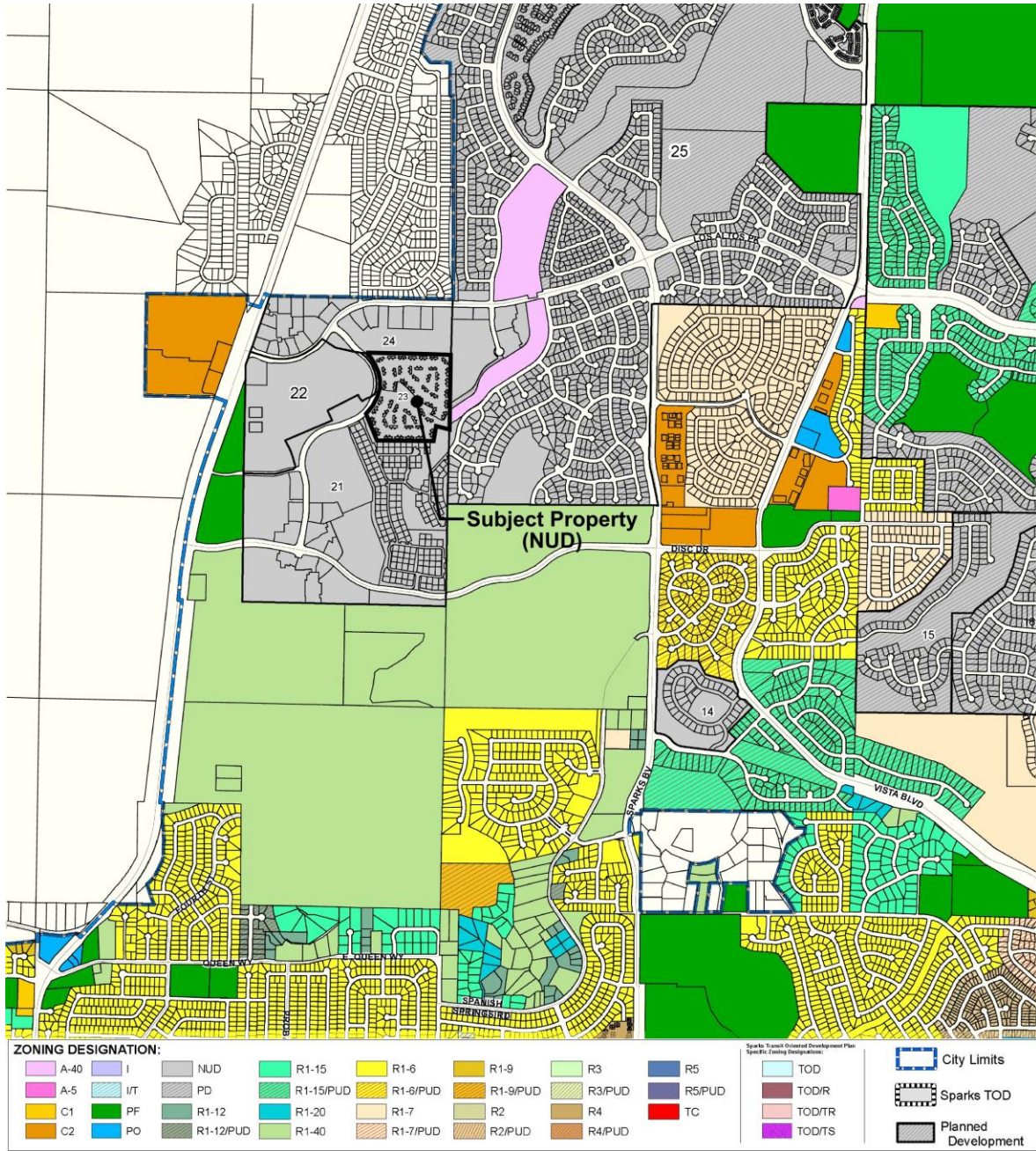


Figure 2
Current Zoning

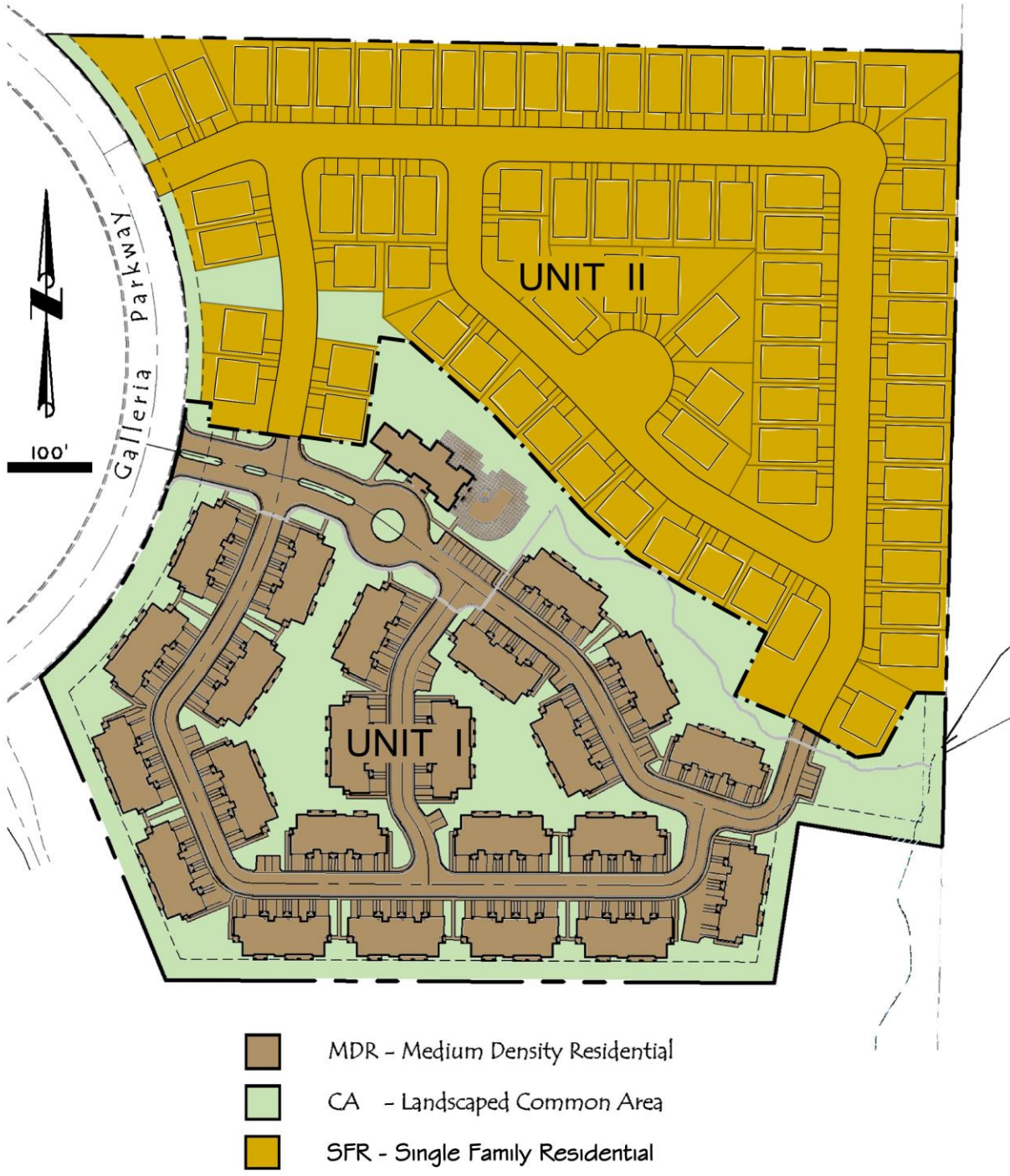


Figure 3
Galleria Station Master Land Use Plan

1.4. SITE ANALYSIS

1.4.1. Drainage/Hydrology

The North Truckee Drain flows from north to south on the far eastern side of the property. There is a FEMA designated, Zone A, 100-year floodplain in the general vicinity of the drain. (*Refer to Figure 4*) A small portion of the proposed Galleria Station will be encumbered by this FEMA designation.

There have been two (2) Letter's of Map Revision ("LOMR") issued by FEMA that removed portions of the Zone A floodplain from the property. The first was a LOMR approved on February 29, 2000 (Case No. 00-09-265P) and the second was a LOMR-F which was approved on April 5, 2007 (Case No. 07-09-0577A).

Any future buildings which are affected by the remaining Zone A designation will be required to obtain a LOMR or LOMR-F.

Please refer to Section 1.7 for a summary of drainage improvements related to the development of the project.

1.4.2. Wetlands

In addition to the floodplain noted above, there are some wetlands that exist along the area of the North Truckee Drain. (Refer to report in Appendix). A wetland delineation was prepared by Gibson & Skordal, LLC and approved by the Corps of Engineers in September 2004. The delineation noted a 0.068 acre seasonal wetland swale and a 0.10 acre Emergant Marsh-Channel.

The Galleria project does contemplate the construction of utilities (sanitary sewer in this case) under a portion of the delineated wetland. The Corps of Engineers under Nationwide Permit No. 12 authorized the construction of the utilities provided that:

1. There is no mechanized land clearing of forested wetlands.
2. A Section 10 permit is not required (work in navigable waters).
3. The crossing does not exceed 500 linear feet.
4. The crossing does not run parallel to the water of the United States.
5. Discharges associated with the construction of the utility line would result in a loss of more than 0.10 acre of waters of the United States.
6. Permanent access roads constructed above grade in waters of the United States must not exceed 500 linear feet; and,
7. Permanent access roads in waters of the United States must not be constructed with impervious materials.

As a result, the sanitary sewer was constructed under the delineated wetland in 2005 and is in service today. No further work is necessary or contemplated within the delineated wetlands, in order to complete the Galleria Station community.

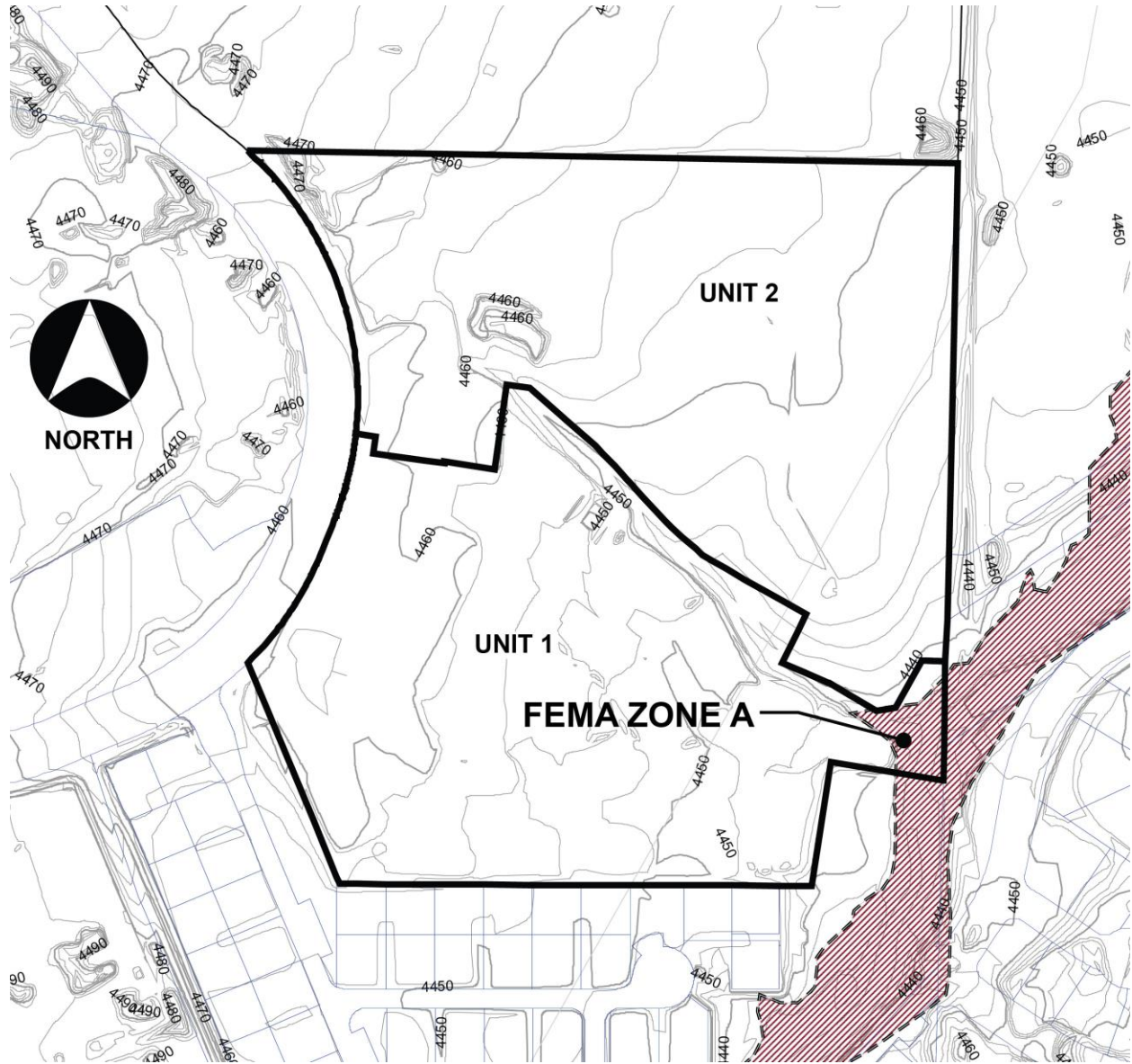


Figure 4
Existing FEMA Zone A

1.4.3. Soil Conditions

A Geotechnical Investigation was prepared for Galleria Station by Pezonella Associates, Inc., dated March 5, 2005. Said report is on file with the City of Sparks Community Development Department. All grading and construction completed to date has been certified by Pezonella Associates, Inc. as being in substantial conformance with the above referenced report.

1.4.4. Vegetation

These parcels had been used historically for ranching purposes. Flood irrigation had been used previously to create pasture area, while some of the property has been used for grazing without irrigated pastureland. Therefore, a large portion of the property was vegetated with pasture grasses and a smaller portion with native plant species.

There were no identified threatened or endangered plant species on the project site per a review by The Fish and Wildlife Service, which was done prior to the construction of Unit 1. To date, both Unit I and Unit II have been graded, thus the pasture grasses no longer exist on the property.

1.4.5. Wildlife

There were no identified threatened or endangered animal species or their habitat on the project site per a review by The Fish and Wildlife Service, which was done prior to the construction of Unit I.

1.4.6. Cultural Resources

A cultural resources inventory was conducted by Kautz Environmental Consultants prior to any land disturbing activities. The study concluded that there were no Cultural Resources on the Galleria Station property.

1.5. PROJECT DESCRIPTION

The Galleria Station development consists of two planning units, providing a mix of housing types, and includes ample landscaped common areas, as well as a natural drainageway feature (Refer to Figure 3). Unit I is the multi-family condominium phase of the project and contains 115 units. The multi-family condominium units are surrounded by landscaped common areas and include a clubhouse and pool facility.

Unit II is the single family residential component and will provide up to 74 lots. Streets within Unit II have the option to be either public or private, which must be delineated on the first final map associated Unit II.

Table 1 – Land Use Summary (Refer to Figure 3)

Land Use	Acreage	Maximum Density	Units	% of Total
Unit I Multi-Family Overall	11.9± ac	10.8 du/ac	115 du	
Unit II Single Family Overall	13.0± ac	5.7 du/ac	74 du	
Unit I Building Area	3.6± ac			15 %
Unit II Lot Area	9.7± acres			39 %
Landscaped Common Area	5.5± ac			22 %
Open Space (Drainageway)	1.1± ac			4 %
Internal Street R/W	4.9± ac			20 %
Total	24.8± ac	7.6 du/ac	189 du	100 %

1.6. ARCHITECTURAL THEME

The Architectural theme of the Galleria Station is based on a style that will fit comfortably with the natural terrain and historical development in the region. The Architectural design and site development is meant to convey an enjoyable and distinctive living and playing experience. The architectural style can be described as a village development with “western” influences. Architectural treatments for Units I and II are different, yet complimentary. Unit I consists of larger buildings to accommodate multiple condominium units within a single building. The larger massing of the buildings within Unit I requires more variations of colors and materials than the smaller, single family homes in Unit II. Following is a summary of the architectural theme for each unit.

Within Unit I, the building’s architecture is a selection of forms either with flat parapets or shaped roof elements composed within interlocking arrangements. The architectural components which support the “western” style are: sloped roofs in a variety of forms, exposed heavy timber framing, manufactured ledger stone veneer, textured concrete masonry, and a selection of colored cement plaster elements with specific cornice profiles. These various essential elements are employed in this design palette to create the theme. These natural materials combine to create the “western” style of the Galleria Station and allow the development to fit within the natural terrain, which surrounds the project.

The Unit II single family homes will have complementary colors and materials to Unit I, however with less of the mass and details associated with the larger multi-family buildings. Varying roof forms, stone veneer accents, and complimentary cement plaster colors will aid in architectural consistency within the Galleria Station community.

1.7. INFRASTRUCTURE

1.7.1. Sewer Report Summary

One sewer main is proposed to serve the Galleria Station project. This main will flow generally from west to east and discharge into the 36-inch Spanish Springs Sewer Interceptor along the easterly boundary of the project site. The sewer main will serve the mixed-use commercial parcel to the west, and the residential development.

The main will be an 8" diameter pipe flowing in an easterly direction within the private street system. The main flows southeasterly through the residential units until it reaches the Spanish Springs Interceptor. This main will have an accumulated peak daily flow of approximately 585,000 gallons per day.

The 8-inch diameter sewer main proposed for this project will adequately serve the site for the land uses planned herein. An analysis of the current peak loading conditions and ultimate capacity of the 36-inch Spanish Springs Interceptor was not performed for this project. However, the project site was included in the master planning for the interceptor and, at that time, the future land use for this site was designated to be 100% residential.

As of the date of this Amendment, the sewer for Unit I and Unit II have been constructed. An approved Sanitary Sewer Report for Galleria Station prepared by Places Consulting, dated 11-15-05 is on file with the City of Sparks Community Development Department.

1.7.2. Hydrology Summary

A Flood Plain and Water Surface Elevation prepared for Galleria Station by Nimbus Engineers dated March 14, 2005 was reviewed and approved by the City of Sparks. In addition, an onsite drainage report for Unit I, prepared by Places Consulting Services, Inc., dated November 2005 has also been reviewed and approved by the City of Sparks.

A final onsite drainage report for Unit II will be required at the time of improvement plan submittal for the review and approval of the City of Sparks.

As referenced in Section 1.4.1 of this PD, the developable area of Galleria Station has been removed from the Zone A flood designation to the Zone X designation by virtue of two (2) LOMR approvals.

1.7.3. Traffic Report Summary

The Galleria Station project will include the construction of 115 dwelling units of residential condominiums and 74 single family residential lots. The project is expected to generate 1,382 average daily trips with 108 trips occurring during the AM peak hour and 135 trips occurring during the PM peak hour.

Traffic generated by Galleria Station will have impact on the area roadways and intersections. The following recommendations were made to mitigate project traffic impacts under its original approval.

It is recommended that a traffic signal be constructed at the Los Altos/Galleria Parkway intersection when warranted. This work is complete as of the date of this Amendment.

It is recommended that Galleria Parkway be designed as a four-lane low access control arterial from Los Altos Parkway to the Sparks Crossing's center driveway and as a two-lane low access control arterial further south to Disc Drive. Ultimately, Galleria Parkway will be a four-lane low access control arterial from Los Altos Parkway to Disc Drive. This work is complete as of the date of this Amendment.

It is recommended that the project driveway be aligned with Sparks Crossing's south driveway and that the project developers coordinate with the Sparks Crossing's developers on the final location of the south driveway. This work is complete as of the date of this Amendment.

It is recommended that the Galleria Parkway/Costa Azul Drive intersection be constructed with one left turn lane and one shared through-right turn lane at the north and south approaches; one left turn lane and one shared through-right turn lane for egress and one lane for ingress at the east approach; and one lane each for egress and ingress at the west approach. Ultimately, the Galleria Parkway/Costa Azul Drive intersection will contain one left turn lane, one through lane and one shared through-right turn lane at the north and south approaches, one left turn lane and one shared through-right turn lane at the east approach, and one lane from which all movements are made at the west approach. This work is complete as of the date of this Amendment.

It is recommended that a left turn lane with a minimum of 100 feet of left turn storage length be constructed at the north and south legs of the Galleria Parkway/south driveway-project roadway intersection. This work is complete as of the date of this Amendment.

1.8. PROJECT PHASING

1.8.1. Preliminary Development Phasing Plan

The development phasing plan is the developer's best estimate of the phasing of the project. It generally anticipates construction starting at the south end of the Galleria Station project (Unit I). Utilities would then be extended in a logical progression to the north (Unit II).

With development starting in Unit I of the project, a temporary emergency access road shall be constructed to the north to provide a second point of access (refer to **Figure 5**). As currently planned, there will be 115 condominium units in 23 buildings constructed in the Unit I along with the recreation building and pool, small picnic area, two large picnic areas, tot lot, regional trail, and entry. The second phase (Unit II) will have up to 74 single family lots with two small common area elements as a result of existing storm drain infrastructure and landscaping along Galleria Parkway. Landscape plans for the common area shall be included with the improvement plans for each phase. Common area landscaping shall be installed concurrently with each building prior to issuance of the certificate of occupancy for each building.

Development of the property is based on market conditions and market demand. This fluctuates over time and is difficult to predict. Therefore, development phasing and extension of infrastructure may vary from what is described here. Unit II may be developed in up to two (2) final maps or merger and re-subdivision maps (refer to Section 9 – Administration).

Design and construction of open space areas shall be the responsibility of the developer of each Unit, with construction of the associated phase and completed prior to first certificate of occupancy for units in that phase. Upon completion and approval, maintenance of these landscapes shall become the responsibility of the respective Homeowners Association.

1.8.2. Infrastructure Phasing

Figure 5 illustrates a preliminary phasing plan for the development of Galleria Station. The following infrastructure phasing is intended to provide adequate infrastructure, in two phases of construction to support the proposed development program. Specific infrastructure improvements will be constructed as needed, but should generally follow this two-phased progression.

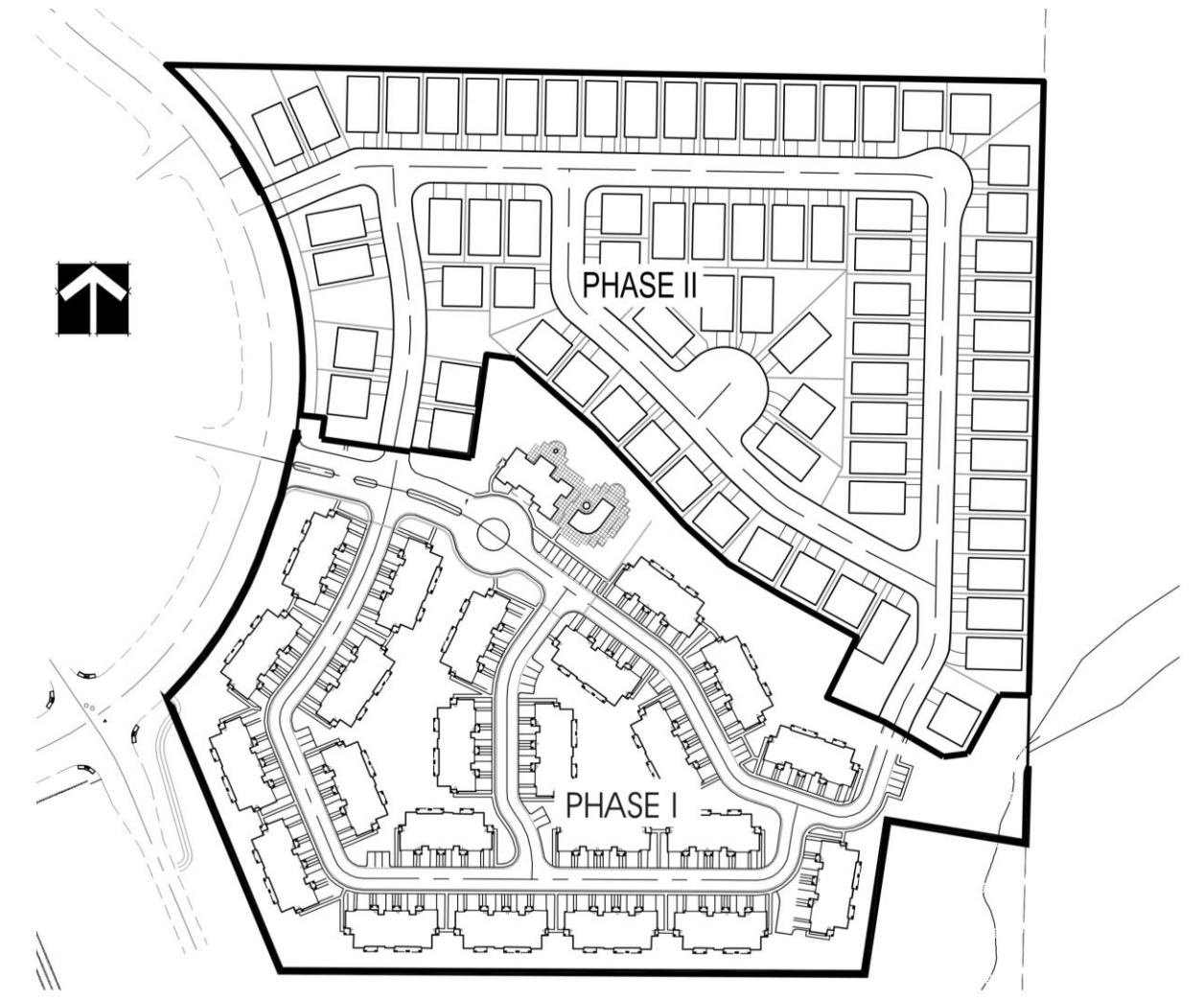


Figure 5
Galleria Station Phasing Plan

1.8.2.1. Phase 1 Infrastructure

(a). Sanitary Sewer

The first phase of the Galleria shall utilize capacity in a proposed 8" sewer draining from west to east to the 36" Spanish Springs Main Trunk line, on the east side of the North Truckee Drain (Central Channel). An 8" line will be extended under the drain, to serve Phase I development. Additional lines shall be stubbed and extended to serve future Phase II properties. Refer to **Figure 6** Phase I Sanitary Sewer Improvements. To date of this Amendment, the Unit I sewer is complete.

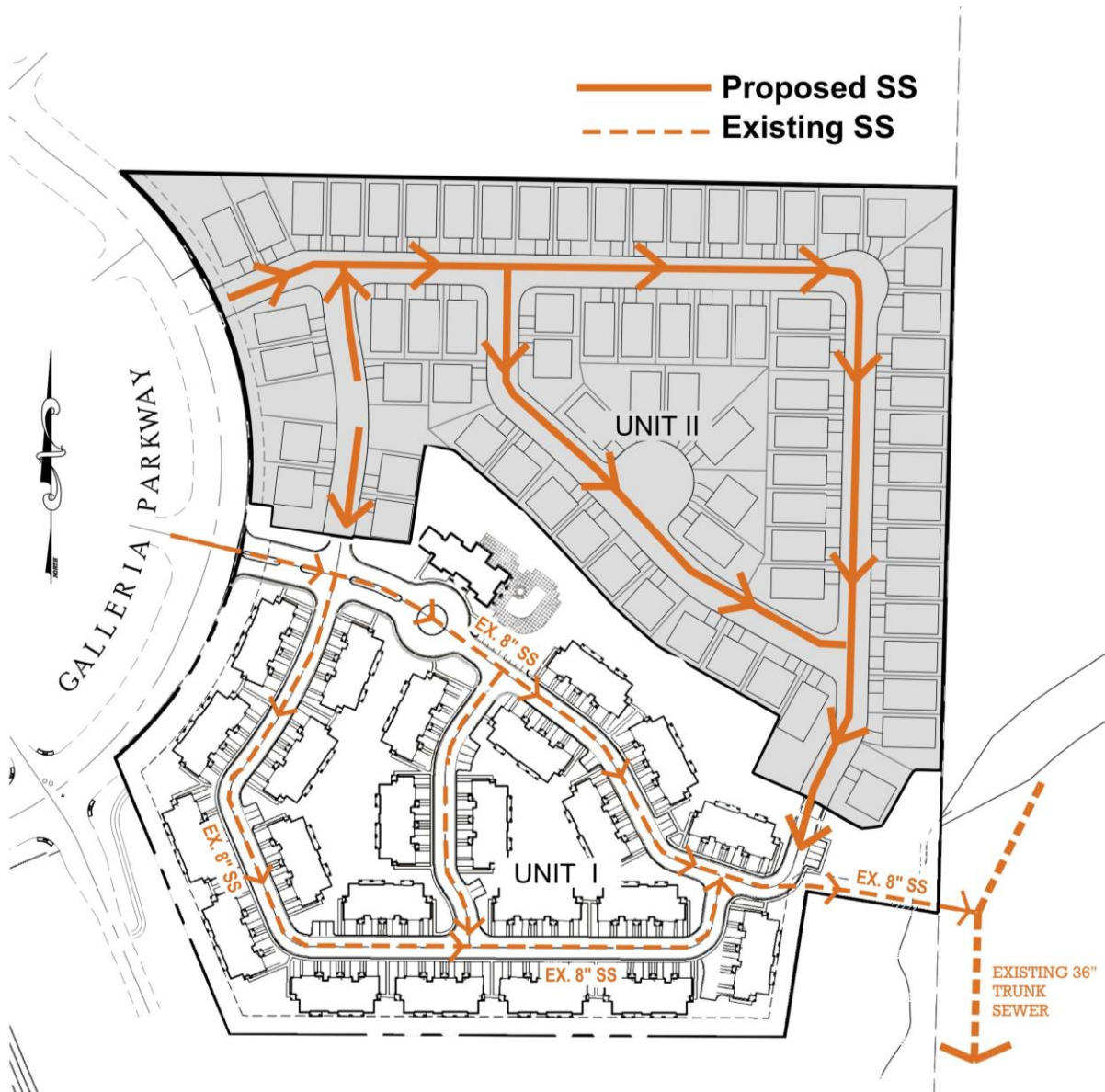


Figure 6
Phase I - Sanitary Sewer Improvements

(b). Water

The Truckee Meadows Water Authority (TMWA) is the water purveyor for Galleria Station. Existing water lines constructed in Galleria Parkway and Galleria Station Unit I will provide service to Unit II. Water improvements associated with Unit I are complete and “stubbed” to Unit 2. (Refer to **Figure 7**)

Reclaimed water was not extended to the Galleria Station community as part of the Galleria Parkway improvements. As a result, reclaimed water is not readily available to the community. Since the Unit I common area landscape improvements are substantially complete and the Unit II portion of the project has very little common area landscape left to be completed, it is unlikely the site will utilize reclaimed water.

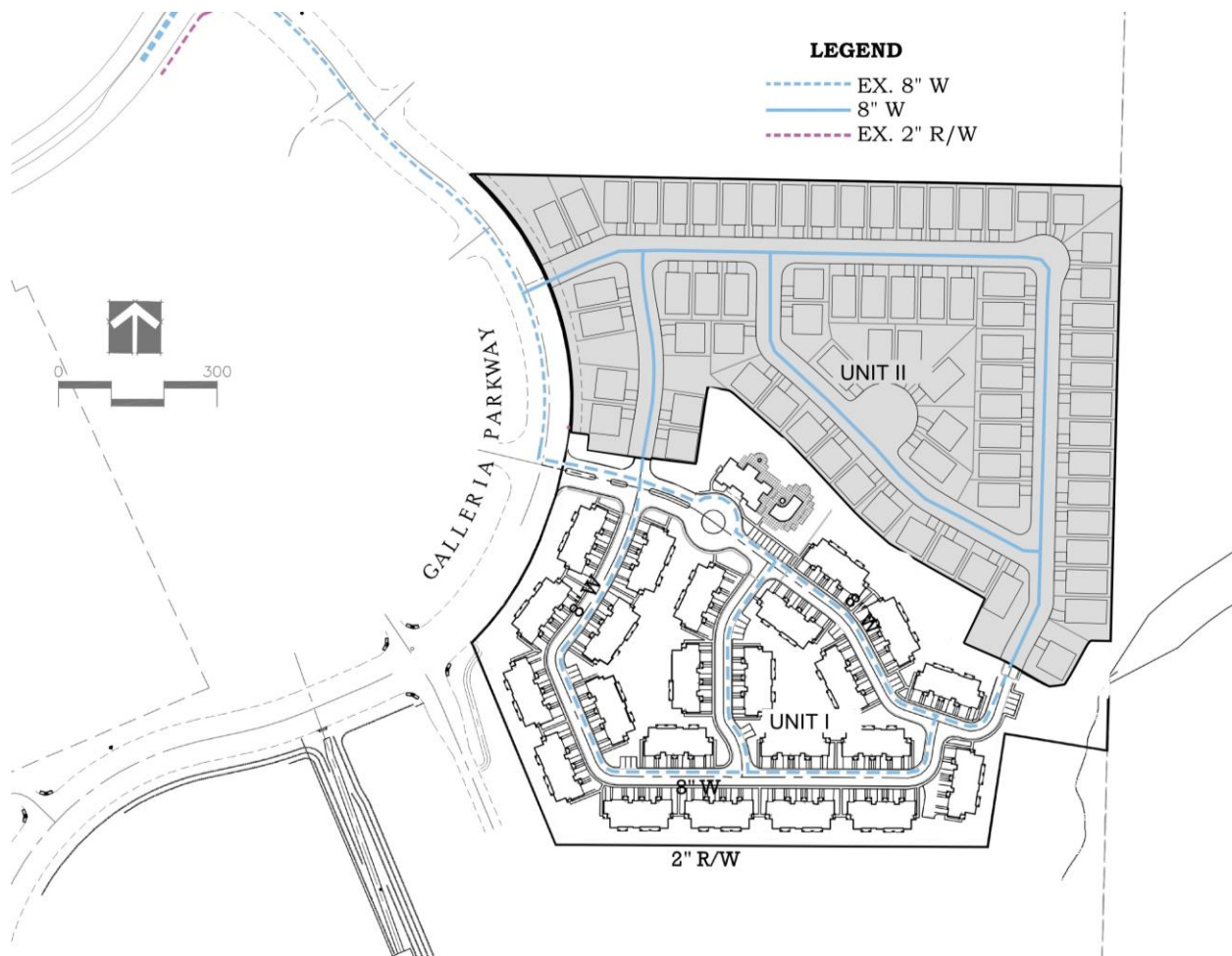


Figure 7
Phase I -Water

(c). **Storm Water Management**

The initial phase of development shall utilize existing drainage ways within Galleria Station storm drain piping and temporary ditching may be required to convey the storm water to the North Truckee Drain Channel. Refer to Section 1.7.2 Hydrology/Drainage Summary for details and **Figure 8** for general location and service areas.

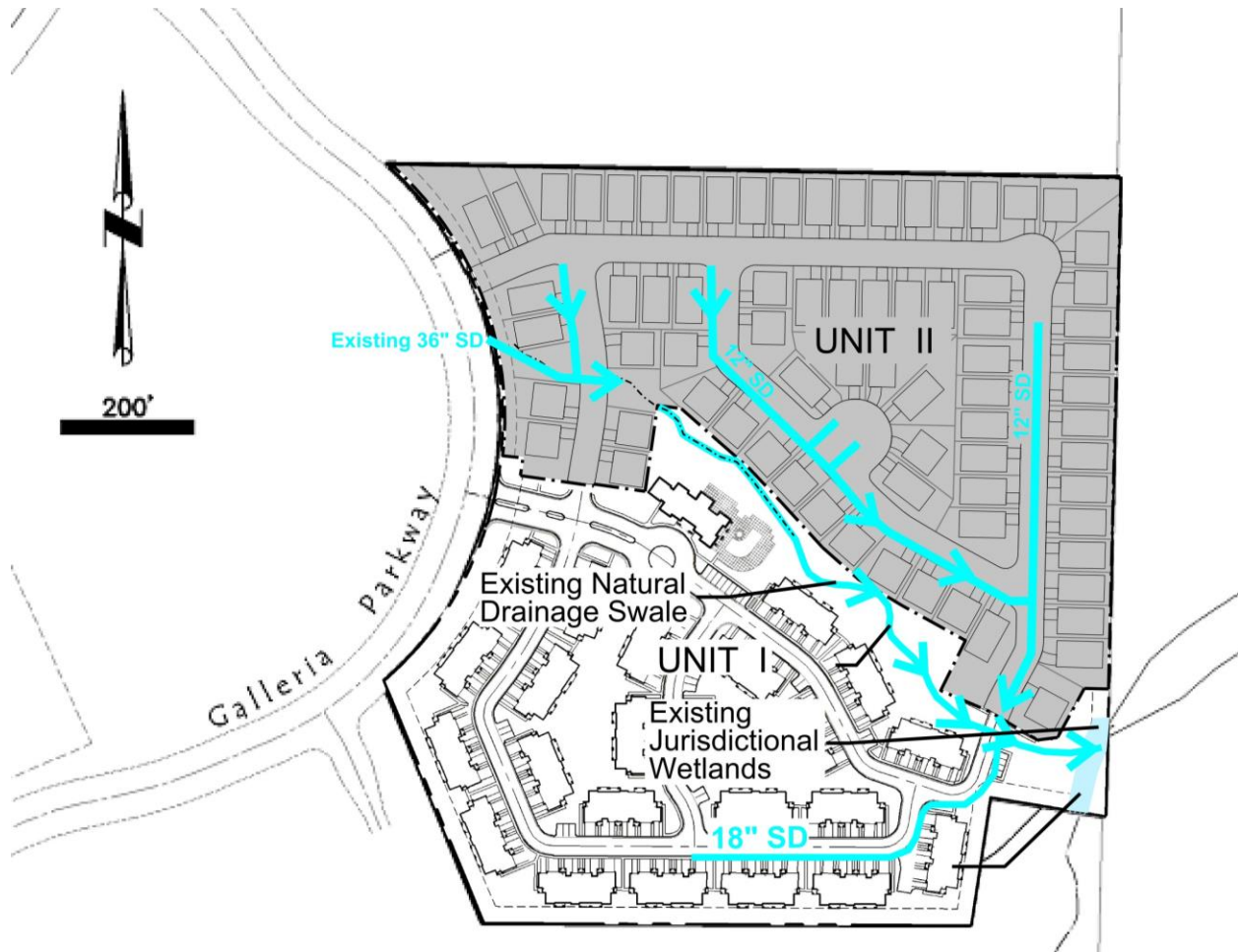


Figure 8
Phase I - Storm Drain Improvements

(d). Roadways

Refer to **Figure 9** and the following paragraphs for preliminary details on Galleria Parkway to be constructed within Phase I. Refer to the Section 2.3 for details on the type, size and phased construction of roadways to be provided within Phase I infrastructure improvements.

Galleria Parkway:

The Phase I section shall include approximately 1000' of roadway connected to Los Altos Parkway. A CCFEA should be submitted to the RTC and the city for approval to support construction of Galleria Parkway from Los Altos to the southern property line of Galleria Station ownership. Galleria Parkway has been constructed and accepted in dedication by the City of Sparks.

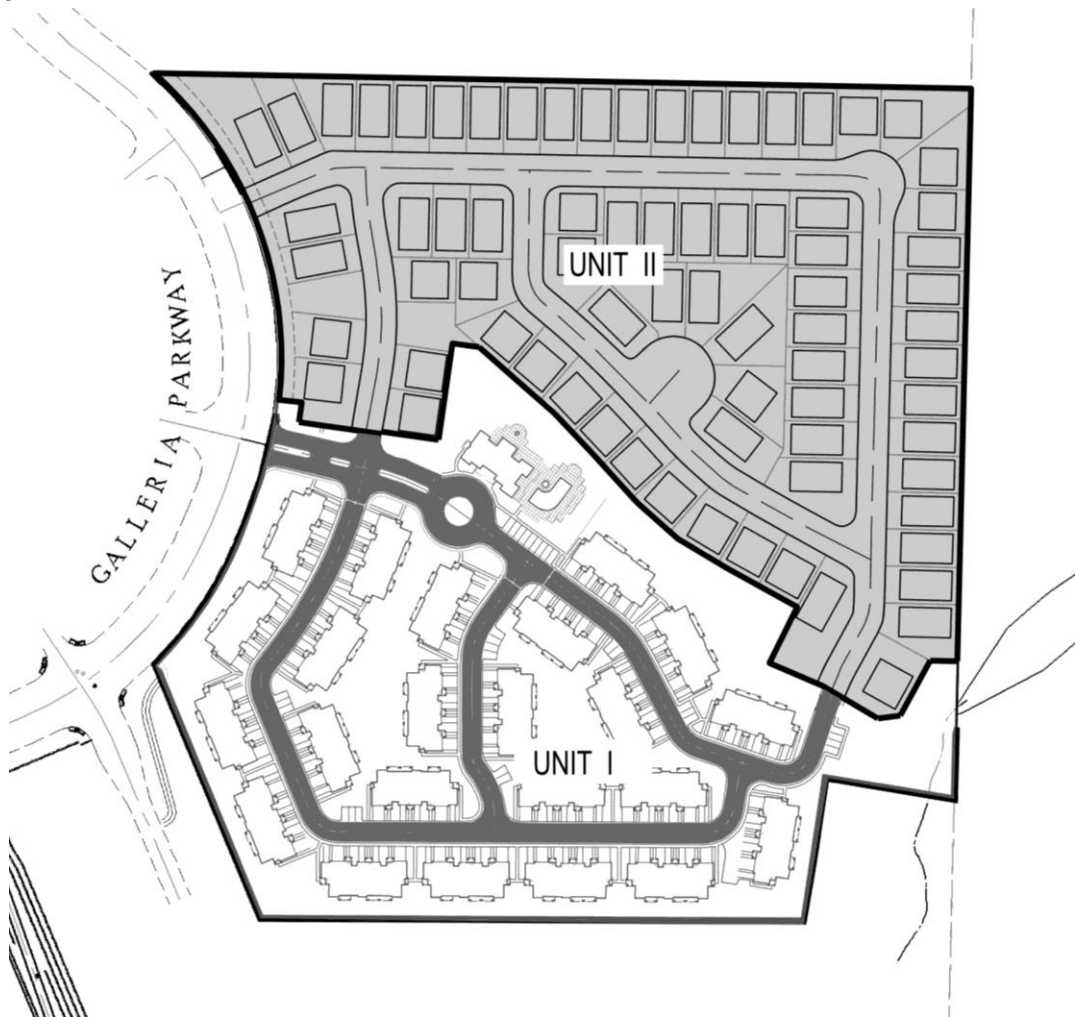


Figure 9
Roadways

(e). Utilities (Gas/Electric/Phone/Cable)

Gas and electric services shall be extended to all parcels developed adjacent to the first phase of infrastructure.

A 4" gas distribution line exists in the right of way of Los Altos Parkway. Gas will be extended from the existing four inch (4") main to serve Phase I and portions of Phase II. (Refer to **Figure 10**)

All new electric lines shall be undergrounded within all phases of infrastructure development. To serve Phase I, Electric/Phone/Cable service will be extended from the south side of Los Altos Parkway, along Galleria parkway.

Phase I and II will be served from service line extensions of Electric/Phone/Cable in Galleria Parkway and "stubs" provided from Phase I to Phase II.

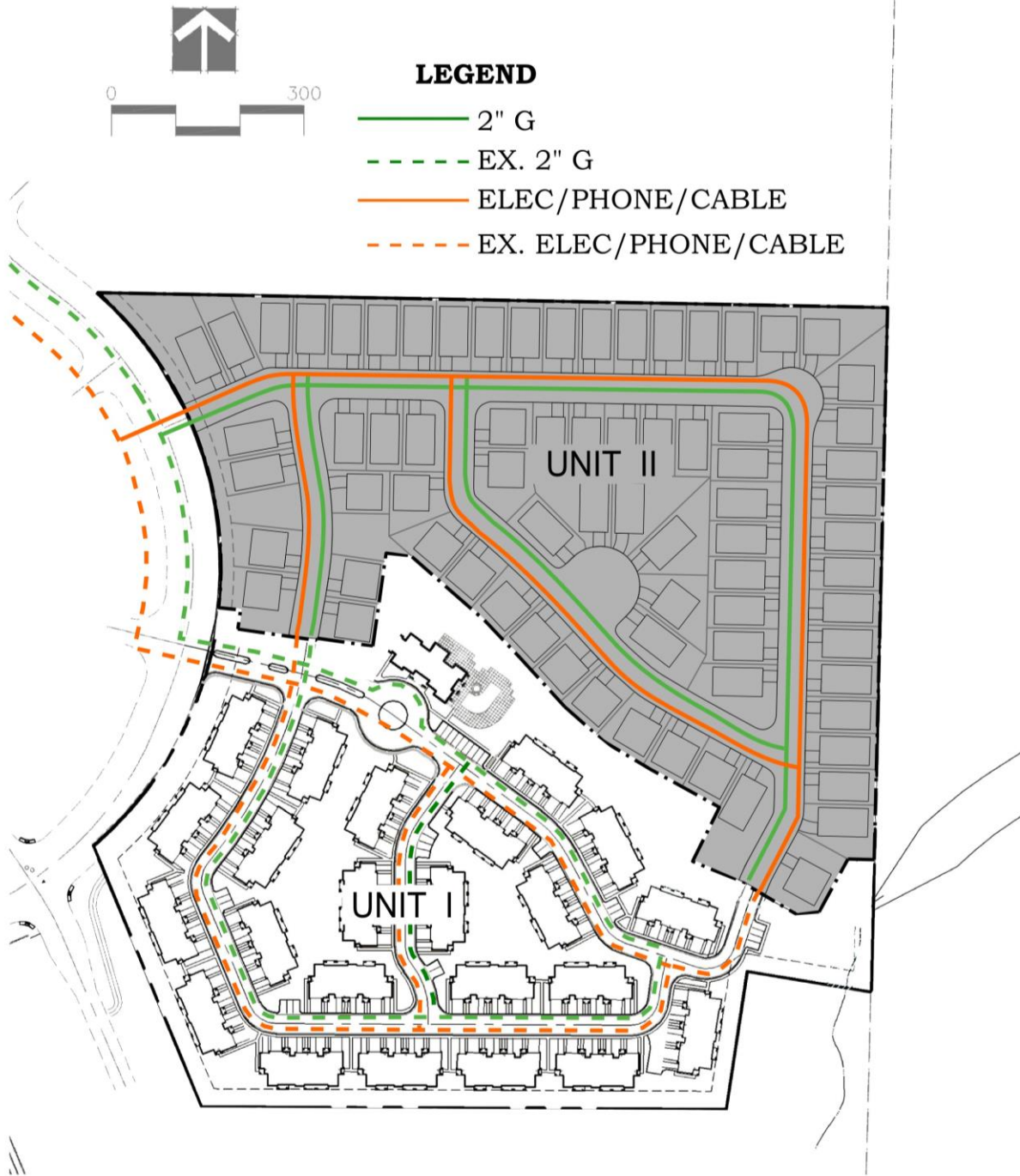


Figure 10
Phase I - Utility Improvements

1.8.2.2. Phase II Infrastructure

(a). Sanitary Sewer

The second phase of the Galleria Station shall utilize capacity in an 8" sewer constructed in Phase I draining from west to east to the 36" Spanish Springs Main Trunk line, on the east side of the North Truckee Drain (Central Channel). Refer to **Figure 11** Phase II Sanitary Sewer Improvements.



Figure 11
Phase II - Sanitary Sewer Improvements

(b). Water

The Truckee Meadows Water Authority (TMWA) is the water purveyor for Galleria Station. Construction to service Phase II includes extending 8" stubs off of the existing Phase I main line that was previously constructed in Phase 1 and by virtue of the Galleria Parkway construction.

Reclaimed water was not extended to the Galleria Station community as part of the Galleria Parkway improvements. As a result, reclaimed water is not readily available to the community. Since the Unit I common area landscape improvements are substantially complete and the Unit II portion of the project has very little common area landscape left to be completed, it is unlikely that Unit II will utilize reclaimed water.

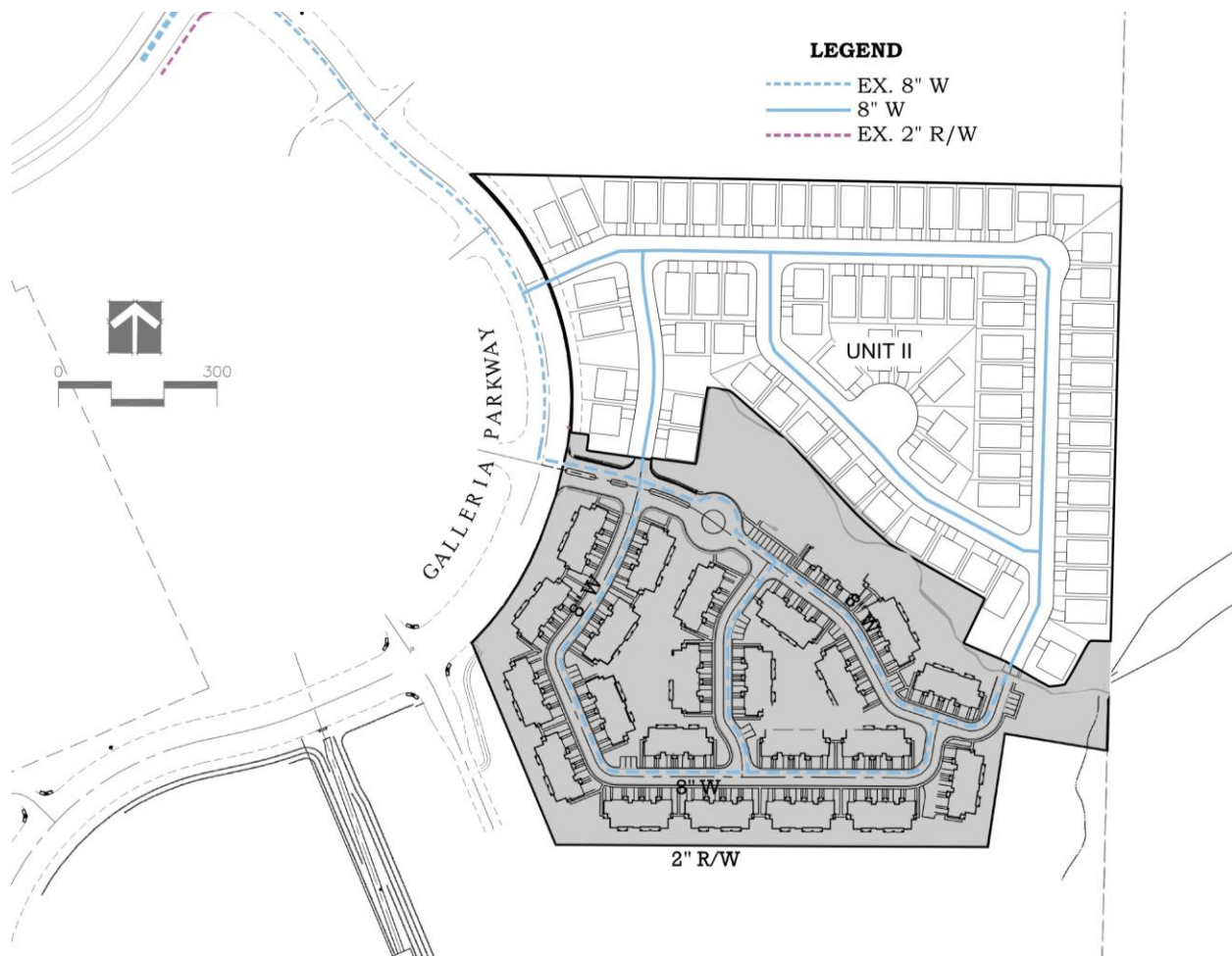


Figure 12
Phase II - Water

(c.) Roadways

Figure 13 is the infrastructure for street improvements for Phase II. The Unit II roads may be either public or private. Please refer to Figure 21 and 22 for a roadway cross section of each alternative.



Figure 13
Roadways Phase II

(d). Storm Water Management

The second phase of development shall utilize existing drainpipes within Galleria Station. Storm drain piping will be required to convey the storm water to the North Truckee Drain Channel. Refer to Section 1.7.2 Hydrology/Drainage Summary for details and **Figure 14** for general location and service areas.

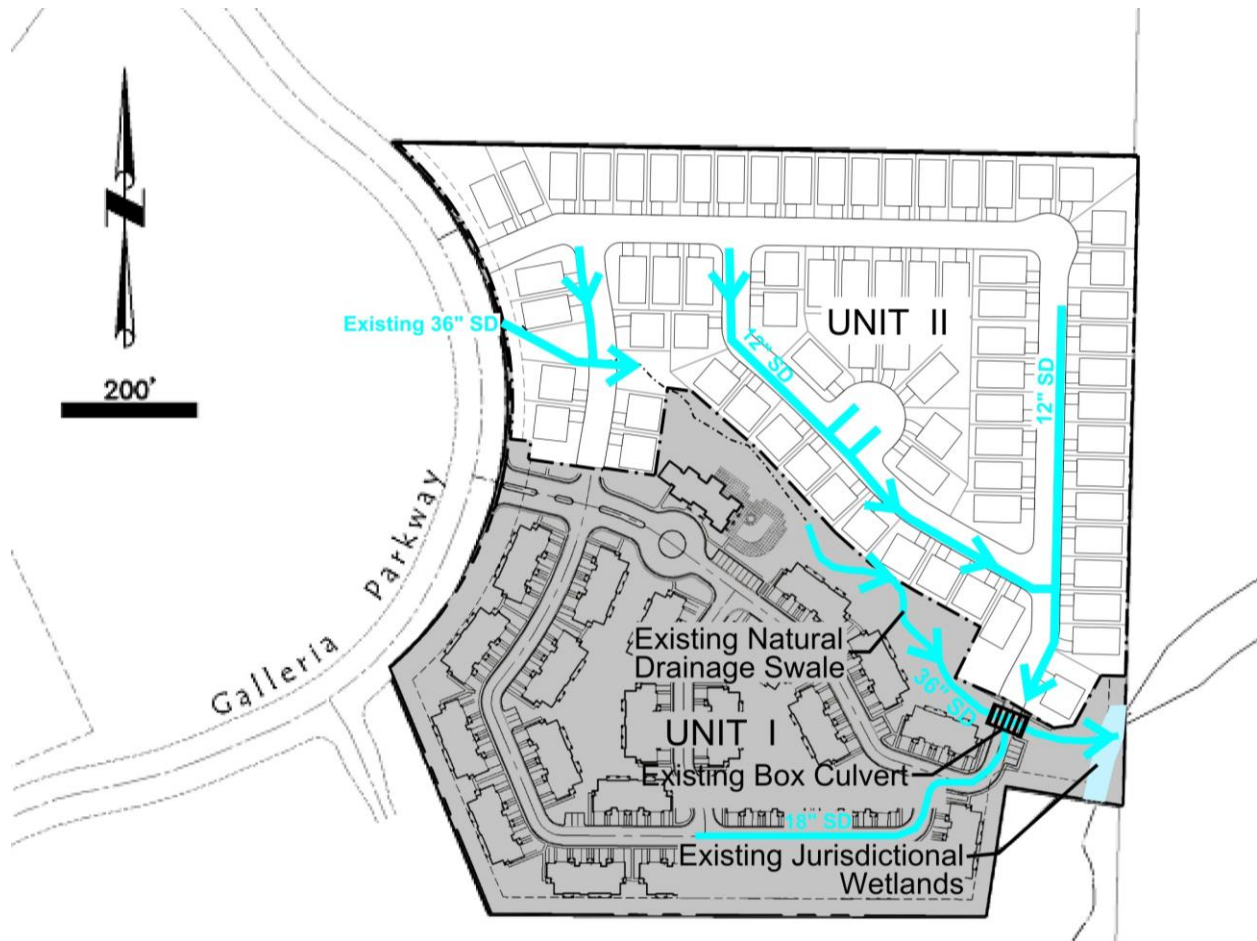


Figure 14
Phase II- Storm Drain Improvements

(e). Utilities (Gas/Electric/Phone/Cable)

Gas and electric services have been extended to Unit II by virtue of the development of Unit I.

Gas will be extended from the existing four inch (4") main to serve Phase II. (Refer to **Figure 15**)

All new electric lines shall be undergrounded within all phases of infrastructure development. To serve Phase a, Electric/Phone/Cable service will be extended from the lines installed in Phase I.

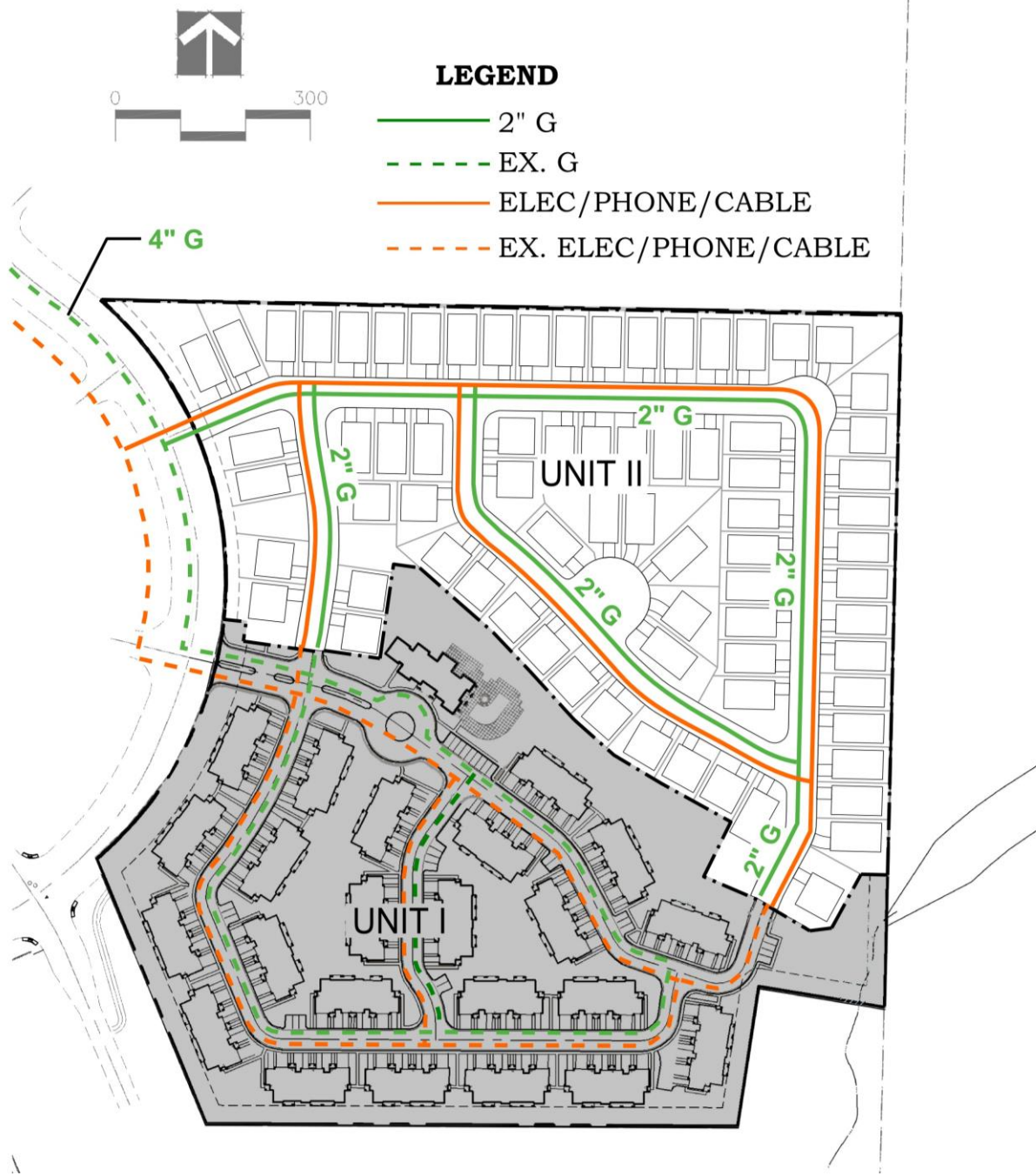


Figure 15
Phase II Utility Improvements

1.9. ADMINISTRATION

1.9.1. General

The standards set forth within these NUD Design Standards and the Final Planned Development regulates the land uses and establishes the development standards for Galleria Station Planned Development. In case of a conflict with any Sparks Municipal Code, State or Federal regulation the more restrictive shall apply. When an item is not addressed, SMC, State or Federal regulations shall apply.

1.9.2. Procedures/Administration

The review and approval process for development of the Galleria Station Planned Development will be subject to the following:

1.9.3. Definitions

- Administrator: The City Manager or his legally designated representative shall be the Administrator, hereinafter referred to individually or collectively as the “Administrators” of this process. The Administrator shall have the principal authority to interpret and make decisions based on the plans, and standards contained herein which are in accordance with the scope of the responsibilities granted to them in the City of Sparks’ Municipal Code.
- Applicant/Developer: Galleria Station LLC, Lewis Investment Company of Nevada, LLC or their respective assignee’s, shall be the Applicant/Developer, and will be hereinafter referred to as “Applicant” or “Developer” during this process. All communication between the City of Sparks and the Applicant or Developer must be directed to Galleria Station LLC (if applicant), Lewis Investment Company of Nevada, LLC (if applicant), or its designee.
- Builder: The person or entity which will construct final improvements with respect to the property.

1.9.4. Design/Flexibility

The Final Development Plan, Development Standards and Regulations contained herein are intended to depict the general nature and relative intensity of the residential and open space development of the Galleria Station Community. Sufficient flexibility shall be allowed to permit detailed planning and design at the time of actual development. The configuration and acreage of development parcels and phases may be altered from what is shown on the Final Development Plan to accommodate detailed site conditions.

1.9.5. Omissions

When issues arise that are not covered in the Development Plan or Design Standards, the provisions and definitions of the City of Sparks Municipal Code shall apply.

1.9.6. Administration Approval for Minor Revisions

The Administrator shall have the authority at his/her discretion to administratively approve minor deviations in the plans, standards, and guidelines as requested by the Developer prior to the submission of a final development plan for each phase. Minor deviations include but are not limited to such items as parcel configurations, parcel sizes, irregular lots, and special setback conditions (up to 20% of the required setbacks). Any deviation or modification that exceeds 20% will require an amendment of the final planned development.

Major deviations will be defined as any deviation that changes the intent of the approved Final Development Plan and Design Standards, such as zoning changes, deviations greater than twenty percent (20%) to the established development standards and/or movement of land use classifications, which are not in conformance with the development standards described within this Final Development Plan and Design Standards. Major deviations will be handled as amendments to this Final Development Plan and Design Standards.

The boundaries shown in the Galleria Station Master Plan are conceptual and subject to modification. A developer may submit a parcel map or boundary line adjustment, that deviates no more than twenty (20%) percent from the planning area boundaries shown on the Galleria Station Master Plan map. If the proposed boundaries are modified by more than twenty (20%) percent of the planning area then an amendment to the Planned Development will be required.

Where provisions of the plan do not address a specific subject, provisions of the Sparks Municipal Code and NRS or other ordinances governing development of land in effect at the time of recordation of final plans shall prevail.

1.9.7. Appeals

The Applicant may appeal any decision made by the Administrator to the Sparks' City Council per SMC 20.07. The City Council shall hear the appeal and either affirms, modifies, or reverses the determination of the Administrator.

1.9.8. Individual Project Review Process

It is important to note that the Galleria Station project commenced construction of improvements in 2005. The Unit 1 tract map, which established the Common Interest portion of the community recorded as Subdivision Tract Map #4577 in August of 2005. As a result, the following processes apply to Unit II, with the exception of the ability for Unit I tract map to be amended, if necessary, in accordance with the allowances provided in NRS.

1.9.8.1 Submittals

Upon receipt of an Application requesting a use defined in this Planned Development Handbook and Design Standards, the Developer or Builder shall conform to the following procedures:

(a) Tentative Map Process

To establish “for-sale” residential development within the Galleria Station Planned Development, the Developer or Builder must first submit a Tentative Map, following the prescribed Tentative Map process for the City of Sparks. If preliminary architectural elevations are available at the time of the Tentative Map, they may be included and approved at such time. If architectural elevations are not available, the Builder or Developer shall have building architecture approved with the master building plans, as described below.

(b) Master Building Plans

Prior to the issuance of individual building permits, the home builder shall submit master building plans for approval by the Administrator. The Administrator may approve building architecture or, at the request of the applicant/builder, forward the architectural plans to the Planning Commission for review and approval.

(c) Final Map

Once a tentative map has been deemed in compliance with the Galleria Station Planned Development Handbook, then the Applicant can submit to the City a final map application to process for review and approval through the manner outlined in Nevada Revised Statutes 278.360 - 278.460, inclusive. A Final Map may also include an Amended Final Map or a Merger and Resubdivision as outlined in NRS.

CHAPTER 2 DEVELOPMENT STANDARDS

2.1 DEVELOPMENT STANDARDS

2.1.1. Purpose and Compliance

The purpose of Chapter 2 is to set regulatory requirements for Land Use, Density/Intensity, Signage, Landscaping, Architecture and Parking. All development shall comply with the text, policies, standards, and the various tables and exhibits of this Development Plan. (Refer to **Figure 16**) Development in Galleria Station shall comply with the adopted City of Sparks Design Standards Manual. **Figure 17** is the Conceptual Plan for the proposed development. It is a general schematic illustration of what the project may look like. Building and parking locations, size, orientation, and layout are subject to change and shall be determined through the Conformance Review and Final Map processes.

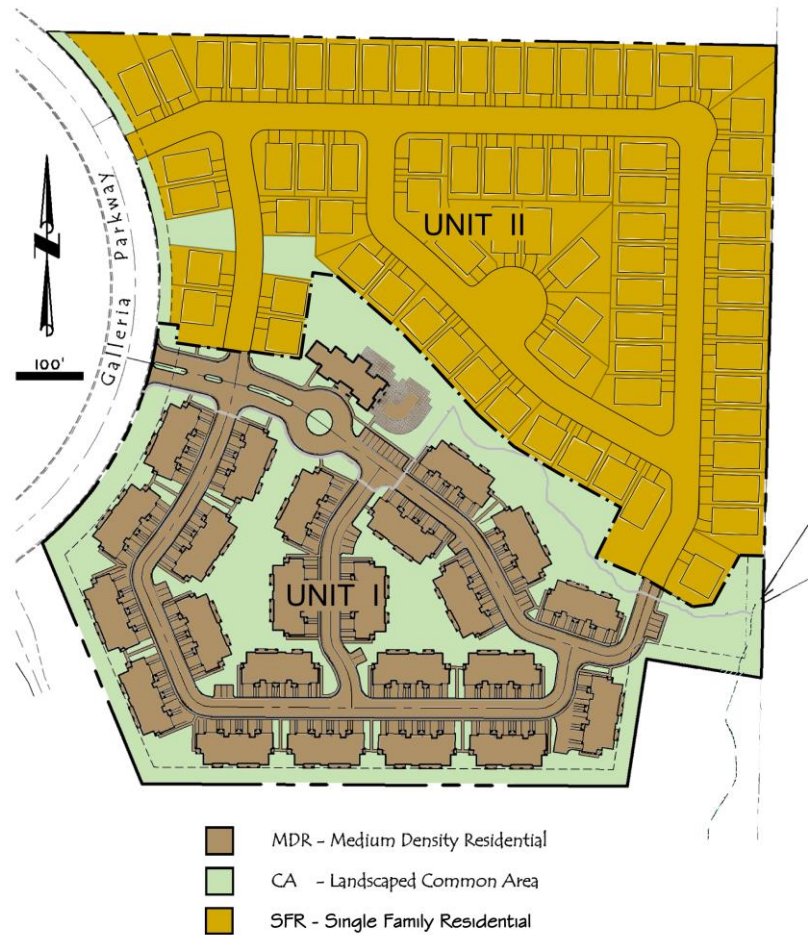


Figure 16
Galleria Station
Land Use Designation



Figure 17
Galleria Station Conceptual Plan

2.2. REGULATORY LAND USES

2.2.1. Permitted Uses

Permitted uses, uses requiring a Special Use Permit, and prohibited uses within the Development Plan, are provided in the following Land Use Matrix Table 2 (refer to Figure 16). This matrix organizes potential uses within the land use categories presented within the Development Plan. The following symbols are used in the matrix to indicate whether a proposed use is permitted, not permitted, or requires a Special Use Permit:

P Permitted by right within the Development Plan

SP Special Use Permit required

Not Permitted

Those uses not specifically listed in the Land Use Matrix table are subject to review and approval by Administrator.

The following table specifies the types of uses allowed in the Galleria Station Planned Development.

Table 2 - Land Use Matrix

	MDR	SFR	CA
Land Use Designations			
Residential Land Uses including, but not limited to, the following uses:			
Multi-Family Residential (MFR) - refer to Section 2.6 for design criteria	P		
Single Family Residential (SFR) - refer to Section 2.7 for design criteria		P	
Accessory Structures ¹		P	
Model Home Complexes and Temporary Sales Offices	P	P	
Public Utilities & Facilities including Sanitary Sewer, Water, Storm Drain, and underground Utilities (Electrical, Phone, Cable),	P	P	P
Private Community/Park/Open Spaces Land Uses including, but not limited to, the following uses:			
Active and passive recreation facilities	P	P	P
Recreation/Community centers	P		P
Indoor/Outdoor recreation facilities such as playgrounds and swimming pools	P		P
Parks and recreation facilities, including but not limited to, pocket parks, access ways, neighborhood parks, etc.	P	P	P
Picnic areas - individual/group	P	P	P
Bicycle/Pedestrian trails and bikeways	P	P	P
Public Utilities & Facilities - over 6-feet in height	SP	SP	SP

Notes:

1 – Accessory Structures shall be in conformance with SMC 20.43, the applicable setbacks contained herein, and shall be limited to the rear yard of the lot (behind the front fence), and shall not be permitted on lots with open view fencing.

2.3. STREET AND PEDESTRIAN SYSTEM

2.3.1. Hierarchy of Proposed Street Network

Streets in the development have the following classifications:

- Galleria Parkway - Arterial - Low Access control (constructed)
- Internal Private Access Drives – Local (Public and/or Private)

The proposed street network for the Galleria Station can be seen on **Figure 18**. The site is located on Galleria Parkway, an existing low access arterial.

The Galleria Station development will occur east of Galleria Parkway. The development is accessed on the north and south side from Galleria Parkway. The North Truckee Drain runs through the far south- easterly portion of the residential development.

2.3.2. Street Design Standards

Street types range from a four-lane divided parkway to two-lane private roadways. All streets shall be constructed to the City of Sparks standards, RTC Design Guidelines, and in accordance with the typical street sections for roadways provided herein. Galleria Parkway is regional road, which has been constructed to Regional Transportation Commission (RTC) standards.

2.3.3. Right-of-Way Design

The arterial street of Galleria Parkway provides open space and landscaping. This street provides a landscape easement on each side of the right-of-way respective to the hierarchy of the roadway classification and the amount of traffic it serves. Typical landscape designs for a portion of Galleria Parkway right-of-way classification is specified in Section 2.5. Refer to **Figure 18** for overall Galleria Parkway section locations.

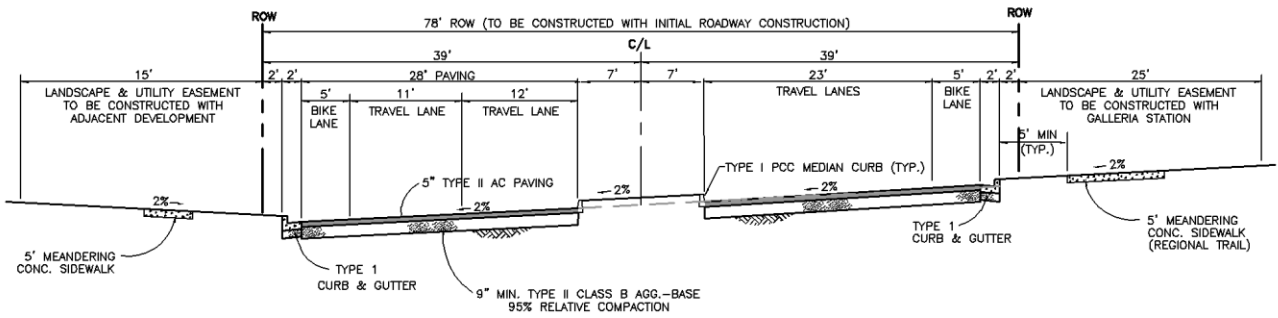
2.3.4. Public Transportation

2.3.4.1. Bus Stops

Bus stops were originally contemplated with the construction of Galleria Parkway. However, as no transit service was present or planned at that time, neither bus stops, nor right of way for stops were provided for during construction of the portion of Galleria Parkway adjacent to Galleria Station. As such, bus stops are not required as part of the Galleria Station development improvements.



Figure 18
Circulation



GALLERIA PARKWAY STREET SECTION - 78' MIN. RIGHT OF WAY

NOT TO SCALE

A.C. PAVING NOTE-ALL STREETS:
TOP 2" OF A.C. PAVING SHALL BE AC-20P.

Figure 19
Galleria Parkway Street Section - Galleria Station

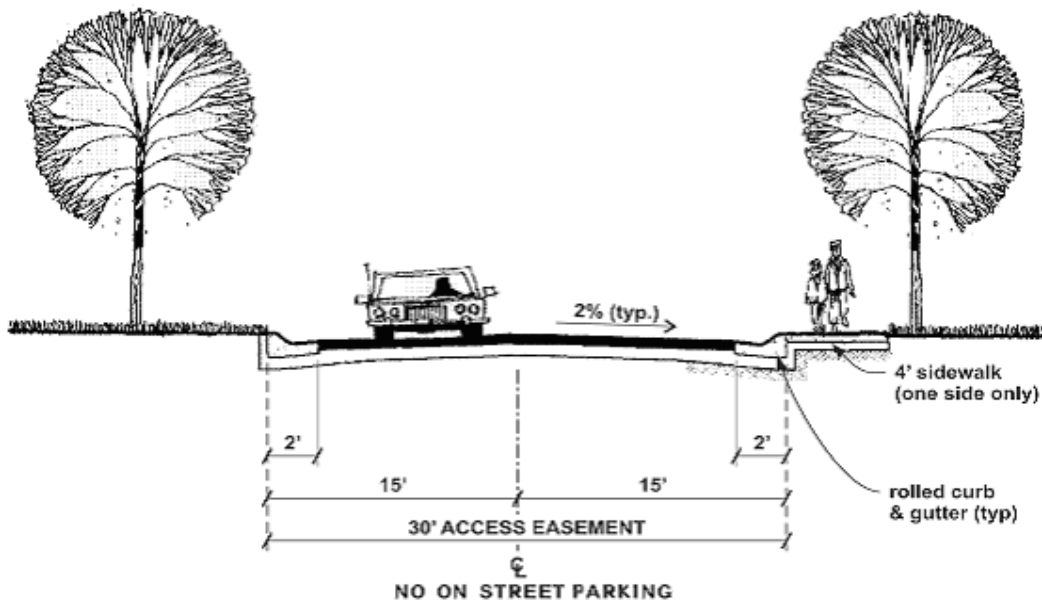


Figure 20
Unit I (Multi-Family) Residential Street Section (Private)

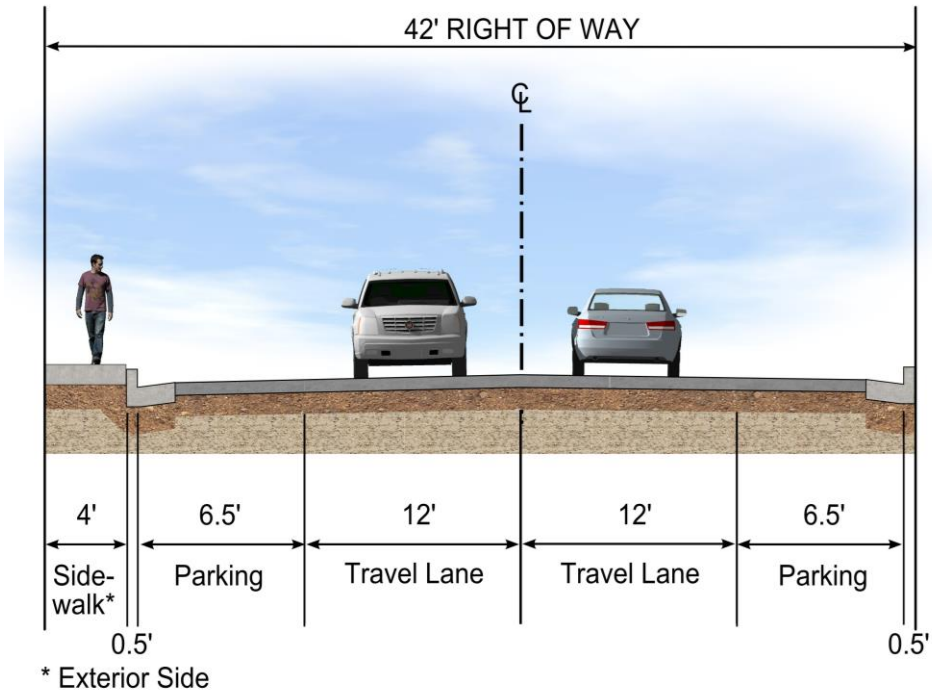


Figure 21
Unit II (Single-Family) Residential Street Section (Public)

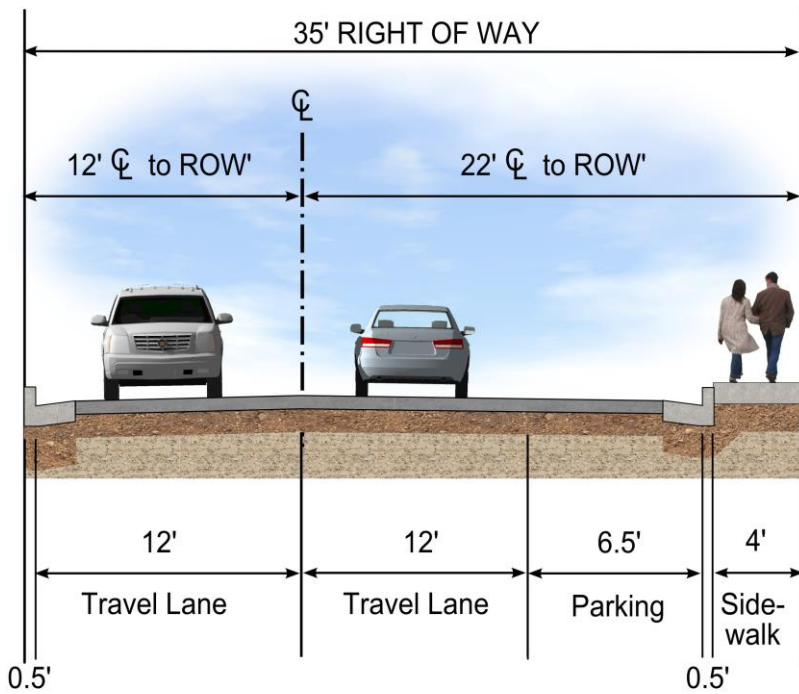


Figure 22
Unit II (Single-Family) Residential Street Section (Private)

2.3.5. Pedestrian Access and Circulation

Pedestrians will be accommodated in numerous ways along the public and private street corridors and North Truckee Drain adjacent to Galleria Station. See **Figure 23 Pedestrian Circulation**. Along Galleria Parkway, a 5-foot detached concrete walk on the west side (built by others) and a 10' regional trail connection on the east side along the Galleria Station frontage have been constructed with the first phase. The access drives will have a 4-foot concrete walk on both sides. Through the multi-family residential portion (Unit I), a 4-foot concrete walk will occur as a connector from Galleria Parkway to serve the residents.

Within the single family residential portion of Galleria Station (Unit II), 4-foot concrete sidewalks are provided per the street sections shown in Figures 21 and 22.

Bike lanes are provided on both sides of the Galleria Parkway.

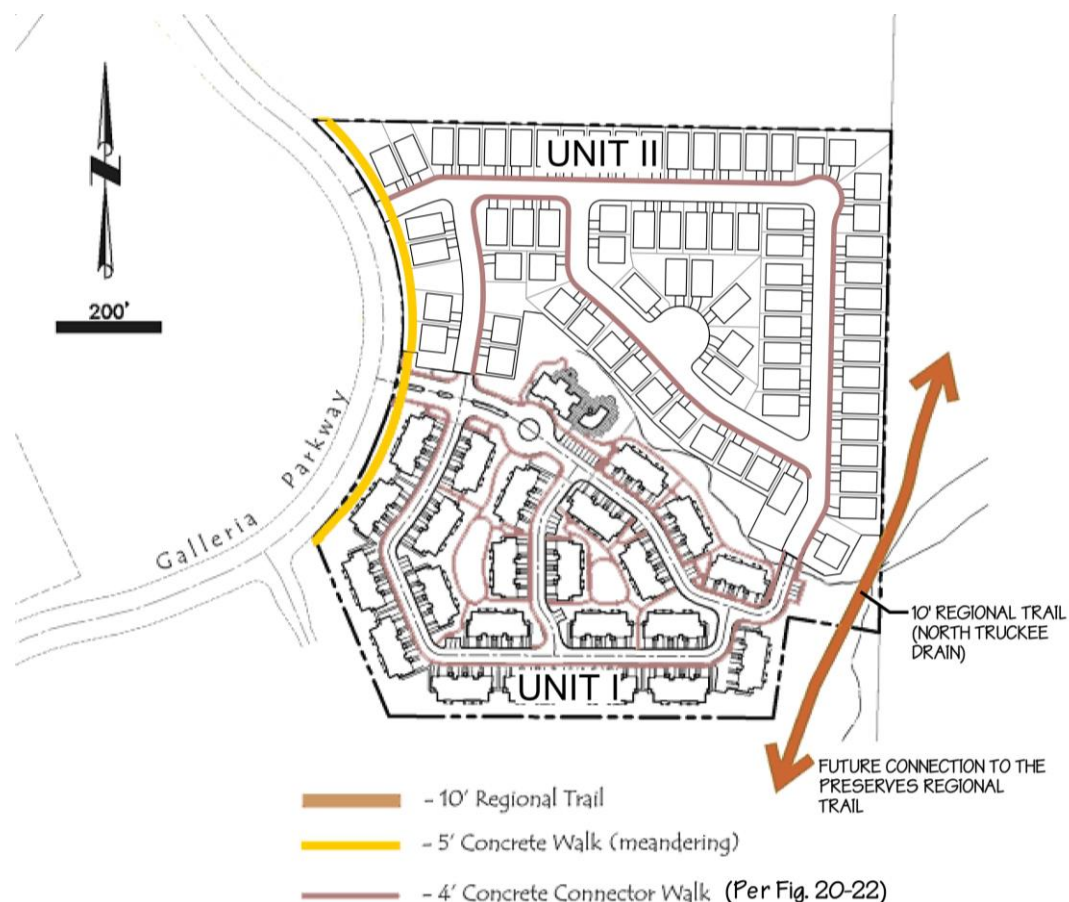


Figure 23
Pedestrian Circulation

2.4. PARKING REQUIREMENTS

The following parking requirements in **Table 3** are minimums. All other general parking requirements and number of stalls required shall comply with the Sparks Municipal Code as specified in Chapter 20.49.

Table 3 *Required Number of Spaces*

USES	REQUIRED SPACES	NOTES
Multi-Family Residential	1 space/bedroom 1 space/5 units (guest parking)	In order for driveways to count towards required parking driveways will have to be identified as limited common elements allocated exclusively to unit. Guest parking shall be distributed throughout the development.
Single Family Residential	1 space/bedroom	Each house shall have a min. 2-car garage and 2-car driveway.

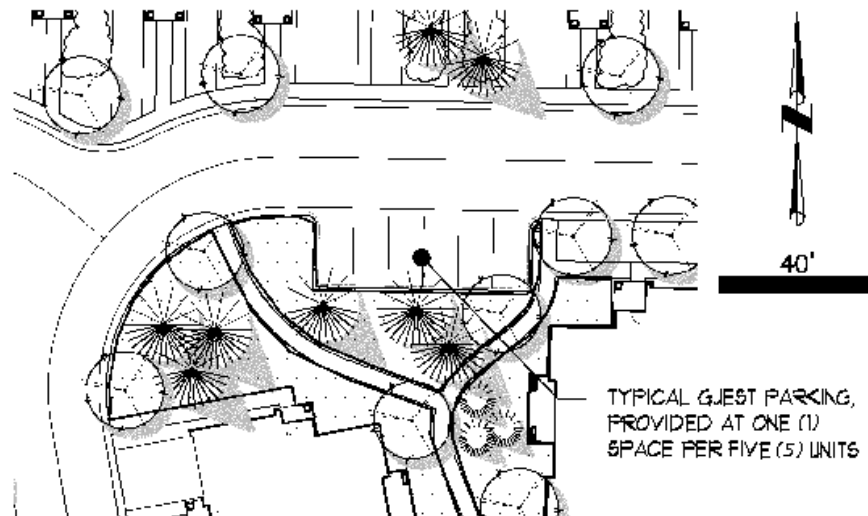


Figure 24
Unit I (Multi-Family) Guest Parking (Typical)

2.5. LANDSCAPE ARCHITECTURE

2.5.1. GENERAL STANDARDS

2.5.1.1. Project Identification Sign Monuments

A primary project identification monument sign is required and was constructed, as of the date of this amendment, on southern corner of the intersection of Galleria Parkway and Costa Azul Drive. A secondary identification monument sign may be placed at the entrance to Unit II.

Community arrival monumentation shall be designed to clearly identify and establish the overall image of the Galleria Station. Design must integrate and consider the adjacent land uses, view sheds, and the pedestrian network. Refer to **Figure 25 Project Identification Sign Landscaping** to see conceptual entry monumentation.

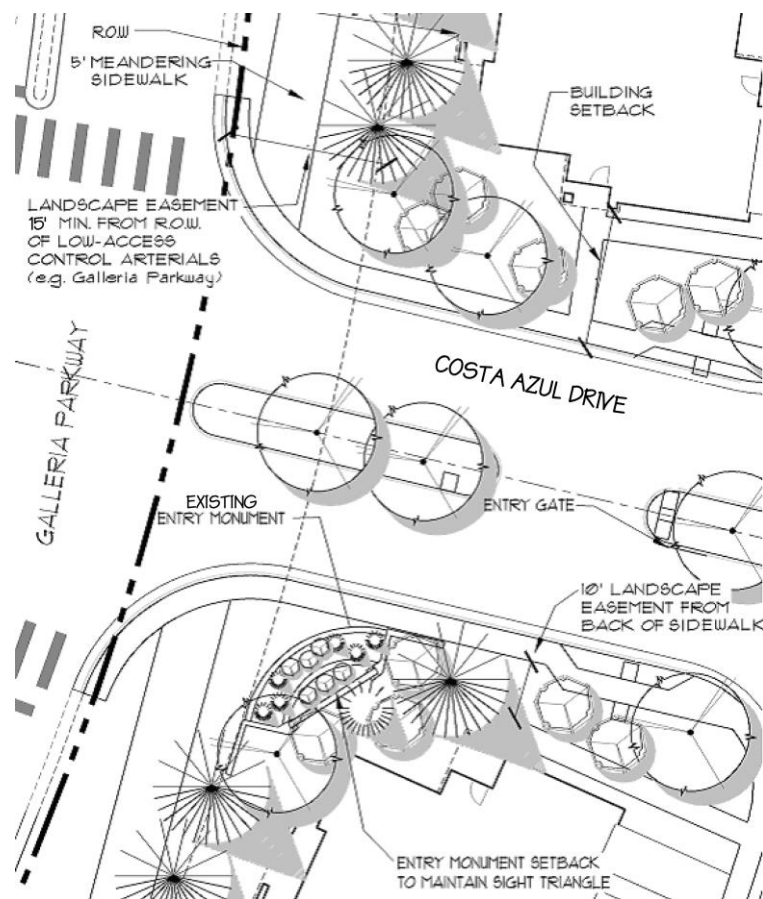


Figure 25
Primary project Identification Sign Landscaping

2.5.2. Streetscape Corridors

2.5.2.1. Streetscape/Landscape Design and Maintenance Standards

Arterial streets provide open space and landscaping for the “backbone” of the development. The following tables and exhibits illustrate the development and landscaping of these areas. The Developer is responsible for the installation of these streetscape plantings adjacent to respective parcels developed at the time the street is constructed. The respective Homeowners Association shall assume responsibility for maintenance of all landscape easement areas following the completion of installation, inspection and approval by the City of Sparks, and expiration of the one (1) year (minimum) contractor’s guarantee period related to said improvements.

2.5.2.2. Non-Living Groundcover

Non-living ground cover shall be used on under-story for the living plant materials so there is no exposed bare ground. The non-living ground cover shall be a mix of river cobble, four (4”) inch minus to a maximum eight (8”) inch installed at a depth of four (4”) inches.

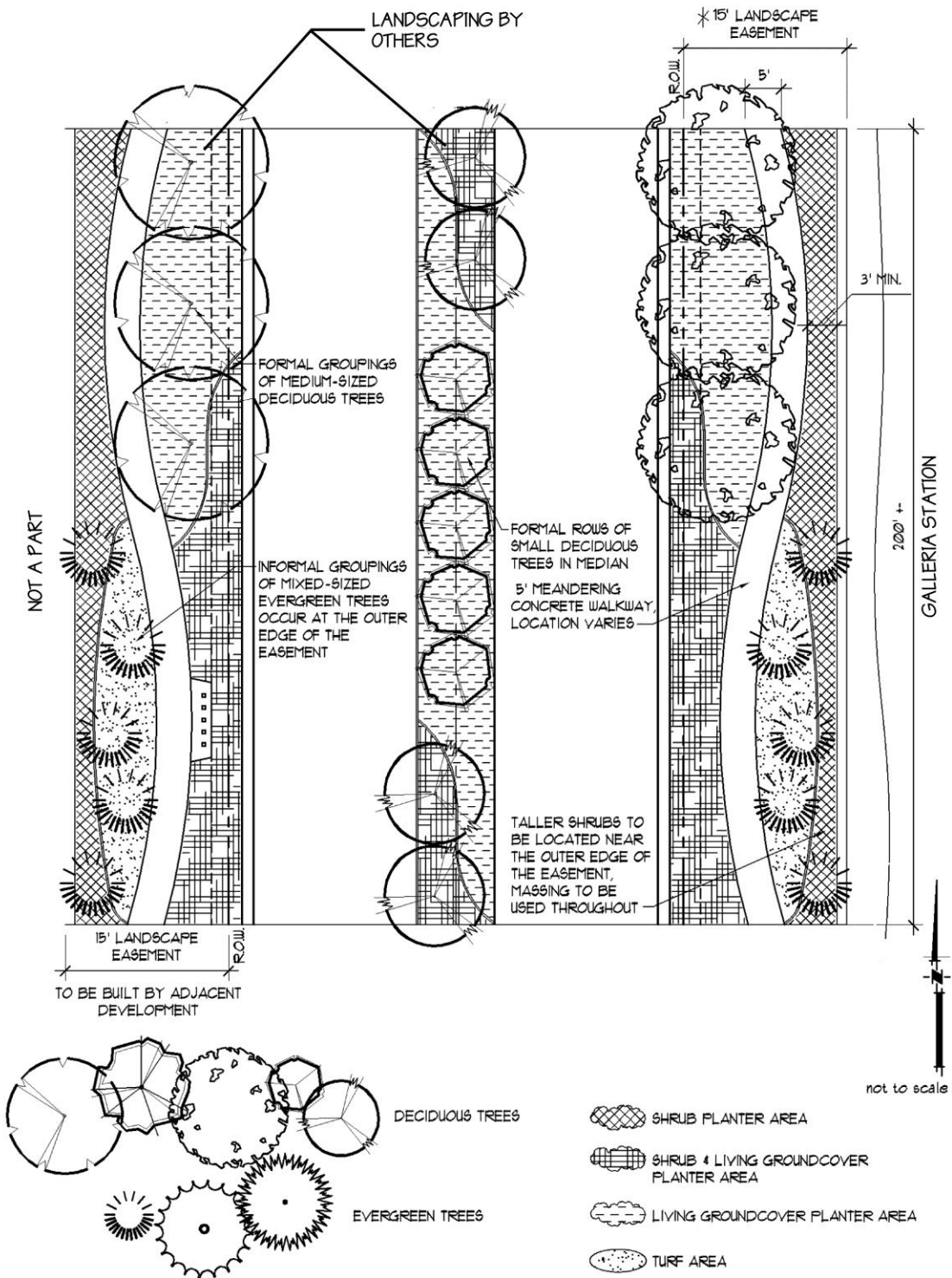


Figure 26
Galleria Parkway Streetscape

TABLE 4
Galleria Parkway (Galleria Station frontage only)

Plant Materials	Quantity	Plant Size	Min. Tree Size	O.C.*
Trees	8 40% Deciduous 60% Evergreen		1.5" (60%) & 2" (40%) cal. Deciduous 6' min. Evergreen	
Shrubs	23 25% = 1250 sf	23 @ 5 gal		8'
Shrubs & Living Groundcover	38 30% = 1500 sf	14 @ 5 gal 24 @ 1 gal		8' 6'
Living Groundcover	48 30% = 1500 sf	48 @ 1 gal		6'
Turf	Not to exceed 15% = 750 sf			

**On center planting of shrubs and living ground covers is dependent on mature size of plant material so that plants grow together and cover the ground area. These numbers represent an average and will be adjusted dependent on the species determined by Landscape Architect and Administrator.*

2.5.3. Site Landscaping

The project shall be landscaped as required in Chapter Two Section VIII. The required landscape areas shall be landscaped according to **Table 5 Required Landscape Area – Multi-Family (Unit I) and Common Areas** and **Table 6 Required Landscape – Single Family Residential (Unit II)**.

Table 5
Required Landscape Area – Multi-Family (Unit I) and Common Areas
(20% of site area – excluding street landscape easements)

PLANT TYPE	Sq. Ft. OF AREA	SIZES
Shade Trees	1 per 500 sq. ft. of LA	50% 1½" cal & 50% 2" cal
Evergreen Tree	1 per 500 sq. ft. of LA	50% 6' & 50% 8' min
Lawn Area	50% of LA (not to exceed)	
Evergreen Living Groundcover	*	60% - 5 gal 40% - 1 gal
Deciduous Living Groundcover	*	60% - 5 gal 40% - 1 gal
Seasonal Color		1 gal
Evergreen Shrubs	2 per 500 sq. ft. of LA	5 gal
Small Evergreen Shrubs	8 per 500 sq. ft. of LA	1-5 gal
Deciduous Shrubs	2 per 500 sq. ft. of LA	5 gal
Inert or Inorganic Groundcover	10% of Landscaped area max.	

**Shrubs and living ground covers shall be planted to grow together and cover the ground in three (3) years.*

Table 6
Required Landscape Area – Single Family (Unit II)

Minimum Area:	The minimum area of each lot to be landscaped is the front yard area from the back of curb or sidewalk to the privacy fence, and from side lot line to side lot line, excluding driveways and walkways.
Permitted Materials:	All natural plants, grasses, ground covers, trees and natural stones, SMC 20.32.
Prohibited Materials:	Asphalt, artificially colored stone, and artificial turf.
Irrigation:	The minimum area of landscaping include a permanent irrigation system, with a stub provided to the rear yard.
Maintenance:	All front yard landscape areas shall be regularly maintained by the individual home owner.
Installation:	All required minimum landscaping shall be installed by the permitted home builder prior to Certificate of Occupancy, however if weather conditions do not permit, the landscaping shall be installed within 90 days of the Certificate of Occupancy.

Low water demand plant materials and turf shall be used in conjunction with low water demand principles and techniques. The minimum landscape area requirements for this project is 20% of the gross site area.

All landscaped areas shall be irrigated with permanent automatic irrigation systems. Drip irrigation shall be utilized for all trees and shrubs/groundcovers. All irrigation systems will be placed underground.

Non-living ground cover shall be used as under story for the living plant materials so that there is no exposed, bare ground. The non-living ground cover shall be a mix of river cobble four (4) inches minus to maximum eight (8) inches installed at a depth of four (4) inches.

2.5.4. Landscaping and Lighting

The landscaping and lighting of the Galleria Station will enhance the image and safety of the project.

Frontage landscaping located within the right-of-way and landscape easements, and adjacent to Galleria Parkway are to be maintained by the respective Homeowner’s Associations.

Landscaping located adjacent to all other private roadway/access ways shall be maintained by the respective Homeowners Associations or individual homeowners in Unit II.



Figure 27
Respective Homeowners Associations

2.5.5 Landscape Buffers

A minimum 25-foot landscape buffer shall be provided on all sides of the multi-family portion of the project (Unit I) adjacent to other parcels, on the east and south sides. (Refer to **Figure 28**)

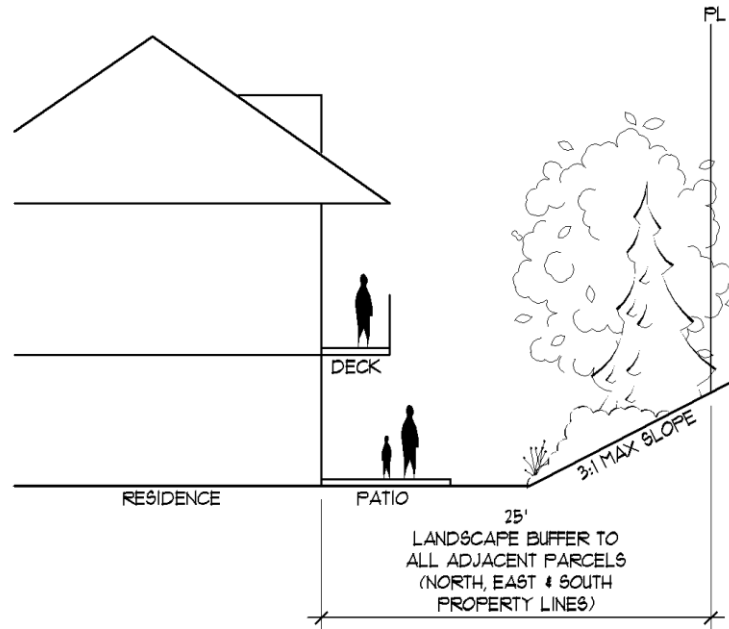


Figure 28
Landscape Buffer Area

2.5.6. Landscape Palette

The landscape palette defines the plant materials, used to landscape the streetscape corridors and all other project areas.

Table 7

LANDSCAPE PALETTE	
BOTANICAL NAME	COMMON NAME
TREES	
Abies sp.	Fir
Acer sp.	Maple
Calocedrus decurrens	Incense Cedar
Carpinus sp.	Hornbeam
Catalpa speciosa	Northern Catalpa
Cedrus sp.	Deodar Cedar
Crataegus sp.	Hawthorn
Chitalpa tashkentensis	Chitalpa
Cupressocyparis sp.	Cypress
Eleagnus angustifolia	Russian Olive
Fraxinus 'urbanite'	Fraxinus Urbanite
Gleditsia triacanthus	Honeylocust
Juniperus sp.	Juniper
Koelrueteria paniculata	Goldenrain Tree
Liquidambar styraciflua	American Sweet Gum
Malus sp.	Fl. Crabapple
Morus sp.	Fruitless Mulberry
Picea sp.	Spruce
Pinus sp.	Pine
Platanus x acerifolia	London Plane Tree
Prunus sp.	Cherry, Plum
Pyrus sp.	Pear
Quercus sp.	Oaks
Rhus sp.	Sumac
Robinia sp.	Locust
Sequoiadendron sp.	Sequoia
Sorbus acuparia	Eu. Mountain Ash
SHRUBS	
Amelanchier ainifolia	Western Serviceberry
Amenlanchier grandiflora	Autumn Brilliance
Arborvitae	Arborvitae
Arctostaphylus uva-ursi	Bear Berry
Aronia sp.	Chokeberry
Artemisia sp.	Sage
Berberis sp.	Barberry
Buddleia sp.	Butterfly Bush
Caragana sp.	Peashrub
Caryopteris	Blue Mist Spirea
Ceratoides lanata	Winterfat

LANDSCAPE PALETTE

BOTANICAL NAME	COMMON NAME
Cercocarpus ledifolius	Curl-Leaf Mountain Mahogany
Chamaebatia millefolium	Fern Bush
Chrysothamnus nauseosus	Rabbit Brush
Cornus sp.	Dogwood
Cotinus Coggygia	Smoke Tree
Cotoneaster congestum	Rockspray Cotoneaster
Cotoneaster sp.	Cotoneaster
Cytisus sp.	Moonlight Scotch Broom
Ephedra viridis	Mormon Tea
Euonymus sp.	Euonymus
Foresteria neomexicana	New Mexico Privet
Forsythia	Forsythia
Genista sp.	Lydia Broom
Hesperaloe parviflora	Red Yucca
Hibiscus syriacus	Rose of Sharon
Juniperus sp.	Juniper
Lavandula sp.	Provence' Lavendar
Phlox sp.	Phlox
Physocarpus capitatus	Ninebark
Prunus sp.	Cherry
Purshia tridetata	Bitterbrush
Rhamnus sp.	Buckthorn
Rhus aromatica	Fragrant Sumac
Rhus trilobata	Three Leaf Sumac
Ribes sp.	Currant
Rosa sp.	Rose
Salix purpurea 'Nana'	Blue Artic Willow
Salvia sp.	Sage
Santolina chaecyparissus	Lavender Cotton
Shepherdia argentea	Silver Buffaloberry
Spiraea sp.	Spiraea
Symphoricarpos x ch. 'Hancock'	Hancock Coralberry
Syringa sp.	Lilac
Taxus media 'Hicksii'	Hicks Yew
Viburnum sp.	Viburnum
Yucca sp.	Yucca
PERENNIAL & GRASSES	
Achillia sp.	Common Yarrow
Aster sp.	Daisy
Calamagrostis acutiflora 'Karl Foerster'	Foerster's Feather Reed Grass
Campis radicans	Trumpet Vine
Cerastium tomentosum	Snow-In-Summer
Coreopsis sp.	Coreopsis
Cotoneaster dammeri 'Lowfast'	Spreading Cotoneaster
Delosperma	Ice-Plant

LANDSCAPE PALETTE	
BOTANICAL NAME	COMMON NAME
Echinacea pupurea	Purple Coneflower
Erianthus ravennae	Ravenna Grass
Eriogonum u.	Sulphur Flower
Euonymus fortunei 'Coloratus'	Colorado Winter Creeper
Festuca sp.	Fescue
Gaillardia grandiflora	Blanket Flower
Gaura lindheimeri	Showy Gaura
Genista lydia	Lydia Broom
Helictotrichon sempervirens	Blue Oat Grass
Hemerocallis sp.	Daylily
Iris germanica	Bearded Iris
Knipfolia	Re Hot Poker
Lavandula angustifolia	English Lavender
Linum lewissii	Blue Flax
Lonicera Japonica 'Halliana'	Halls Honeysuckle
Mahonia repens	Dwarf Oregon Grape
Michalmus sp.	Michalmus Daisy
Miscanthus sp.	Grass
Neptia sp.	Catmint
Oenothera berlandieri	Mexican Evening Primrose
Panicum viragatum 'Heavy Metal'	Switch Grass
Parthenocissus quinquefolia	Virginia Creeper
Perovskia atriplicifolia	Russian Sage
Phlox subulata	Creeping Phlox
Polygonum aubertii	Silver Lace Vine
Rudbeckia	Black Eyed Susan
Salvia so.	Perennial Salvia
Santolina sp.	Lavender Cotton
Sedum sp.	Sedum Autumn Joy
Stipa gigantean	Giant Feather Grass
Taxus baccta 'Repandens'	Spreading English Yew

2.5.7. Native Revegetation Seed Mix and Native Plant Palette

The native revegetation seed mix defines the content and amount of Pure Live Seed (PLS), used to revegetate slopes and other disturbed areas. The native plant palette defines the plant materials used within the 'transitional' landscape areas occurring along the dry streambed and adjacent to the North Truckee Drain.

Table 8

NATIVE REVEGETATION SEED MIX		
BOTANICAL NAME	COMMON NAME	PLS LBS/ACRE
Achiella millefolium	Yarrow	0.10
Achnatherum hymenoides	Indian Ricegrass 'Nezpar'	2.50
Agropyron fragile ssp. sibericum	Siberian Wheatgrass 'P-27'	2.00
Artemesia tridentate ssp. tridentata	Big Sagebrush	0.90
Atriplex canescens	Four-wing Saltbrush	2.00
Chrysothamnus nauseosus	Rabbitbrush	0.50
Elymus cinereus	Great Basin Wildrye	2.50
Elymus elymoides	Bottlebrush Squirreltail	2.50
Elymus trachycaulus	Slender Wheatgrass	2.50
Ephedra viridis	Mormon Tea Green	0.50
Eriogonum umbellatum	Sulfur Flower Buckwheat	0.50
Festuca olvina	Sheep Fescue 'Covar'	2.00
Grayla spinosa	Spiny Hopshade	0.50
Kochia prostrata	Prostrate Summer Cypress	0.25
Linum lewisii	Blue Flax	0.50
Lupinus agrenteus/caudatus	Silverleaf Lupine	0.25
Penstemon palmeri	Palmer Penstemon	0.50
Poa secunda	Sandberg Bluegrass	2.00
Pseudoroegneria spicata	Bluebunch Wheatgrass 'Secar'	3.00
Purshia tridentata	Bitterbrush	1.00
Sphaeraicea munroana	Cereal Barley	5.00
TOTAL		32.00

Table 9

NATIVE PLANT PALETTE	
BOTANICAL NAME	COMMON NAME
Artemesia tridentate ssp. tridentata	Big Sagebrush
Atriplex canescens	Four-wing Saltbrush
Cercocarpus ledifolius	Curly Leaf Mtn. Mahogany
Cowania stansburiana var. Mex.	Cliff Rose
Ephedra viridis	Mormon Tea Green
Eriogonum umbellatum	Sulfur Flower Buckwheat
Festuca olvina	Sheep Fescue 'Covar'
Foresteria neo mexicana	New Mexico Privet
Kochia prostrata	Prostrate Summer Cypress
Linum lewisii	Blue Flax
Lupinus agrenteus/caudatus	Silverleaf Lupine
Penstemon palmeri	Palmer Penstemon
Rhus trilobata	Three Leaf Sumac
Purshia tridentata	Bitterbrush
Shepherdia argentea	Silver Buffaloberry

2.6. MULTI-FAMILY DEVELOPMENT PLAN, DESIGN STANDARDS, AND REGULATIONS

The minimum building envelope is 6,900 square feet. Setbacks and other design criteria can be found in the following Design Standards and Regulations Section. The parcel is bordered on the south by proposed Preserves on the west by the proposed Galleria Parkway and on the east by the Kiley Ranch Southern Division. Refer to Tentative Map for scaled, detailed drawings. (Refer to **Figure 29** for Concept Site Plan)

2.6.1. Building Envelope – Unit Ownership

The building envelope is defined as the exterior perimeter of each building. There is one building type, with five units, individually owned, in each building. Three (3) units are on the second floor, two (2) are on the first. Each unit has an attached, one or two car garage that is accessible from a stairway and first floor exterior entry to the three second floor units, or from first floor entries that allow access from the garage and to the outside. Refer to **Figure 42 thru 44** for floor plan schematic.

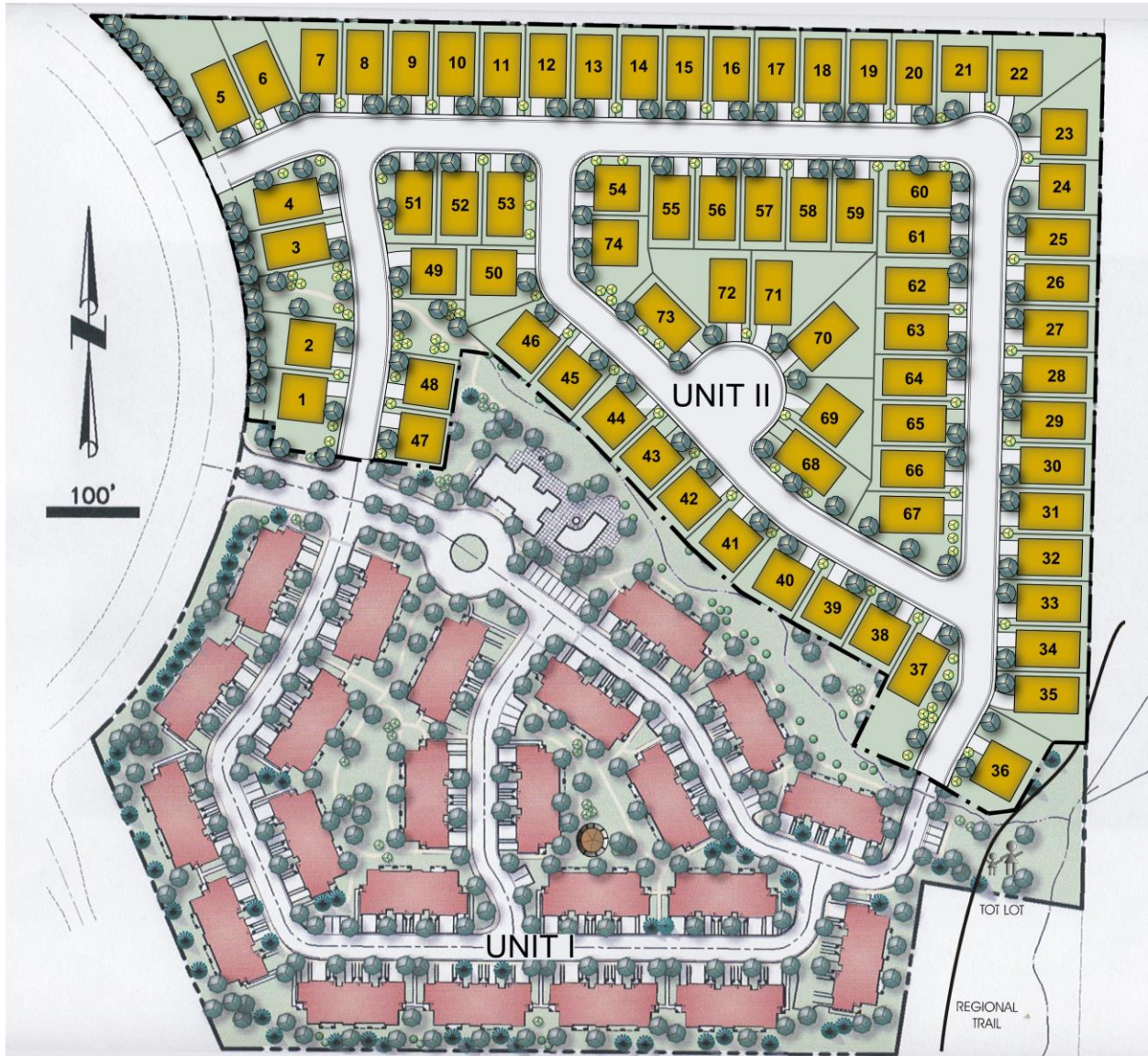


Figure 29
Concept Plan

2.6.2. Setback Requirements

Refer to **Table 10** for Multi-Family setbacks.

2.6.2.1. Architectural Projections

Architectural Projections shall remain within building setbacks with the exception of front and rear yards where projection of not more than two (2') feet, not to exceed 20 square feet, shall be allowed.

2.6.2.2. Usable Private Open Space

Private open space (i.e., decks or patios) shall be contiguous to the units with a minimum width of five (5) feet.

2.6.2.3. Corner Building Envelope Side Yard Setback

The minimum side yard adjacent to a private circulation street shall be ten (10') feet from the back of curb or sidewalks. No structure or fence shall be allowed in the view corridor formed by a rectangle that is 15 feet wide and 35 feet deep measured from the back of curb. (Refer to **Figure 30**) The Unit I Homeowner's Association shall be responsible for all private landscaped and common areas throughout the development.

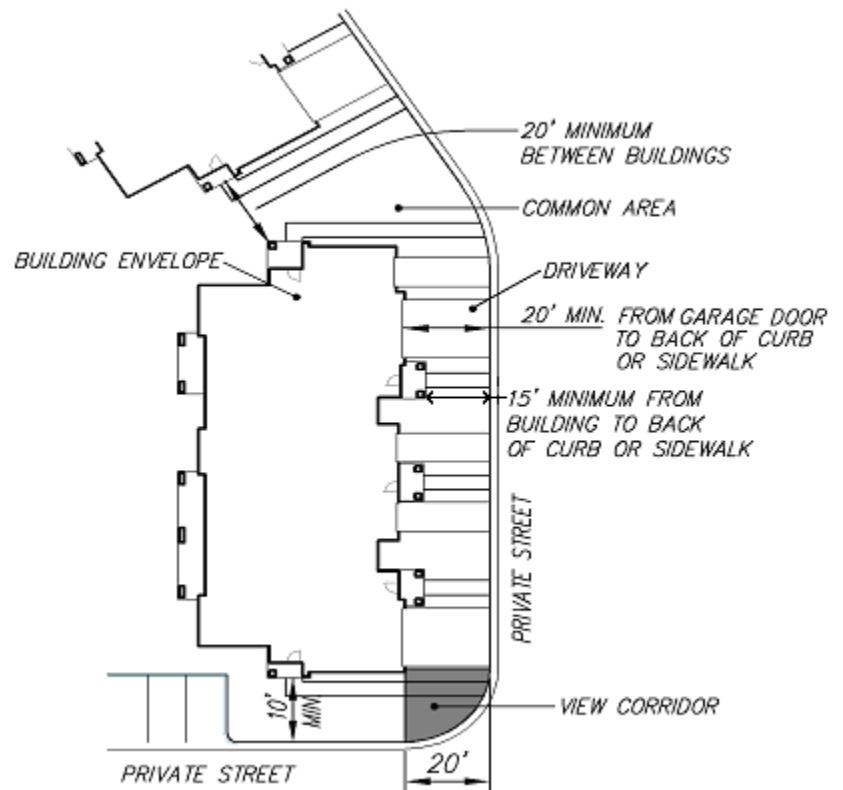


Figure 30
Corner Lot Side Yard Setback

Table 10
Multi-Family Minimum Building Setback Requirements
Internal Private Streets (Refer to Figure 2-14)

<u>TYPE</u>	<u>FEET</u>	<u>CONDITION</u>
Front Setback	15'	To Building envelope or Porch to back of curb or sidewalk
	20'	To Garage from private street to back of curb or sidewalk
Rear Setback	25'	At exterior edge of property
Side-Yard	10'	Interior from private street, building envelopes and access drives to back of curb or sidewalk
Distance between Buildings	20'	

2.6.3. Covered Porches – Courtyards

Covered porches are allowed within building envelopes.

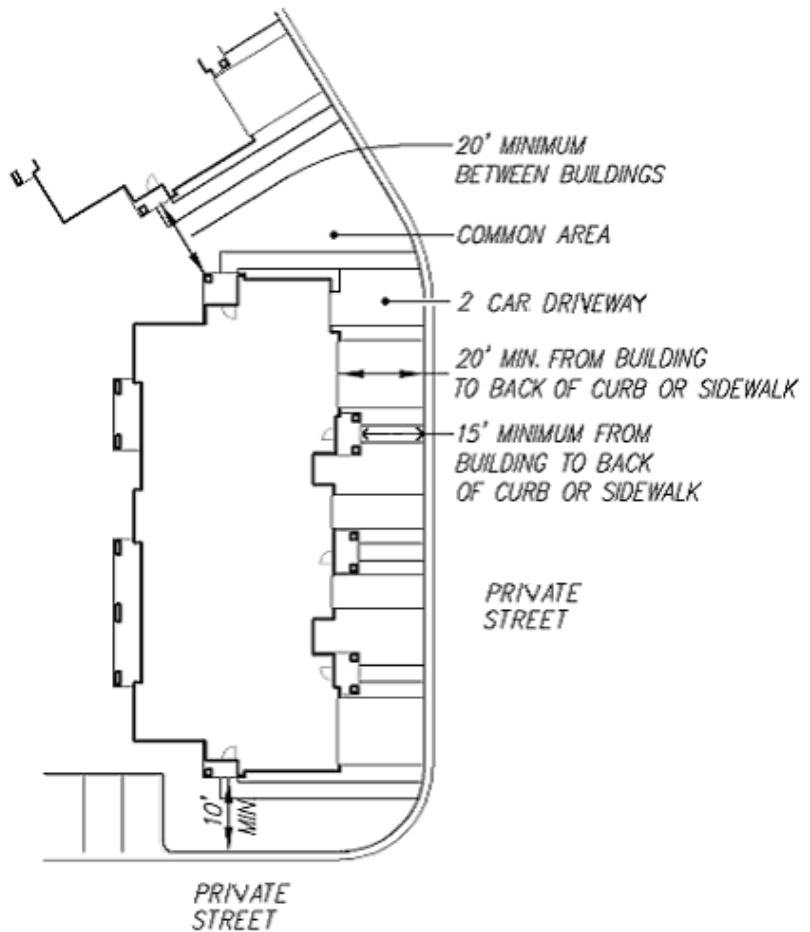


Figure 31
Multi-Family Building
Setbacks

2.6.4. Building Envelope Height

Maximum building envelope height shall be 2 stories and 30 feet maximum per City of Sparks Ordinance 20.37.

2.6.5. Building Plan Submittal for Permit

Submitted plans for all developments shall comply with the Building Codes and all City of Sparks ordinances in effect at the time of building permit application. The master plan for each building type shall be reviewed and approved by the City of Sparks.

The Developer shall provide specific plot plans with a wet-stamp by a Nevada Registered Engineer for each individual building on an 8 ½ x 11" format and a composite of a minimum of three (3) at a time to ensure adequate setbacks between structures. Plot plans and composite drawings are to be submitted to the Building Division of Community Development and approved by the Planning Department prior to the issuance of building permits.

2.6.6. Other Landscaping Requirements

The Developer shall be required to install landscaping, including irrigation and drainage; at the entrance of the project and within all common area spaces open in the parcel. The Unit I Homeowner's Association shall assume maintenance responsibility for all neighborhood entry and open space landscaping following completion of installation, inspection, and approval by the City of Sparks, and expiration of the one (1) year (minimum) contractor's guarantee period related to said improvements.

2.6.7. Project and Neighborhood Entries Design

The project entry to the Galleria Station Planned Development shall be located at the Costa Azul Drive intersection. This intersection is the primary residential entry. The secondary entry is located at the intersection of Galleria Parkway and the secondary entry drive on the north edge of Unit II. This access drive will provide secondary emergency ingress and egress for Unit I.

Project entries provide a distinct gateway and sense of arrival to the development parcel. They must be highly visible from significant distances and readily communicate the thematic character and image of the project to motorists traveling at speed. The entry composition will combine elements such as walls, columns, or other architectural expressions, intensified landscape development, and specialized features such as detailing accents, special pavements, or other construction materials consistent with the thematic concept into an integrated expression which evokes the Galleria Station theme.

Signs will be front lighted and include a common logo element. At this location the landscape corridor will be widened to accommodate intensified development, including accent trees, and

other special landscape elements to signify the gateway. Such landscape design must meet the minimum visual site distance requirements of the City of Sparks.

Project entries shall be designed to the approval of the City of Sparks Parks and Recreation Director and Administrator prior to approval of a Final Map or Conformance Review for the project. Project entries shall be installed pursuant to such approvals before issuance of the first Certificate of Occupancy for the project.

Project entries shall be distinctive in their landscape design. Trees with distinctive forms and/or colors shall be used to help establish a special identity. Street tree patterns will be interrupted by these special identity trees in the vicinity of project signage. Shrubs and groundcovers will be utilized to enhance the entry to the neighborhood. These materials shall include living groundcovers with interesting form or habit or large expanses of colorful flowers. Low angled lighting will be used to front-light the project name and logo. **Table 11** specifies the minimum landscape requirements for the project entries.

Table 11

Project Entry Development Galleria Parkway

Minimum Landscaping Requirements For Entry. Area Each Side ±800 sq.ft.

<u>PLANT MATERIALS</u>	<u>QUANTITY</u>	<u>PLANT SIZE</u>	<u>CALIPER SIZE (min.)</u>
Turf	50% max. cover	Sod	N/A
Shrubs	50	5-gallon	N/A
Living ground cover or additional shrubs	50% min. cover	5-gallon (or equal)	N/A
Deciduous Trees	4	B&B or Box	2 "
Evergreen Trees	4	6 ft. height	
Accent/Special Identity Trees	3	B&B or Box	3"

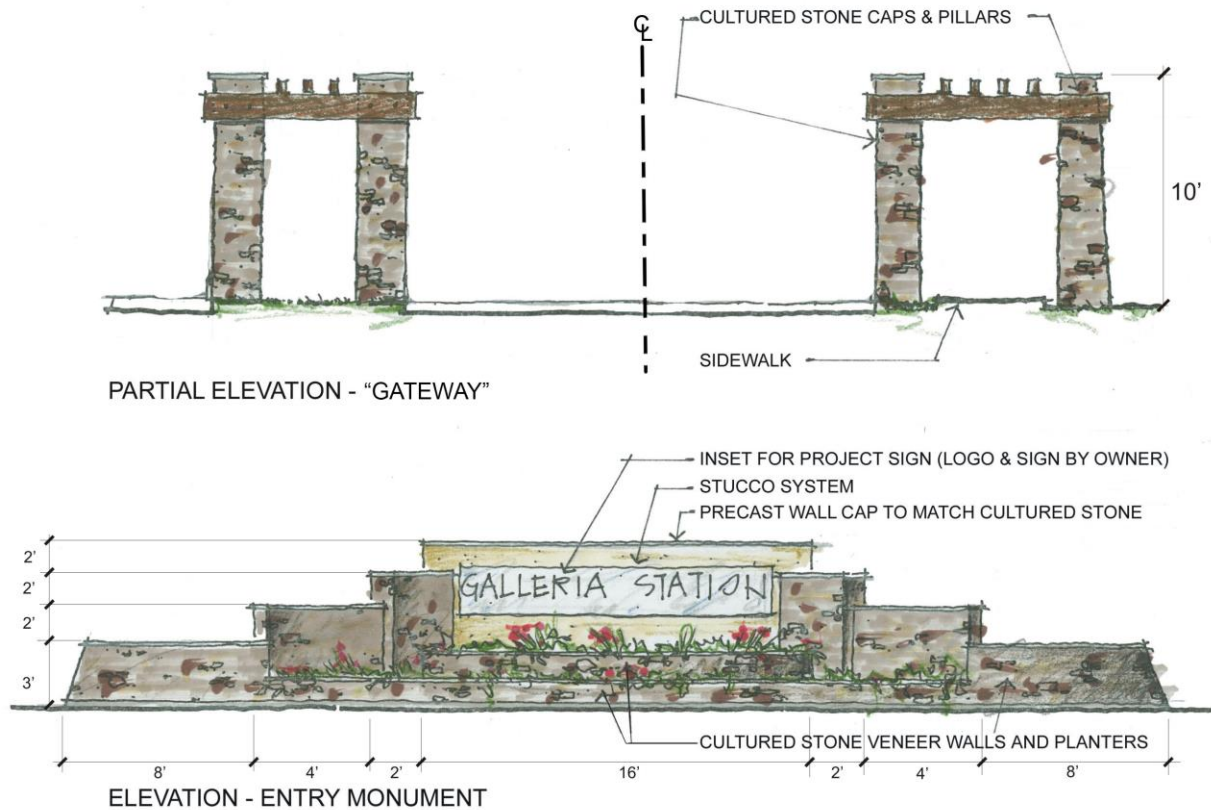


Figure 32
Project Entry Monument Sign

A primary project entry monument sign, entry “gateway”, and associated landscaping were constructed with Unit I and designed pursuant to a concept similar to **Figure 32**.

2.6.8. Pedestrian Corridors and Common Areas in the Galleria Station Community

Figure 33 illustrates where the following facilities are located. Landscaping in pedestrian corridors, along private streets, and in common areas help to define the overall image and character of the neighborhoods. The internal pedestrian corridors in the residential community shall include a 4-foot sidewalk. Pedestrian corridors and common areas will be landscaped with a variety of trees, shrubs, groundcovers, and, in many areas, turf lawns. Within common areas, shade trees will be planted in large masses or groves, adjacent to trails, picnic areas, tot lot and seating areas.

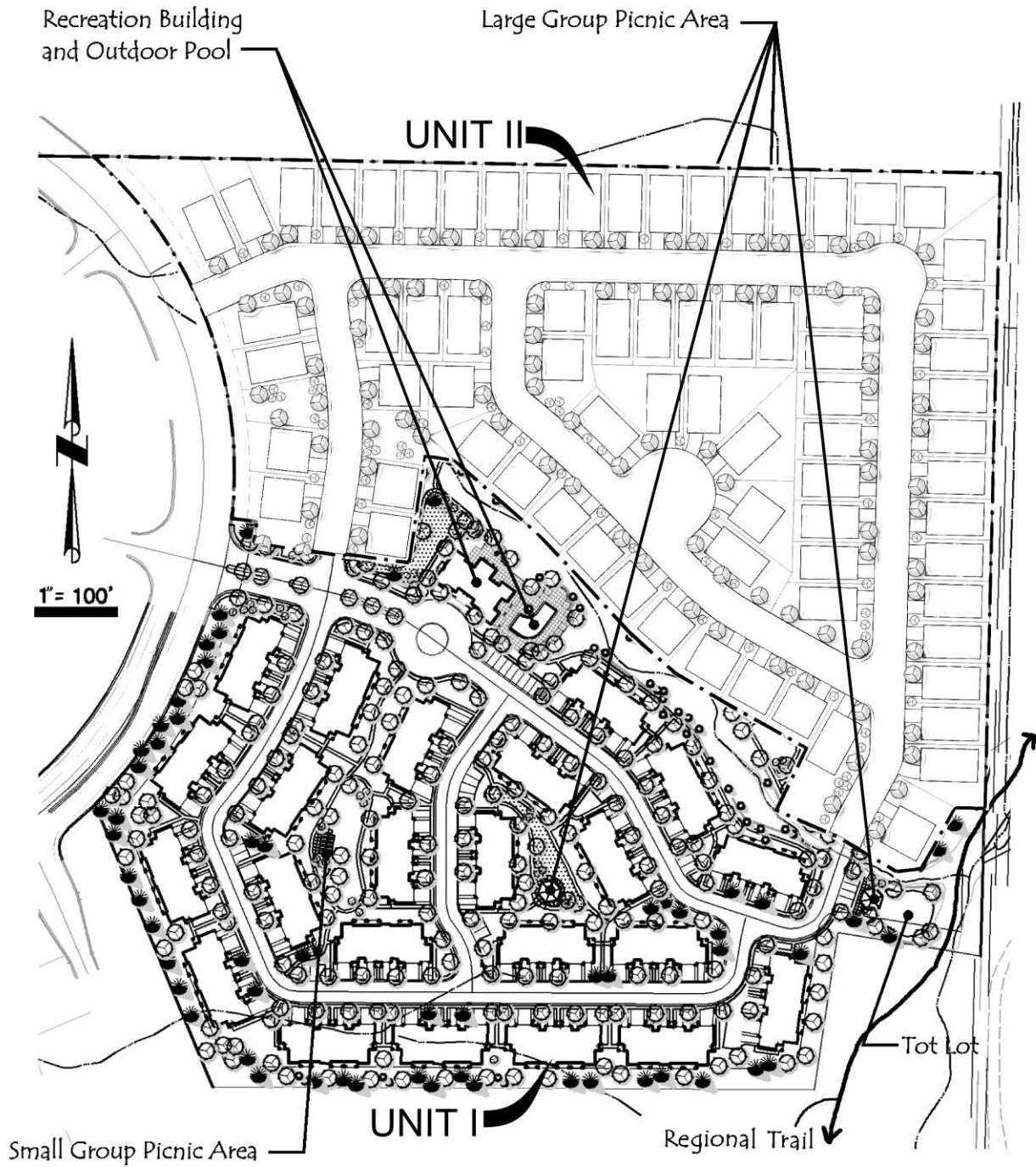


Figure 33
Recreation & Facility Key Map

Three-foot (3') lighted bollards will be located at common area/pedestrian corridor entries to highlight their locations and to prevent auto access. Bollards will be constructed of materials consistent with the Planned Development's theme and be removable for ease of maintenance.

The children's recreation areas shall be provided in an areas with space to accommodate it and view corridors to allow the play areas to be easily supervised by adults. Hazards such as high retaining walls maximum height of 3 feet, poisonous/thorny planting, steep slopes exceeding 20% slope, etc. shall not be allowed in common areas designated for children. Ample seating and well-landscaped shaded areas shall be provided around recreation areas. Hiding places in the landscape that may attract undesirable activities shall be avoided. Recreation areas shall include a tot lot, large and small group picnic areas, and an outdoor pool area. Refer to **Figures 34 through 37**.

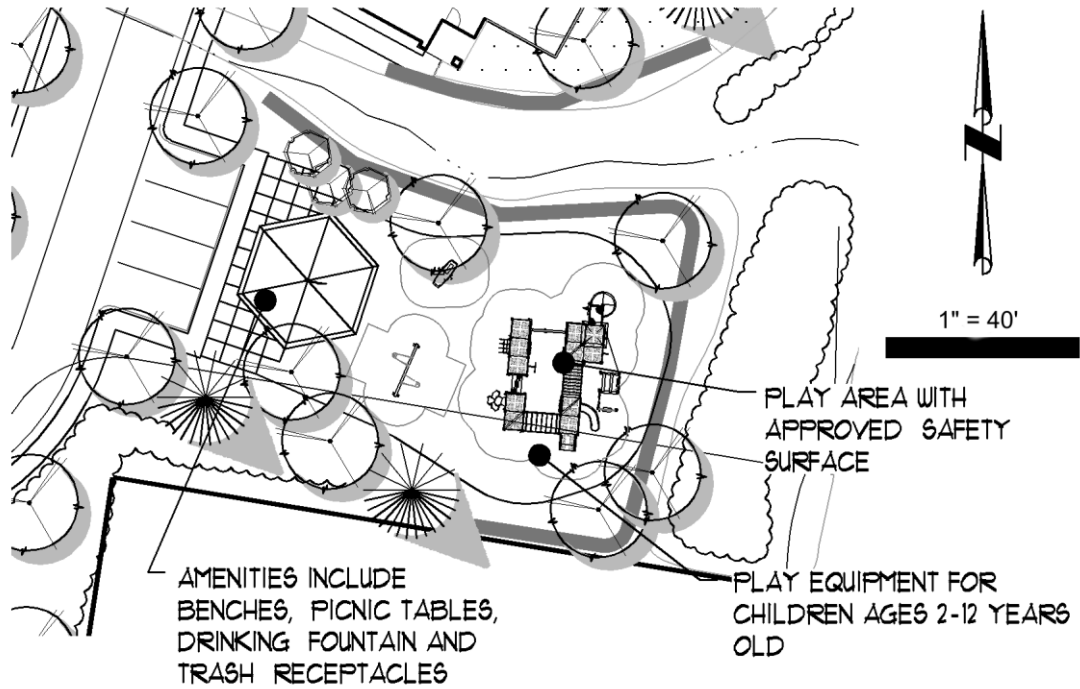


Figure 34
Tot Lot Recreation Area

**Refer to Key Facility Map*
***Refer to Table 2-6 for landscape requirements*

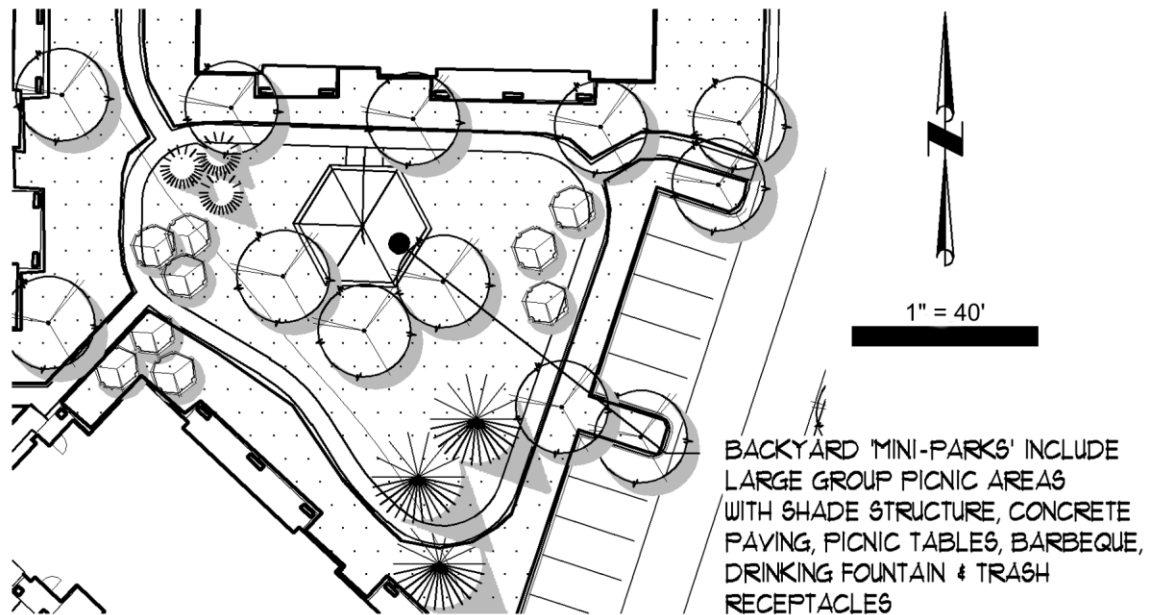


Figure 35
Large Group Picnic Area

**Refer to Key Facility Map*
***Refer to Table 2-6 for landscape requirements*

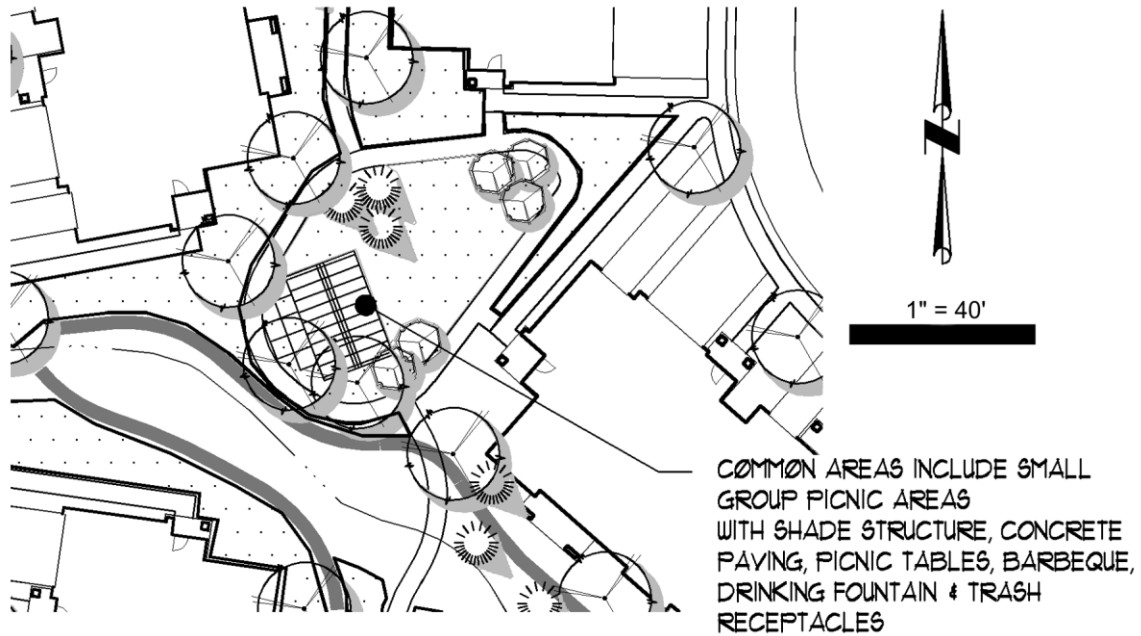


Figure 36
Small Group Picnic Area

**Refer to Key Facility Map*
***Refer to Table 2-6 for landscape requirements*

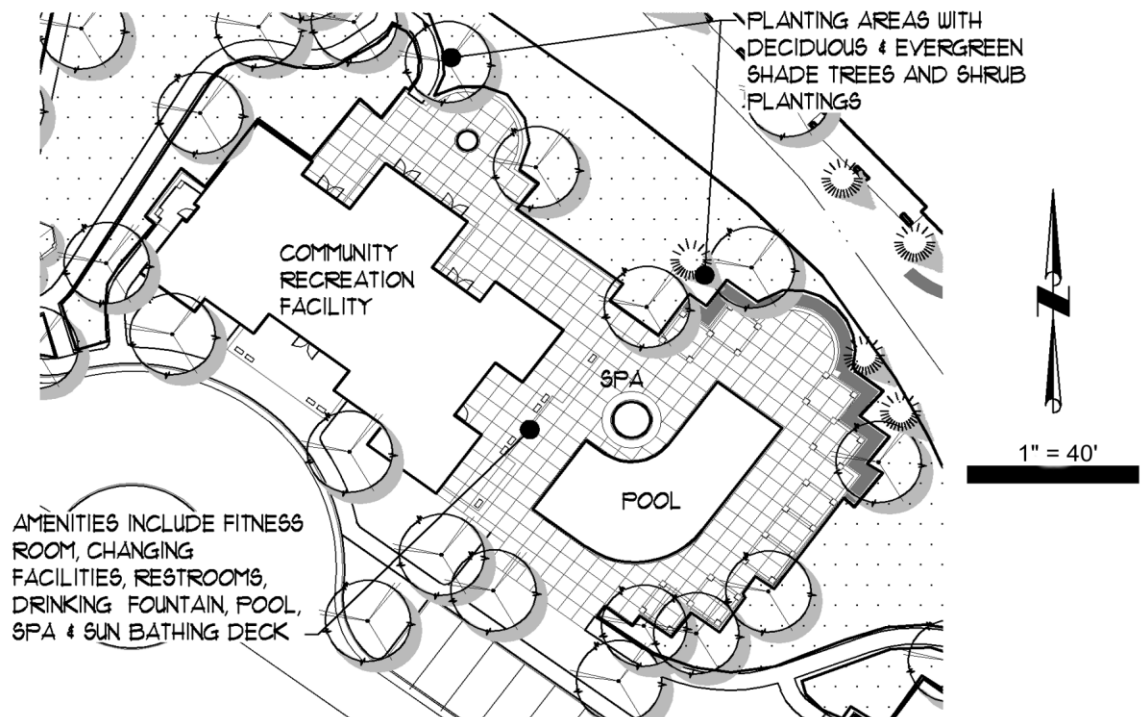


Figure 37
Outdoor Pool Area

**Refer to Key Facility Map*
***Refer to Table 2-6 for landscape requirements*

Design and construction of pedestrian corridors and common areas shall be the responsibility of developer with installation as part of their associated project phase. Upon completion and approval, maintenance of these landscapes shall become the responsibility of the Homeowners Association.

Vehicle access to open space and common areas (except for maintenance vehicles) will be prevented through the provision of barriers such as bollards and/or a low, open fence adjacent to the street. Pedestrian paths will be incorporated in open space with access to street edges. In these instances landscaping will be installed to provide visual interest and shade along the path.

2.6.9. Irrigation

All plants will be grouped into zones according to their water requirements, with one valve per zone to minimize over watering. Trees, shrubs, and groundcovers will be irrigated with a drip irrigation system and/or micro spray heads. Lawn areas will be irrigated with a low gallonage spray system.

Reclaimed water may be used for landscaping wherever feasible and available. The irrigation specifications may require modification if approved for use of reclaimed water. Use of reclaimed water shall be dependent upon the ability of the City of Sparks to provide such service.

The landscape irrigation system shall be a fully automatic underground system with programmable electronic controller, electric valves, and quick couplers for supplemental watering. All main lines and laterals will be equipped with manual drain valves to drain the system in late fall. Automatic drain valves will not be permitted since the automatic valves waste water throughout the irrigation season. All sprinkler heads subject to line drainage shall have anti-drain check valves integral to their construction or incorporated into their riser installation.

Irrigation plans are to be prepared by a licensed landscape architect. The irrigation plans must be submitted to the City of Sparks for final approval.

2.6.10. Installation and Maintenance

The Unit I Homeowners Association ("HOA") will own and maintain the common open space. Linear parks/pedestrian corridors will be constructed by the developers at the time adjacent development occurs and owned and maintained by the Unit I HOA. Streetscapes may be owned and maintained by either the HOA or a Lighting Landscape Maintenance District. Regional trails shall be owned and maintained by the City of Sparks with the areas along the regional trails maintained by either the Unit I HOA.

Installation and maintenance of all design elements including walls, landscape, signage, etc., is the responsibility of the Developer. The Developer is responsible for the installation and maintenance of the landscape design elements in the public rights-of-way, landscape easements, and common open space adjacent to any phase to be constructed. As streets are constructed, associated landscaping will be installed. Initially, the Developer will retain responsibility for the maintenance of these areas. After this initial one (1) year period, maintenance responsibility will be relinquished to the HOA or to a Lighting and Landscape Maintenance District. (Galleria Parkway)

Landscaping and irrigation installed by the Developer shall be maintained in an attractive and healthy condition. All dead or damaged plant material shall be replaced with the same materials matching the size and height of adjacent material within three (3) months or by the next growing season if removed in the late fall.

From the completion of installation, landscaping shall be maintained in an attractive and healthy condition. The Developer will be required to maintain plant materials in common areas utilizing proper horticultural techniques of pruning, pest control, and fertilization. Damaged or malfunctioning irrigation must be repaired or replaced to match the original system. Over-spray and excessive runoff shall be kept to a minimum.

2.6.11. Multi-Family Architectural Design Standards

2.6.11.1. Roofing Materials

All residential buildings and the recreation building within NUD shall be constructed with concrete tile roofing materials. Asphalt roofing may be allowed only if Elk 40-year Prestique architectural definition composition roofing material or equal. *(Refer to **Figure 38 through 45** for Architectural Elevation Concepts)*

2.6.11.2. Exterior Siding Materials

All residential buildings and the recreation building within the NUD will be constructed with high quality siding materials. Stucco, shiplap siding (such as Hardi-plank siding), rock, stone accents, and brick are all acceptable siding materials. T-111 or other plywood style sidings are not acceptable. All windows and doors shall be trimmed with a minimum four inch (4") molding on all front, side, and rear elevations. Any variance from the established siding materials list must be approved in writing by the Administrator. *(Refer to **Figure 38 through 46** for Architectural Elevation Concepts)*

2.6.11.3. Color Schemes

There are four (4) different color schemes proposed for the building in the project. The intent is to evenly distribute each scheme throughout the project, so that no buildings adjacent to

each other along the same private drive shall have the same color scheme. Refer to **Figure 38 through 46**.

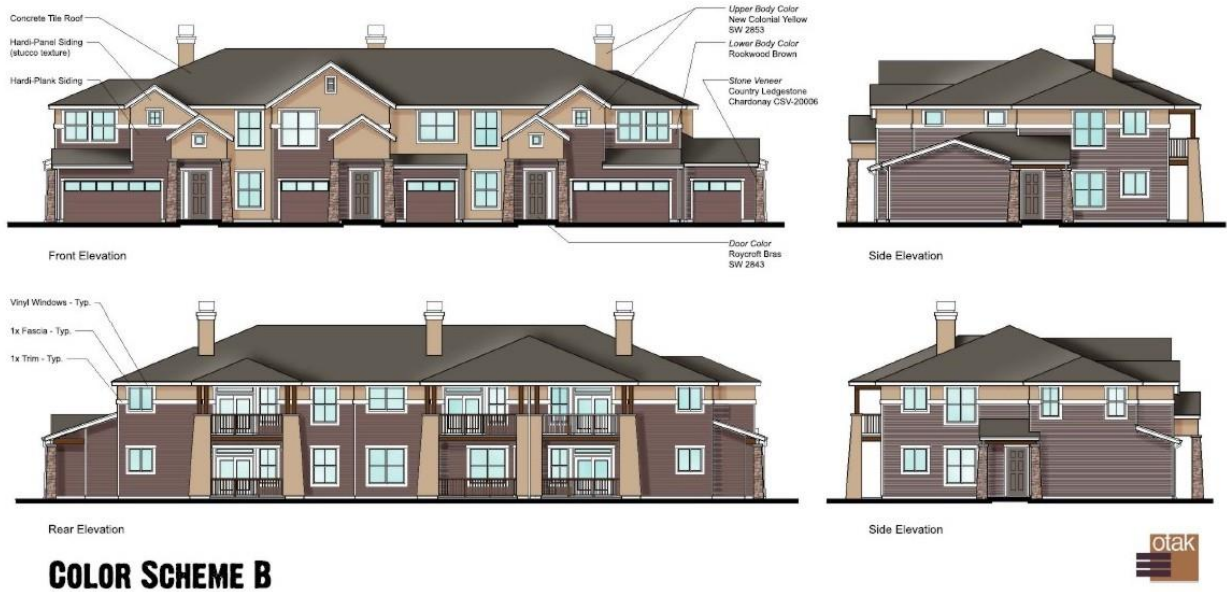


Figure 38
Multi-Family Building Type 1 – Color Scheme B

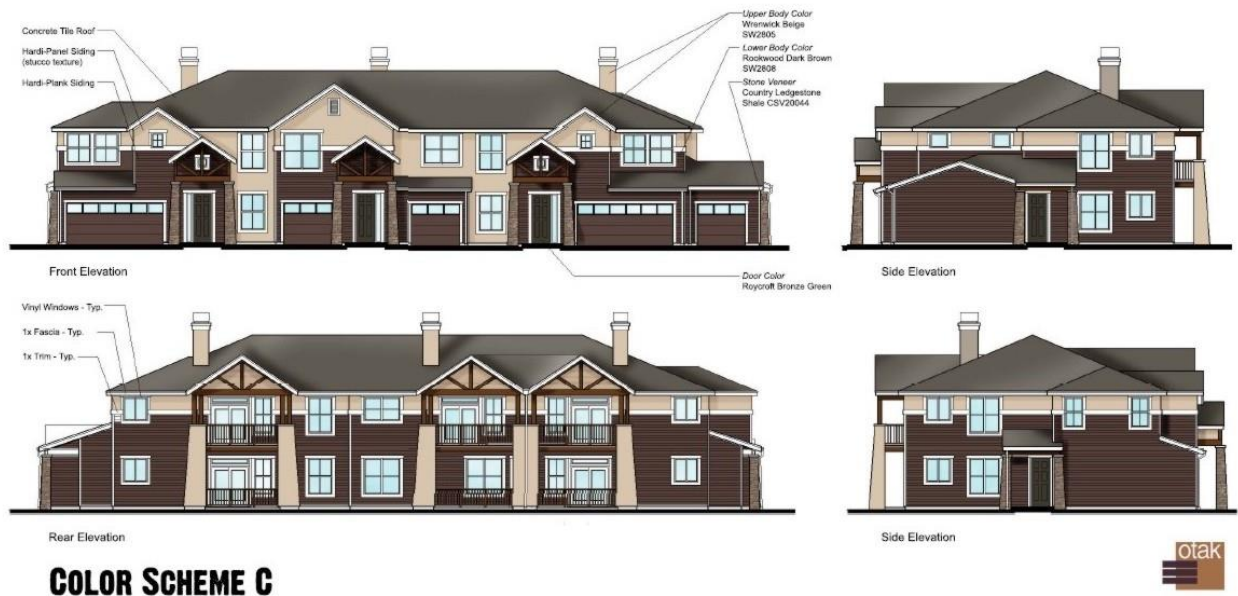


Figure 39
Multi-Family Building Type 2 – Color Scheme C

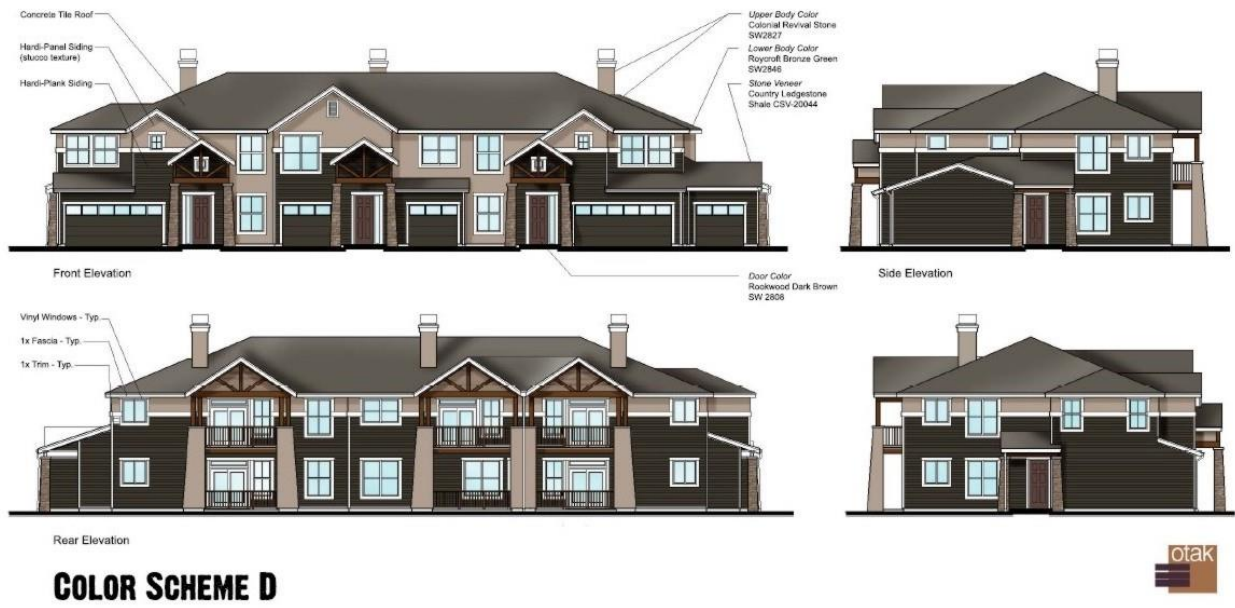


Figure 40
Multi-Family Building Type 2-25

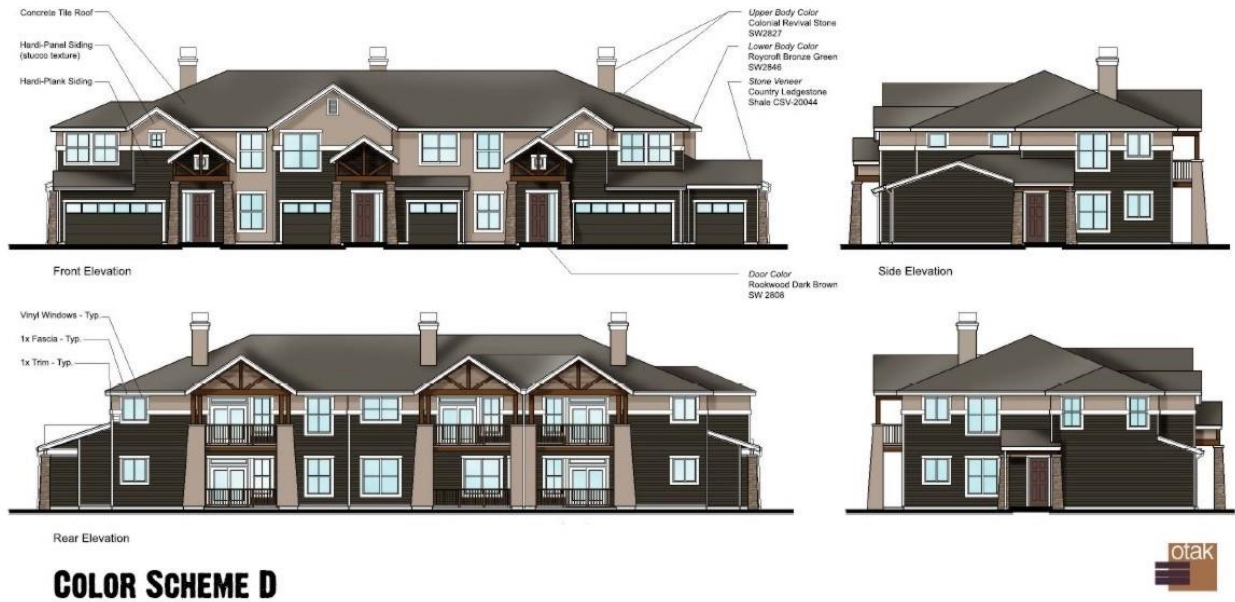
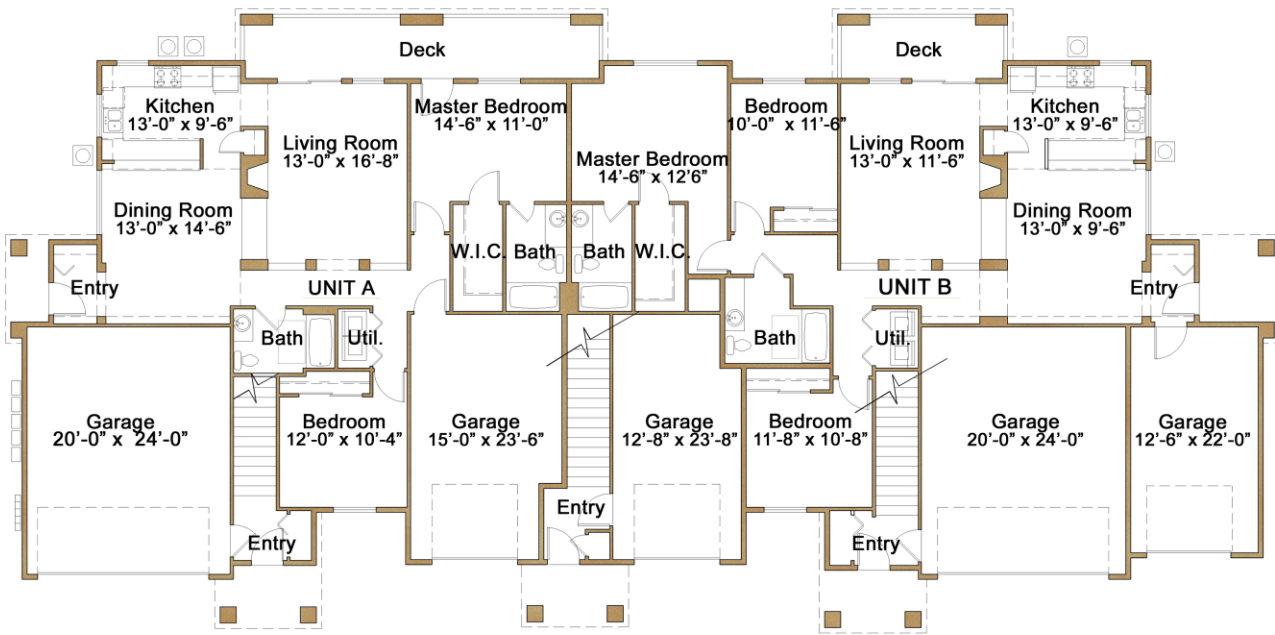
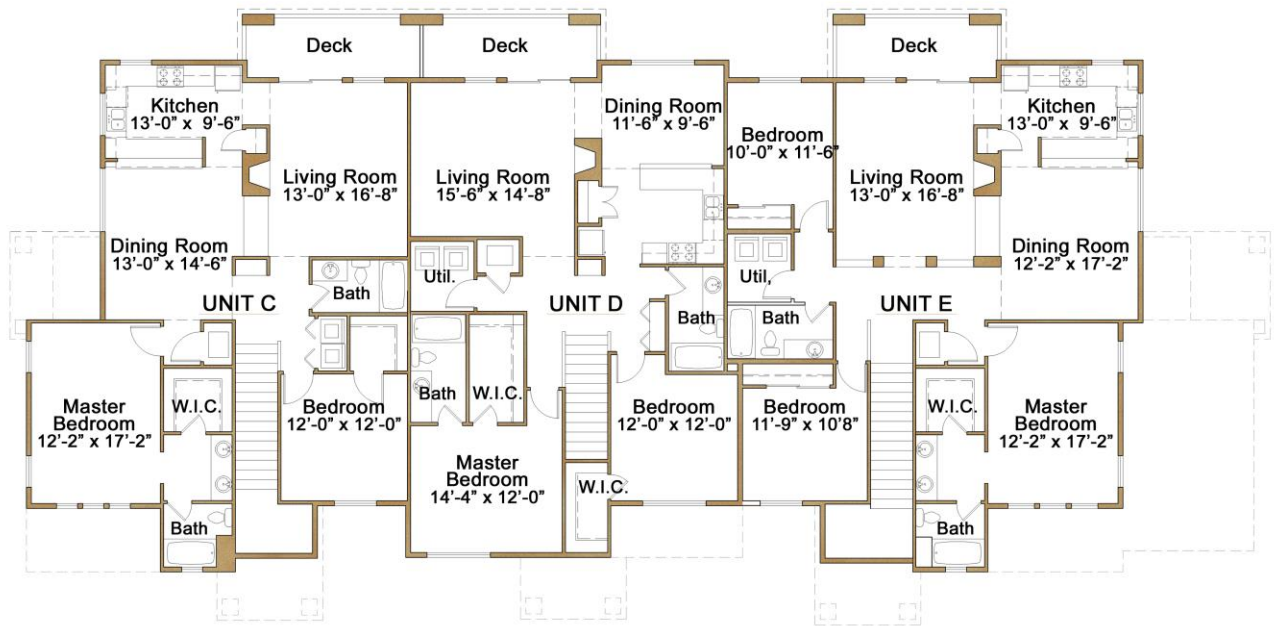


Figure 41
Multi-Family Building Type 2-26



Floor Plan - Level 01

Figure 42
Multi-Family Floor Plan Level 1

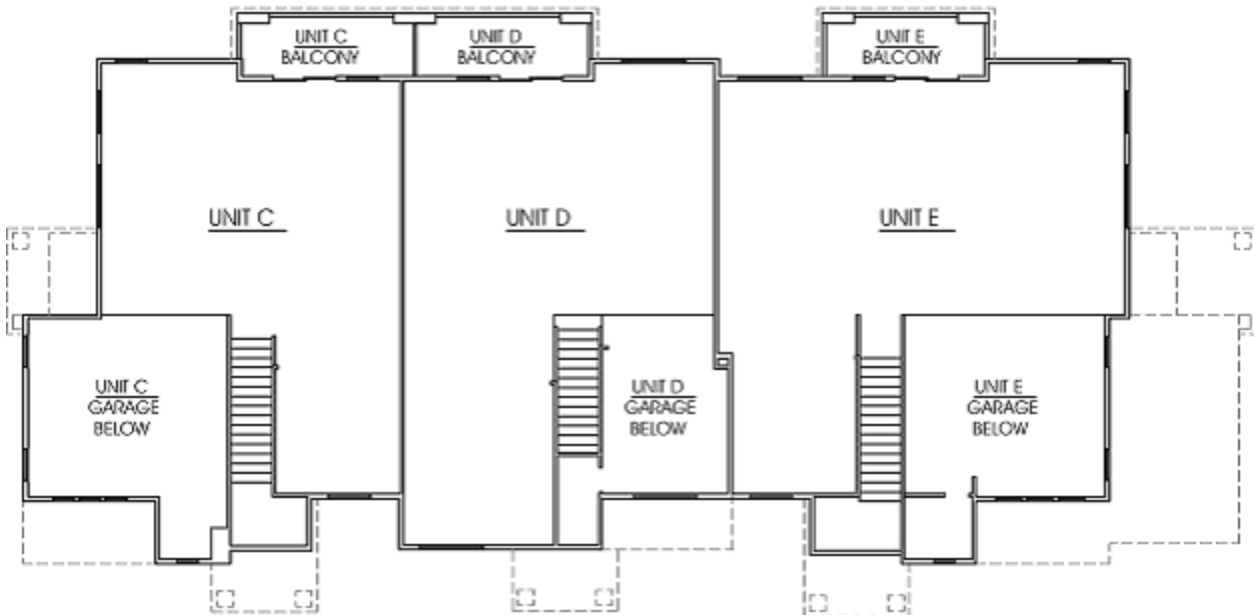
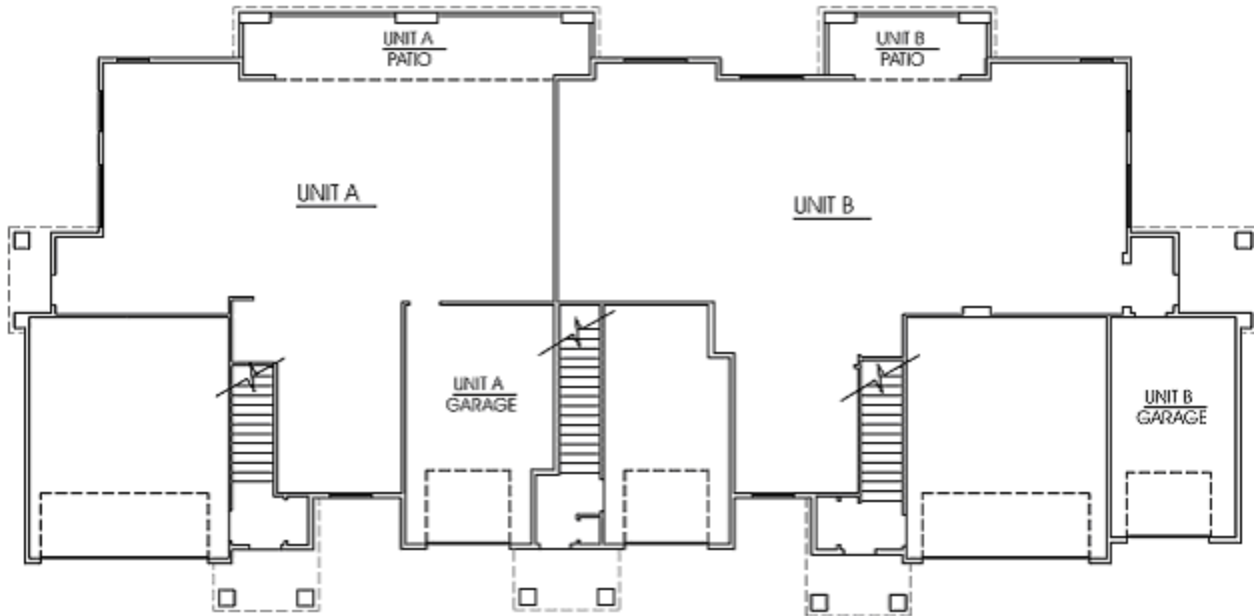


Floor Plan - Level 02

Figure 43
Multi-Family Floor Plan Level 2

FIRST FLOOR

FIGURE 2-26A



SECOND FLOOR

FIGURE 2-26B

Figures 44
Multi-Family Floor Plans



Figure 45
Recreation Center- Building Elevations



Figure 46
Recreation Center Floor Plan

2.7. SINGLE FAMILY DESIGN STANDARDS (UNIT II)

2.7.1. Setback Requirements

Setbacks for single-family residential development in Galleria Station shall conform to the following setback standards.

TYPE	FEET	CONDITION
Front (house)	10'	
Front (garage face)	20'	Side loaded garages may be 10'
Side ¹	5' or 10'	Side yard shall be 5' unless rear yard is reduced to 5', then one side yard shall be 10'
Rear ¹	10'	May be reduced to 5' if one side yard is 10'
Building Height	2-stories or 35'	
Minimum Lot Width	40'	
Minimum Lot Frontage	20'	

Notes:

1 – The rear yard may be reduced to 5-feet (when one side yard is provided at 10-feet or greater) on the following lots, as depicted in Figure 17: Lots 1, 2, 21 thru 24, 36, 38 thru 50, 54, 69 and 74.

2.7.2. Architectural Guidelines

All single family homes in Galleria Station shall be subject to the following architectural guidelines. Single family architecture shall conform to the City of Sparks Design Standards Manual with the following modifications. Where the Design Standards Manual and the following guidelines are in conflict, the following shall apply.

House Size:	Minimum of 1,100 sq. ft. of conditioned space
Roof Pitch:	No less than "5 in 12"
Roof Material:	30-year "dimensional" composition shingle, concrete tile or clay tile
Exterior Siding:	Wood or composition siding is permissible, however, no "T-11" siding, or similar material is permitted.
Plaster Exterior:	Permitted.
Driveways:	Shall be constructed of Portland cement concrete.
Window Trim:	All windows on all sides shall receive four sided wood trim or stucco bands.
Garage Doors:	All garage to be multi-panel wood or metal overhead track doors; no slab doors of wood and no industrial grade roll-up doors are permitted.

Front Elevation Wainscot:	A wainscot on the front elevation and wrapping around the corners is permissible, provided the material is generally accepted as a quality accent material and the design and color is complimentary to the overall architectural style of the development, including the multi-family buildings.
Fascia Material:	Minimum of "2x6" solid stock wood material.
Exterior Colors:	Exterior color shall be earth tones, creams or beige. Primary colors and bright pastel colors shall not be permitted either as a base color or trim of a home.
Elevations:	The home builder shall provide a minimum of three (3) floor plans with three (3) elevations for each floor plan.

Four sided color single family architecture shall be provided prior to master building plan approval. The Administrator may approve project architectural elevations or forward project architecture to the Planning Commission at the request of the applicant for review and approval.

2.8. FENCING, LIGHTING, AND SIGNAGE DESIGN

2.8.1. Screening and Fencing Design

Fencing within the Galleria Station Community is intended to provide security. To a significantly lesser extent they may be utilized to act as a barrier to entry in environmentally sensitive areas. Non-residential fencing is to be kept to a minimum to avoid blocking views or fragmenting land uses in the Residential Community. All fencing material, color and texture shall be consistent with the overall project design theme and subject to approval by the Administrator.

Mechanical and electrical equipment and other similar structures shall be ground-mounted when feasible. All noise generating mechanical devices shall be screened with noise reduction barriers so that their potential as a nuisance to abutting properties is minimized.

2.8.1.1. Fencing

Four types of project fences shall be used throughout the Galleria Station Residential Community in response to various conditions where ownership, security, safety or non-disturbance, is required or desirable. *(Refer to **Figure 47**)*

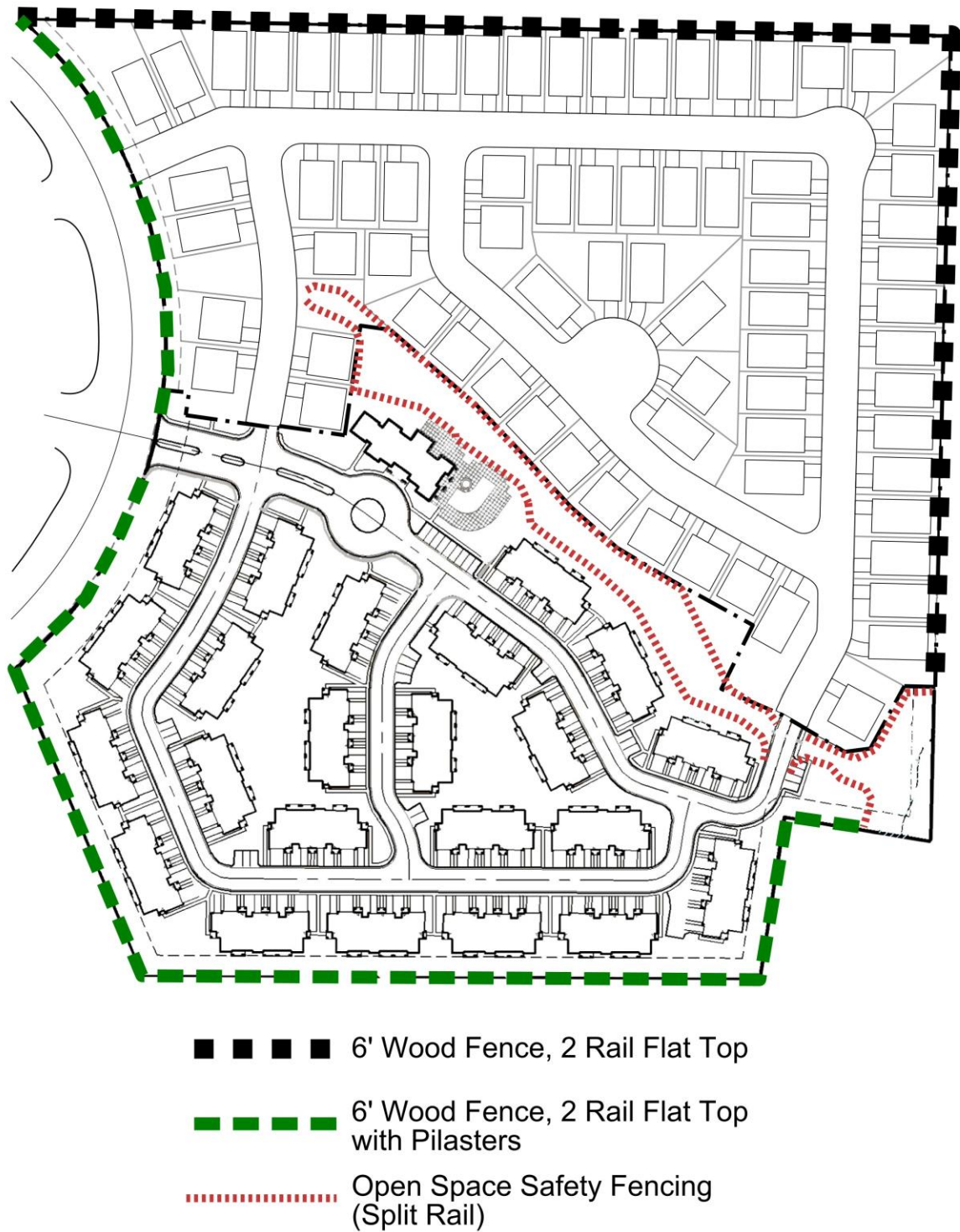


Figure 47
Typical Fence Location Plan

(a) Drainage Corridor/Wetland Edge Fencing

Figure 48 illustrates a typical installation of split rail fence along the drainage corridor interface. This fencing is intended to mark and limit casual access to the corridor.

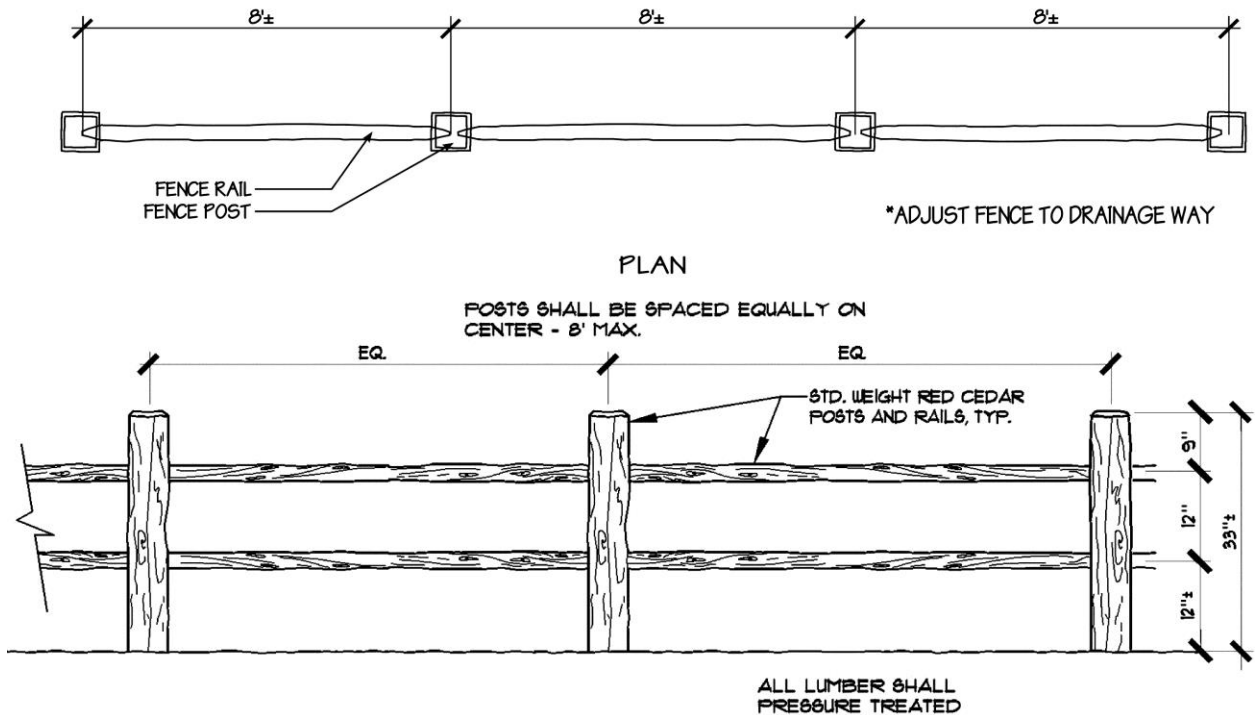


Figure 48
Drainage Corridor/Wetland Fencing

(b) Exterior Project Fencing (Type I)

Figure 49 illustrates a typical 6-foot wood project perimeter fencing with pilaster accents to be utilized on the Galleria Parkway, as well as the southern boundary of Unit I. Fencing shall be installed prior to Certificate of Occupancy for the residential unit.



Figure 49
Exterior Project Fencing (Type I)

(c) Exterior Project Fencing (Type II)

Figure 49 illustrates a typical 6-foot wood project perimeter fencing to be utilized on the north and east boundaries of Unit II. Fencing shall be installed prior to Certificate of Occupancy for the adjacent residential lot.



Figure 50
Exterior Project Fencing (Type II)

(d) Interior Single Family Fencing

Figure 51 illustrates a typical 6-foot wood privacy fencing to be utilized on interior single family lot lines. Fencing shall be installed prior to Certificate of Occupancy for the residential unit.



Figure 51
Interior Single Family Fencing

2.8.2. Fencing Design and Installation Requirement

2.8.2.1. Residential Fencing

All fencing abutting the local streets and/or open space shall conform to the pre-defined design uniform throughout the development, including open-style fencing. All fence design standards and requirements shall be pursuant to, *SECTION 2.10 "FENCING, LIGHTING, AND SIGNAGE DESIGN"* in these standards.

2.8.2.2. Common Area Fencing

The Developer/Home Builder shall retain responsibility to ensure all fencing is consistent with the intent and material requirements of the Design Standards throughout the PD. All fence design standards and requirements shall be pursuant to *Section XII "FENCING, LIGHTING, AND SIGNAGE DESIGN"* in these standards. The Developer shall submit in conformance to these design standards all fence permits to the City for review and approval.

2.8.3. Lighting Design

Exterior lighting is intended to promote safety and security. Lighting within the public right-of-way shall comply with City of Sparks standards. Cut-off style fixtures shall be used on streets, open spaces, common areas, and pedestrian corridors to minimize impacts of glare on neighboring residences. Light standards shall be located to avoid shading by tree canopies and buildings. Low-level lighting, such as bollards, may be provided at important pedestrian nodes such as trail intersections or common areas.

A Master Lighting Plan must be submitted to City staff for their approval prior to or with the Final Map.

2.8.4. Signage

Signage shall be developed and installed per SMC.

2.9. CONSTRUCTION, OPERATION, AND MAINTENANCE

2.9.1. Clean Job Site

All construction job sites within the Galleria Station are to be maintained in a clean and orderly fashion. Each developer/builder shall adopt procedures to suit his individual circumstances.

2.9.2. Existing Vegetation Areas – North Truckee Drain Area

2.9.2.1. Any vegetation within the open space areas outside areas to be graded shall be protected from damage during construction.

2.9.2.2. Temporary protective environmental fencing shall be erected by the developer at a 20' setback adjacent to native vegetative areas during construction adjacent to these areas and removed upon completion. No equipment will be allowed to enter the fenced areas.

2.9.2.3. Potentially toxic materials such as solvents, paints, gasoline, etc. shall not be poured on the ground anywhere within the development.

2.9.3. Erosion Control Plan and Storm Water Pollution Preventive Plan (SWPPP)

Prior to the commencement of construction, the developer/builder/contractor must conform to the City of Sparks requirements for a Storm Water Pollution Prevention Plan.

2.9.4. Temporary Uses and Structures

All temporary uses and/or structures shall be maintained in a clean and orderly fashion. Storage of vehicles or machinery required for set-up or delivery shall not be kept onsite. Adequate parking, trash, and restroom facilities shall be provided for the expected attendance. All components required for any event shall be removed and the site cleaned up within 24 hours of the close of each event or use. If a temporary use site is not maintained or returned to a reasonable state of cleanliness, the City of Sparks has the authority to clean-up by an outside party and assess the cost of this clean-up against the sponsor.

2.9.5. Construction Yards

- 2.9.5.1.** Definitions: Construction yard is a temporary area used for the storage of construction materials, supplies, equipment, tools, stock pile of useable construction materials and other items as permitted including temporary storage containers, construction trailers and temporary office trailers. Mobile set up permits are required by the State of Nevada and the City of Sparks. The permits are required prior to delivery and set up.
- 2.9.5.2.** Proposed construction yards shall be associated to a specific project with an approved building permit issued for grading, construction, remodel and/or demolition.
- 2.9.5.3.** Construction yards shall be supervised by one (1) contractor who will be responsible enforcing compliance of these standards. The contractor shall be responsible for compliance of the construction yard to all applicable codes.
- 2.9.5.4** Construction yards shall be fenced and located on private property out of public view whenever possible to the approval of the administrator and shall not be placed in required parking spaces or block pedestrian/vehicular access.
- 2.9.5.5.** Construction yards shall be removed prior to a final inspection of the last building in a non-residential project and for the last structure in a residential project or final approval for the project.
- 2.9.5.6.** The contractor shall be required to provide curb cuts for all egress/ingress areas onto a paved street. To prevent mud/dirt from transferring from trucks,

vehicles, and equipment onto the paved street the contractor shall install pavement / a surface treatment at all egress/ingress points from the yard a minimum of 50 ft. to the street access to the approval of the administrator.

- 2.9.5.7.** A project site with physical constraints may utilize an alternative off-site property for a construction yard subject to site plan review process. The contractor shall be required to reclaim the alternative off-site property to its original condition prior to final inspection/issuance of a certificate of occupancy for the associated project to the approval of the administrator. Site reclamation may include site clean up and/or revegetation with temporary irrigation. Bonding may also be required to verify revegetation within three (3) years.
- 2.9.5.8.** The developer shall limit all construction and construction-related activities to between the hours of 7:00 a.m. through 7:00 p.m., Monday through Friday and 9:00 a.m. to 5:00 p.m., Saturday. No construction or construction related activities are allowed on Sundays. There shall be no construction yard usage on Sundays in residential areas. The developer shall install signs at all access points to the project that clearly indicate these limited hours of activity on-site prior to the start of any construction-related activities. The developer shall maintain these signs in good repair for the duration of the construction of the project. Once construction is completed, the developer shall remove these signs.
- 2.9.5.9.** The developer shall designate to the administrator a project contact person responsible/authorized to correct problems regarding the project on a 24-hour/7 days a week basis. The developer shall designate the project contact person to the administrator prior to issuance of a grading permit for the project.
- 2.9.5.10.** The developer may construct a fence around the construction yard that is higher than six (6') feet and use barbed wire of Concertina wire on the top of the fence with the approval of the City of Sparks Building Department and Administrator

2.9.6. Temporary Sales Office Trailer

- 2.9.6.1.** Temporary is a twelve (12) month or less time duration. A mobile setup permit is required to be issued by City of Sparks Building Department prior to delivery and setup.
- 2.9.6.2.** There shall be skirting around the temporary sales office trailer.
- 2.9.6.3.** The temporary sales office trailer shall be placed within the subdivision associated to the approved project for sale. The temporary sales trailer shall be removed when the sale of the last home lot in the subdivision is completed. The lot that the temporary sales office trailer was placed shall be developed into the intended land use as indicated on the final map/improvement plans for the

subdivision. The temporary sales office trailer and off-street parking lot shall be located out of the public right-of-way.

- 2.9.6.4.** A paved off-street parking lot shall be provided for the temporary sales office trailer and accessible parking provided per S.M.C. The off-street parking lot will terminate at the point in time, which all the residential lots have been sold and the sales office is closed. The parking lot will be removed and a residential structure constructed, if the parking lot is situated on a residential lot. If not a residential lot, then the lot shall be landscaped as open space or the other intended use as recorded on the final map and/or as indicated on the improvement plans for the development site.
- 2.9.6.5.** The developer shall provide one (1) parking space per 200 square fee of office space or a minimum of four (4) paved, off-street parking spaces including a minimum of one (1) van accessible disabled parking to the approval of the administrator prior to final inspection. The parking lot must comply with all requirements of the Title 20.49 and be striped parking spaces and signed identifying the van accessible parking space.
- 2.9.6.6.** The temporary sales office trailer shall be completely landscaped as well as the area surrounding the off-street parking lot. The developer shall submit landscaping and irrigation plans for the project, including an off-street parking lot area for review and approval by the administrator prior to issuance of a building permit for the model home complex and off-street parking. The landscaping and irrigation shall be installed per the approved plans prior to final inspection for occupancy of the temporary sales office trailer and off-street parking lot.
- 2.9.6.7.** The developer shall limit all construction and construction related activities to between the hours of 7:00 a.m. through 7:00 p.m., Monday through Friday and 9:00 a.m. to 5:00 p.m. Saturday. There shall be no temporary sales trailer usage on Sundays in residential areas. The developer shall install signs at all access points to the project that clearly indicate these limited hours of activity on-site prior to the start of any construction related activities. The developer shall maintain these signs in good repair for the duration of the construction of the project. Once construction is completed, the developer shall remove these signs.
- 2.9.6.8.** Sales office hours of operation: 10 am to 7 pm week days, 10 am to 6 pm on Saturdays and Sundays.
- 2.9.6.9.** The developer shall designate to the administrator a project contact person responsible/authorized to correct problems regarding the project on a 24-

hour/7 days a week basis. The developer shall designate the project contact person to the administrator prior to issuance of a grading permit for the project.

2.9.7. Model Home Complex

Model Home Complexes shall comply with the following standards:

- 2.9.7.1.** Sales office hours of operation: 10 am to 7 pm weekdays, 10 am to 6 pm on Saturdays and Sundays.
- 2.9.7.2.** Temporary sales office and model homes will cease operation with the sale of the final home in the subdivision, at which time the temporary sales office will be vacated and a building permit issued to return the former office to a garage, remove temporary trap fencing and model home signs. The model homes will then be sold as residential units.
- 2.9.7.3.** A paved off-street parking lot shall be provided for the model home complex and accessible parking provided per S.M.C. The off-street parking lot will terminate at the point in time, which all the residential lots have been sold and the sales office is closed. The parking lot will be removed and a residential structure constructed, if the parking is situated on a residential lot. If not a residential lot, then the lot shall be landscaped as open space or the other intended use as recorded on the final map and/or as indicated on the improvement plans for the development site.
- 2.9.7.4.** The developer shall provide minimum of (2) paved, off-street parking spaces for each model home on (1) of which is van accessible disabled parking to the approval of the administrator prior to final inspection. The parking lot must comply with all requirements of the Title 20.49 and be striped parking spaces and signed identifying the van accessible parking space.
- 2.9.7.5.** The model home lots will be completely landscaped as well as the area surrounding the off-street including off-street parking lot area for review and approval by the administrator prior to issuance of building permit for the model home complex and off-street parking. The landscaping and irrigation shall be installed per the approved plans prior to final inspection for occupancy of the model home complex office and off-street parking lot.
- 2.9.7.6.** If temporary trap fencing is used, it shall be placed between the path to the model homes and the street to guide the prospective buyers to each model home. The temporary trap fencing shall be located on private property and shall not block or obstruct the public sidewalk along the street. The temporary trap fencing will be removed when the conversion of the sales office to a garage is submitted to the City.

- 2.9.7.7.** Signs for the model homes will include small freestanding monument signs at the entrance of the temporary sales office and the entrance of each model home. The monument signs are temporary and will be removed when the conversion of the sales office to a garage is submitted to the City. Sign sizing shall be per S.M.C. and as approved by administrator. The sign locations shall comply with the safe sighting standards in the Title 20.56.
- 2.9.7.8.** The developer shall limit all construction and construction related activities to between the hours of 7:00 a.m. through 7:00 p.m., Monday through Friday and 9:00 a.m. to 5:00 p.m. Saturday. No construction or constructed related activities allowed on Sunday. There shall be no construction related activities on Sundays in residential areas. The developer shall install signs at all access points to the project that clearly indicate these limited hours of activity on-site prior to the start of any construction related activities. The developer shall maintain these signs in good repair for the duration of the construction of the project. Once construction completed, the developer shall remove these signs.
- 2.9.7.9.** The developer shall designate to the administrator a project contact person responsible/authorized to correct problems regarding the project on a 24-hour/7days a week basis. The developer shall designate the project contact person to the Administrator prior to issuance of a grading permit for the project.
- 2.9.7.10.** If the sales office is not converted back into a garage, there must be parking documented to the approval of the administrator that complies with Title 20.49.
- 2.9.7.11.** A building permit is required prior to the start of construction for any improvements needed to make the garage suitable for a sales office. A separate permit will be required when the sales office is converted back into the garage.