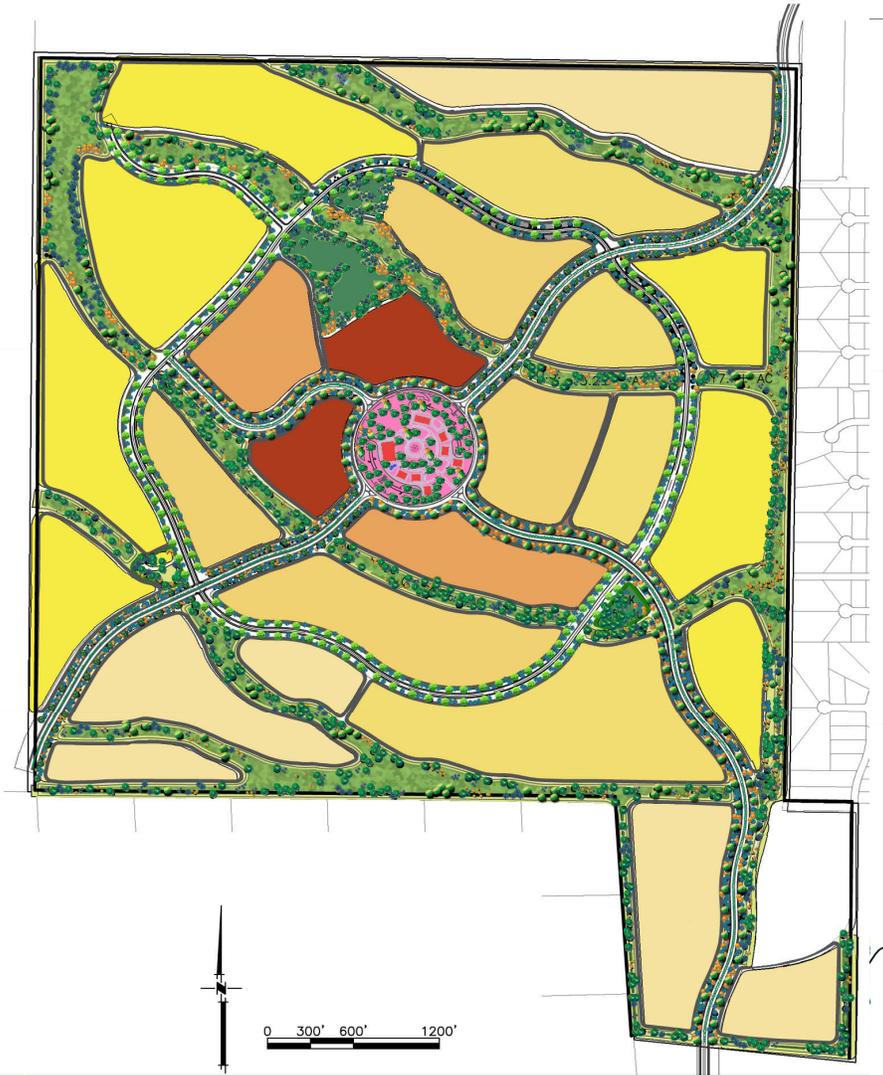


Sonoma Highlands

Final Design Standards and Regulations

Sparks, Nevada



Prepared for:
Sonoma Highlands LLC

Approved by City Council December 8, 2008

Job Number: 24097-00

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CHAPTER 1 PROJECT DESCRIPTION

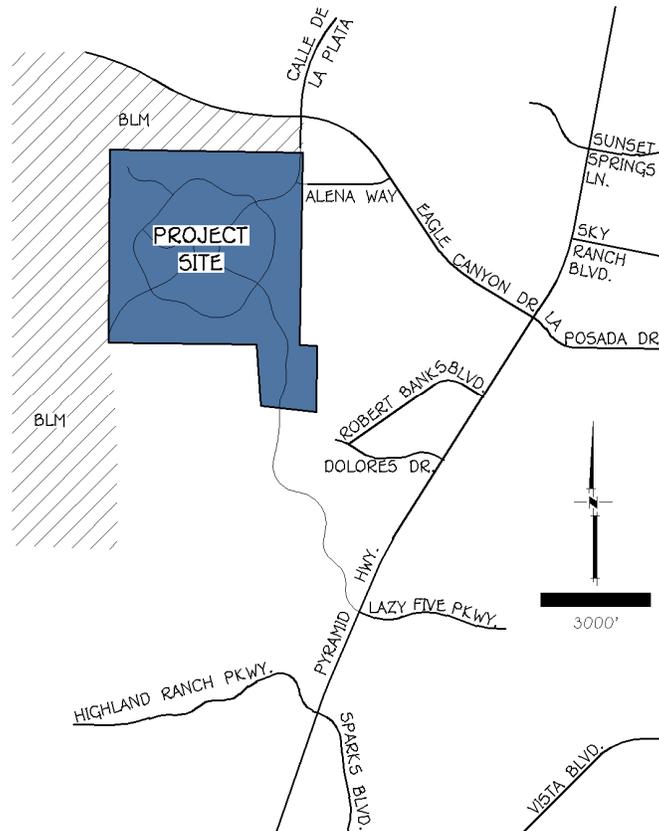
1.1 INTRODUCTION

The Master Planned Community of Sonoma Highlands offers the region a thoughtfully conceived blend of residential villages and housing opportunities, complemented by a community serving commercial, retail and business elements. These components surround open spaces that utilize low impact development techniques with interconnected trails and pathways, ultimately creating a cohesive, pedestrian-oriented community. This Design Handbook establishes project standards ensuring a quality Master Planned Community.

1.2 PROJECT LOCATION

Located west of Pyramid Highway, Sonoma Highlands encompasses approximately 695+/- acres, located in the western Spanish Springs Valley (APNs 089-15-118 thru 33 and 089-460-17 & 18). Refer to Exhibit 1-1: Vicinity Map (below). The Desert Springs, Spanish Springs Village, and Wild Hawk Ridge developments border the eastern boundary, and the Kiley Ranch Development is immediately to the south. BLM lands border the project on the west and north.

Exhibit 1-1: Vicinity Map



1.3 PROJECT DESCRIPTION

Sonoma Highlands is a Master Planned Community organized under Title 20.18 of the Sparks Municipal Code, thereby encouraging flexibility and creativity of design and a greater diversity of building types, open space arrangement and other aspects of land planning all within the parameters of this Design Handbook.

Sonoma Highlands will be designed in substantial conformance to the overall objectives and goals of the Regional Master Plan and the West Pyramid Area Plan, (WPAP) adopted in ----- and as amended. Refer to Exhibit 1-2: West Pyramid Area Plan (page 1-3).

As calculated under the WPAP plan, the maximum number of residential units allowed in Sonoma Highlands is 2,583 units. Refer to Table 1.1: Land Use Allocation Summary – West Pyramid Area Plan (page 1-3). Sonoma Highlands proposes 2,510 units. Refer to Table 1.2 Land Use Allocation Summary - Sonoma Highlands (page 1-5) and Table 1.3: Land Use and Phasing Summary (page 1-6). Notwithstanding the Permitted Units or Approximate Acreages allowed within any particular Master Plan Village as shown in the above referenced Tables 1.2 and 1.3, units or acreages may be transferred from one Master Plan Village to another as outlined in Section 1.11: Permitted Unit Transfers (page 1-50). However, the total allowed unit count can never exceed 2,510.

Sonoma Highlands Master Plan centers on large open spaces, which employ parks, a Trail and Pathway system, and open spaces, all which meet or exceed the parameters established within the West Pyramid Area Plan for these elements.

Sonoma Highlands Master Plan shall strive to achieve the following Goals:

- Create a balanced, cohesive, pedestrian-oriented, quality, mixed-use community compatible with surrounding development.
- Provide for flexibility and creativity of design of building types and open space arrangements within the parameters of these design standards.
- Unify overall project development through these design standards thereby creating a true sense of community.
- Utilize sustainable development techniques such as Low Impact Development (LID) and green building.

Sonoma Highlands offers a variety of housing opportunities within residential villages, with offices, general commercial, and retail elements, interconnected by a series of trails, and pathways situated within linear open-spaces thereby creating a balanced local relationship between working, shopping and living opportunities. Refer to Exhibit 1-3: Land Use Plan (page 1-4).

As an alternative, Sonoma Highlands may also be developed as an age-restricted community in part or in its entirety. Design Standards have been incorporated in Chapter 2, Section 2.5: Age-Restricted Community Design Standards (page 2-47).

Exhibit 1-2: West Pyramid Area Plan

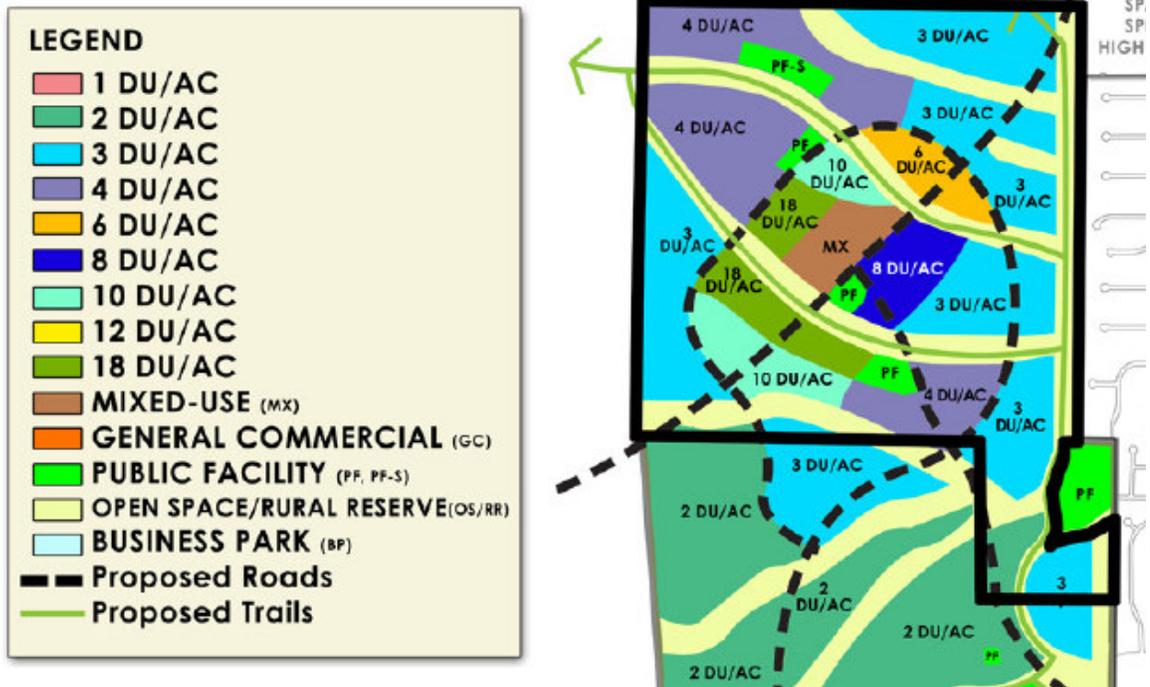


Table 1.1: Land Use Allocation Summary – West Pyramid Area Plan

AREA PLAN LAND USE DESIGNATION	ACRES	DU/ ACRE	APPROX. UNITS
2 DU/AC	11.3	2	22
3 DU/AC	226.6	3	679
4 DU/AC	122.8	4	491
6 DU/AC	20	6	120
8 DU/AC	24.2	8	193
10 DU/AC	39.1	10	391
18 DU/AC	38.2	18	687
Mixed Use	20.8		
Public Facility	20.6		
Open Space	171.3		
Total	694.9		2,583

Exhibit 1-3: Land Use Plan

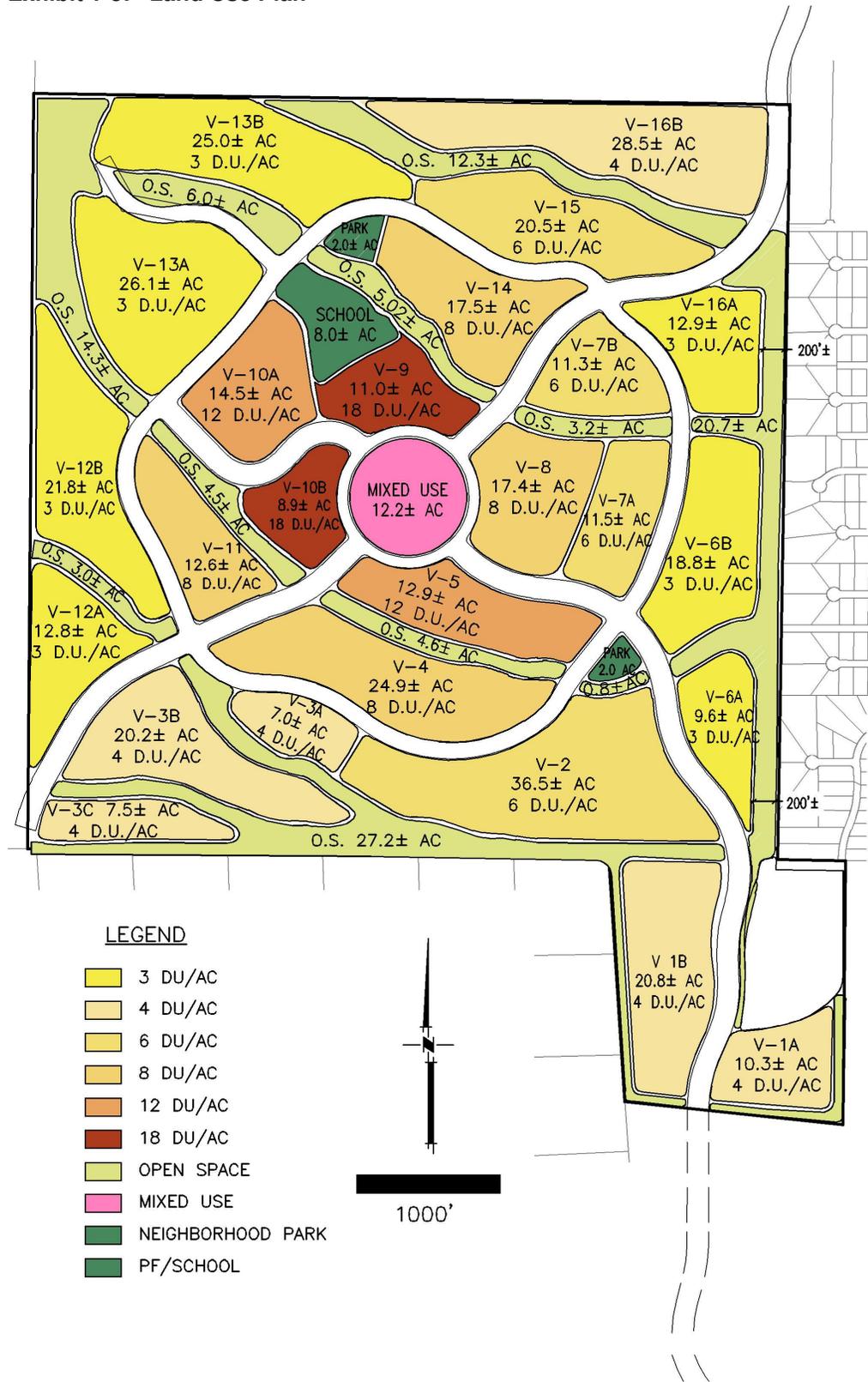


Table 1.2: Land Use Allocation Summary – Sonoma Highlands

Land Use	Acres	Percentage
3-4 du/ac	221.3	32%
4.1-8 du/ac	152.5	22%
8.1-18 du/ac	47.3	7%
Mixed-Use (MU)	12.2	2%
Open Space (OS)	183.3	26%
Neighborhood Parks (NP)	4.0	1%
School (PF/S)	8.0	1%
Major Roadway Right of Ways	<u>66.3</u>	<u>9%</u>
Totals	694.9	100%

Table 1.3: Land Use and Phasing Summary

VILLAGE	APPROX. ACREAGE	LAND USE	DU/ ACRE*	APPROX. UNITS	APPROX. PHASE
1-A	10.3		4	41	PHASE I
1-B	20.8		4	83	PHASE I
2	36.5		6	219	PHASE I
3-A	7		4	28	PHASE IV
3-B	20.2		4	80	PHASE IV
3-C	7.5		4	30	PHASE IV
4	24.9		8	199	PHASE III
5	12.9		12	154	PHASE III
6-A	9.6		3	28	PHASE I
6-B	18.8		3	56	PHASE I
7-A	11.8		6	70	PHASE I
7-B	11.3		6	67	PHASE II
8	17.4		8	139	PHASE II
9	11		18	198	PHASE III
10-A	14.5		12	174	PHASE III
10-B	8.9		18	160	PHASE III
11	12.6		8	100	PHASE III
12-A	12.8		3	38	PHASE IV
12-B	21.8		3	65	PHASE IV
13-A	26.1		3	78	PHASE IV
13-B	25		3	75	PHASE IV
14	17.5		8	140	PHASE III
15	20.5		6	123	PHASE II
16-A	12.9		4	51	PHASE II
16-B	28.5		4	114	PHASE II
Mixed Use	12.2	MU			PHASE II
School	8	PF/S			PHASE III
Neighborhood Park	2	NP			PHASE I
Neighborhood Park	2	NP			PHASE III
Major Roadway ROW	66.3				ALL
Open Space	183.3	OS			ALL
Total	694.9			2,510	

* The dwelling units per acre are an estimated density of how each village may be developed. Refer to Section 1.11: Permitted Unit Transfers (page 1-50) for guidelines for transferring units between villages.

1.4 PROJECT GOALS AND POLICIES

This proposal addresses the following goals and policies contained in the West Pyramid Area Plan and those in NRS 278A.020.

A. WEST PYRAMID AREA PLAN FINDINGS

Land Use Layout

WP Plan Goal 1: To provide a balance of preserved open space, housing opportunities and significant employment center within the region.

The Sonoma Highlands community provides a balance of open space (26%) a variety of housing opportunities (61%) and neighborhood serving retail and service (2%).

Proximity to Retail

WP Policy 1: The land use plan shall include commercial designations which support and complement the community.

The community is planned to include a centrally located mixed use “Town Center” that will contain a variety of retail, personal service and recreational facilities to serve the residents of the community.

Variety of Housing Types

WP Policy 4: New development shall provide a range of housing types, both multi-family and single family, in a variety of types and sizes to promote diverse housing opportunities.

The Master Plan for the community includes a wide variety of housing types including large and small lot single family, cluster and z lot single family, townhouses, duplex, triplex and multifamily housing choices to promote diverse housing opportunities.

Feather Density to Match Existing

WP Policy 5: Provide continuity of development by maintaining equal density designations immediately adjacent to existing residential neighborhoods.

The Sonoma Highlands master plan provides for equal density (3 du/acre) adjacent to existing residential neighborhoods on the east side of the project, and also provides an additional 200 foot wide open space buffer along this same side.

Local Recreation/Open Space

WP Plan Goal 2: To provide a variety of recreational opportunities while preserving and enhancing open space within the plan area.

The Sonoma Highlands community includes the preservation of existing open space by setting aside 27% of the land area for this purpose. This open space will be enhanced with the addition of local and regional trails that incorporate additional landscape plantings that will add to the existing native landscape. To complement this open space, two (2) neighborhood parks and a neighborhood center within the Mixed Use village are planned for the community, all to be interconnected with local and regional trails.

Cohesive Landscaping

WP Policy 7: Landscaping shall include native drought-tolerant vegetation in the form of trees, shrubs, grasses, and perennials native to this area.

The landscape design standards in Chapter 2, Section 2.9 (page 2-65) of the Handbook calls for drought-tolerant vegetation to be used throughout the community.

Timing of Parks

WP Policy 8: Construction of park and recreation facilities shall be concurrent with the construction of homes.

The phasing plan for the community in Chapter 1 (exhibit 1-9 on page 1-31) of the Handbook specifies the timing of construction of neighborhood park facilities concurrently with residential demand for these facilities.

Trailheads to BLM Lands

WP Policy 9: Provide access to the public lands as well as new recreational facilities in the form of parks and a new trail network independent of the road network.

The Sonoma Highlands master plan calls for providing public access to BLM lands from a trail network that is independent from the roadway network.

WP Policy 10: Trailheads and parking lots shall be constructed to provide access to public lands and eliminate ad-hoc access through existing residential neighborhoods.

No ad-hoc access to BLM land will be planned for or allowed within the Sonoma Highlands community. Trailheads and parking will be provided in conjunction with arterial road facilities built near or on BLM land and accessible to existing BLM land to the west or north of Sonoma Highlands.

Trail and Open Space System

WP Policy 11: Provide an open space buffer to existing residential development of no less than 200 feet along the eastern boundary of the planning area north of the existing Jesse Hall Elementary School.

The Sonoma Highlands Handbook provides for a 200 foot wide open space buffer along the eastern boundary north of Jesse Hall Elementary School.

WP Policy 12: New trails through natural, undisturbed lands shall use minimal grading and remove the minimum amount of natural vegetation to allow safe travel through the open space.

The Handbook Design Standards specifies retaining and enhancing existing drainage swales and incorporating trails with a minimum of disturbance to the natural vegetation.

Preservation of Open Space

WP Policy 13: In coordination with other local jurisdictions maintain the BLM lands as Open Space for recreational opportunity in the community.

The Sonoma Highlands master plan assumes existing BLM lands will remain as open space.

Urban Wildland Interface

WP Policy 24: Design new development to address potential wildfire and flood hazards.

The master plan provides an open space buffer next to BLM land to provide a defensible space against the wildland edge.

WP Policy 25: Decrease wildfire risk by providing a maintainable fire break between new development and open space to the satisfaction of the City of Sparks' standards.

The master plan provides an open space buffer next to BLM land to provide a defensible space against the wildland edge.

Mobility

WP Plan Goal 3: To promote safe and efficient vehicular and pedestrian circulation throughout the West Pyramid Area.

Sonoma Highlands provides additional regional roadways and connectivity to existing and planned regional roadways.

Connectivity to Emergency Services

WP Policy 14: Provide public safety and community services to serve the needs of the new residents of the West Pyramid Plan Area and reduce impacts on the services of surrounding areas.

Additional community services will be provided in the neighborhood center planned within the Mixed Use village, elementary school site and neighborhood parks to serve the residents of Sonoma Highlands and reduce impacts on the services of surrounding areas.

Connectivity to Major Arterials

WP Policy 16: A local north/south collector road shall be included in the plan area.

The planned community provides for a new north south arterial road connection to serve the region as a whole.

Connectivity

WP Policy 17: Development shall provide a wide variety of destinations within the plan area in the form of parks and open spaces, retail opportunities, neighborhood services, restaurants, and pedestrian and bicycle connectivity.

The Sonoma Highlands community includes 27% of the land area as open space with local and regional trails providing connectivity. To complement this open space, two (2) neighborhood parks and the neighborhood center within the Mixed Use village are planned for the community, all to be interconnected with local and regional trails. The neighborhood center will also provide a mix of retail, restaurant and community services accessible to the entire community by the trail network.

Internal Pedestrian Network with Destinations

WP Policy 18: New development shall connect to sidewalks, trails, and bicycle facilities. Implementation shall be concurrent with development.

A system of interconnected trails and pathways are specified in the Handbook to be constructed with, and connected to, adjacent development.

Alternatives to the Automobile

WP Policy 19: Define, plan, and implement local transportation options such as local shuttle service, regional park and ride facilities, regional bus service, and alternative transportation modes such as bicycle and pedestrian facilities.

The Sonoma Highlands has an extensive system of pedestrian and trail facilities planned for the community.

Facilities

WP Plan Goal 4: To provide adequate public facilities and services for the Plan area with minimal impact.

All public facility providers have reviewed the plans for the community and concurred that the master plan provides adequate public facilities to serve the projected population with minimal impact on existing services.

Storm Drainage

WP Policy 20: New development shall be designed to incorporate appropriate drainage and flood control measures to the standards and specifications of state and local agencies.

The Sonoma Highlands Flood Control and Drainage Master Plan addresses the storm water and flood control needs of the community and reduces or eliminates existing flood control and drainage issues for existing adjacent development.

WP Policy 21: Drainageways shall be designed to follow the natural topography at a minimum of 50 feet in width but also be sized to accommodate sufficient storm flows, incorporation of a trail system, while maintaining areas which currently support Juniper stands.

The Sonoma Highlands Master Plan preserves the existing drainageways in open space corridors that are a minimum of 50 feet and or adequate to convey the 100 year storm events. As noted above, these drainageways include a system of pedestrian and bicycle trails with design standards to limit disturbance of native vegetation in and around these facilities.

WP Policy 22: Drainage studies shall be required with each project to confirm all necessary storm drainage facilities.

The Sonoma Highlands' handbook specifies the need for detailed drainage studies with each development submittal

Concurrency

WP Policy 23: New development shall include public services and facilities to meet the requirements of the service provider. Such public services shall be phased appropriately to meet the demands of the new residents as they occupy their new neighborhoods.

All public facility providers have reviewed the plans for the community and concurred that the master plan provides adequate public facilities to serve the projected population with minimal impact on existing services.

B. PLANNED DEVELOPMENT FINDINGS

PD1 The Plan is/is not consistent with the objectives of furthering the public health, safety, morals, and general welfare by providing/not providing for housing of all types and design.

The plan provides for a wide range of housing types, densities and life style options.

PD2 The plan is/is not consistent with the objective of furthering the public health, safety, morals, and general welfare by providing/not providing for necessary commercial and industrial facilities conveniently located to the housing.

The plan is consistent with the above criteria by fulfilling the communities' need for commercial facilities and being located near to the emerging employment center in the Spanish Springs area.

PD3 The plan is/is not consistent with the objective of furthering the public health, safety, morals, and general welfare by providing/not providing for the more efficient use of land and public or private services.

The plan is consistent with the above criteria by providing a higher intensity of land use to create a more efficient use of land and public or private services.

PD4 The plan is/is not consistent with the objective of furthering the public health, safety, morals, and general welfare by providing/not providing for changes in technology of land development so that resulting economies may be available to those in need of homes.

The plan is consistent with the above criteria by providing for a variety of housing designs, types and lifestyle options, with a clustering of density, thereby reducing costs to the future home buyers.

PD5 The plan is/is not consistent with the furthering the public health, safety, morals, and general welfare by providing/not providing for flexibility of substantive regulations over land development so that proposals for land development are disposed of without undue delay.

The plan is consistent with the above criteria by providing for a Site Plan Review process that reduces paperwork and shortens time lines for review of commercial portions of the project, thereby reducing delays in construction of the retail and commercial portions of the project.

PD6 The plan does/does not depart from zoning and subdivision regulations otherwise applicable to the property, and these departures are/are not in the public interest for density.

The plan does not depart from the zoning and subdivision regulations in terms of density.

PD7 The plan does/does not depart from zoning and subdivision regulations otherwise applicable to the property, and these departures are/are not in the interest for bulk.

The plan does not depart from the zoning and subdivision regulations in terms of bulk.

PD8 The plan does/does not depart from zoning and subdivision regulations otherwise applicable to the property, and these departures are/are not in the public interest for use.

The plan does not depart from the zoning and subdivision regulations in terms of use.

PD9 The ratio of residential to nonresidential use in the planned development is:

Two percent (2%) Mixed Use which includes retail/commercial, professional office and community facilities, sixty percent (61%) Residential, two percent (2%) public parks and facilities (neighborhood parks and school) and twenty-six percent (26%) Open Space.

PD10 Common open space in the planned development exists for what purpose, is located where within the project, and comprises how many acres (or what percentage of the development site taken as a whole).

The project common open space exists for the use of the residents of the homes and visitors to the commercial facilities. The common open space comprises approximately 183.3 acres or 26 percent of the site.

PD11 The plan does/does not provide for the maintenance and conservation of the common open space by what method.

The common open space will be maintained by the Owners Association, Homeowners Association or a Lighting and Landscaping Maintenance District.

PD12 Given the plan's proposed density and type of residential development, the amount and/or purpose of the common open space is determined to be adequate/inadequate.

The proposed density of the project is low to moderate with adequate open space and recreational opportunities to serve the number of residences proposed for the neighborhood.

PD13 The plan does/does not provide for public services. If the plan provides for public services, then these provisions are/are not adequate.

The plan does provide for adequate public services by the construction of water system, sewer system, and storm drainage system improvements.

PD14 The plan does/does not provide control over vehicular traffic.

The plan provides for control over vehicular traffic with the extension of Calle de La Plata/Sun Valley Expressway/Lazy 5 Parkway. Controlled access to Calle de La Plata/Sun Valley Expressway/Lazy 5 Parkway from the proposed development will be provided.

PD15 The plan does/does not provide for the furtherance of access to light, air, recreation and visual enjoyment.

The plan provides for access to light, air, recreation and visual enjoyment by providing developed park areas and centralized open space along the Drainageway Detention Area and regional trail link.

PD16 The relationship of the proposed development to the neighborhood in which it is proposed to be established is/is not beneficial.

The relationship to the neighborhood is beneficial based on the location of the development near Pyramid Highway and within the Spanish Springs area where services are being provided.

PD17 To the extent the plan proposed development over a number of years, the terms and conditions intended to protect the interests of the public, residences and owners of the planned development in the integrity of the plan are/are not sufficient.

The planned development time line is relatively short, less than 10 years. The integrity of the plan can be maintained to protect the interest of the public, residents and owners, given the short development time line.

PD18 The project as submitted and conditioned is consistent with the City of Sparks Master Plan.

The project will be consistent with the City of Sparks Master Plan.

PD19 The project is consistent with the surrounding existing land uses.

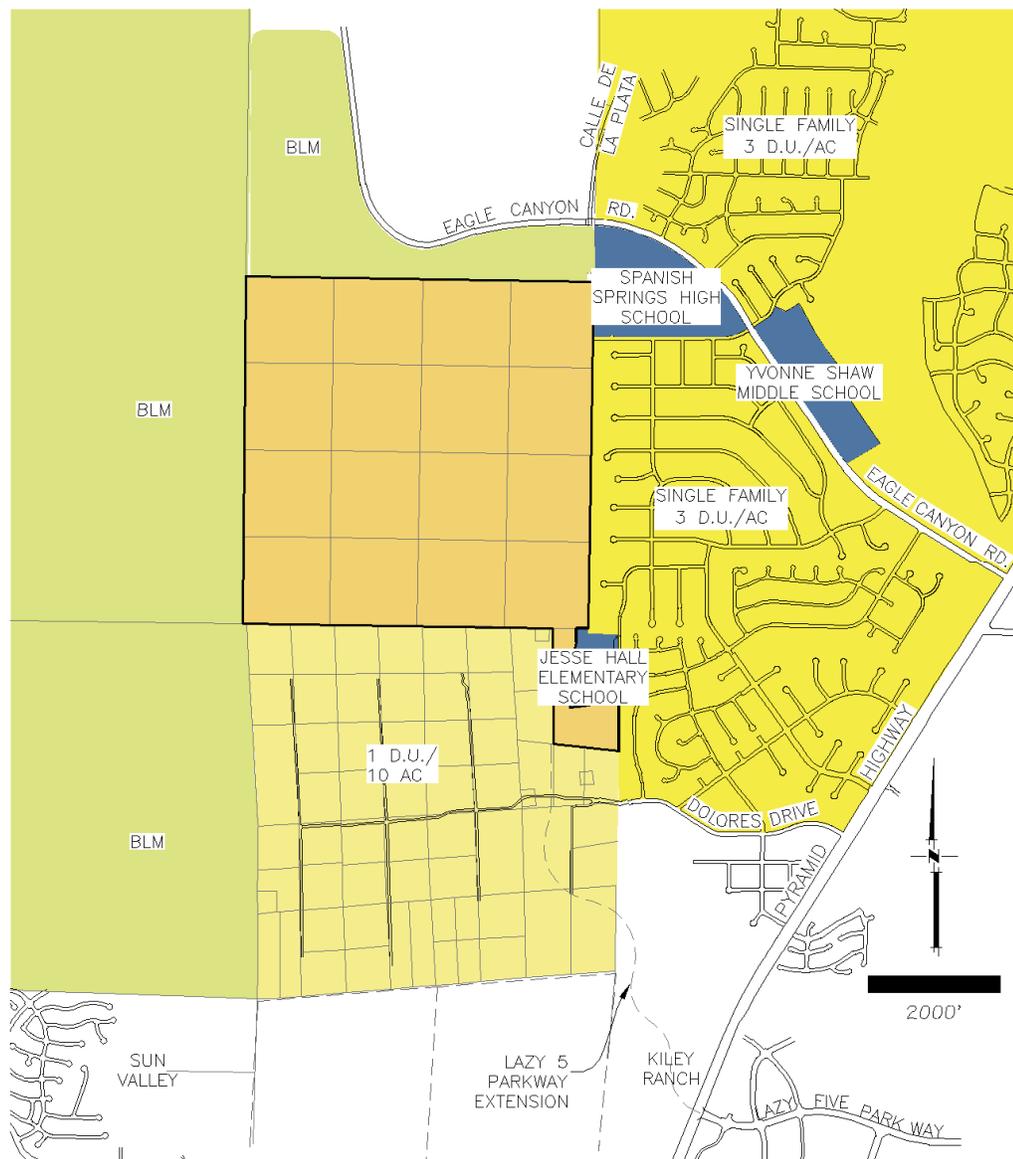
The project is consistent with the surrounding existing land uses with residential adjacent to existing and planned residential to the east, north and south.

PD20 Public notice was given and a public hearing per the requirements of the Sparks Municipal Code.

1.5 SURROUNDING LAND USES/VICINITY

Sonoma Highlands is adjacent to Bureau of Land Management (BLM) holdings on the north and west sides of the proposed community. An existing access license (right-of-way grant number N-56881 originally granted in August of 1985), through the BLM parcel to the north, allows for project access to Eagle Canyon Road at the intersection with Calle de La Plata. Spanish Springs High School borders the property at the northeast corner. Existing single family subdivisions at a density of three (3) dwelling units to the acre border the property to the east and a large lot (10 acres or larger) residential subdivision borders the property to the south. An extension of Lazy 5 Parkway is the planned primary access for the project from the south. The Master Developer shall secure an easement(s) for the primary access that is an extension of Lazy 5 Parkway to Pyramid Highway, to the approval of the City of Sparks, prior to mapping and permitting. The easements for the extension of Lazy 5 from the Sonoma Highlands southern boundary to the northern boundary of Kiley Ranch have been secured through recorded documents (3549449, 3549450, 3549451, 3335302, 3333796, 3304856 and 3331528). Please refer to Exhibit 1-4: Surrounding Land Uses (below).

Exhibit 1-4: Surrounding Land Uses



1.6 SITE ANALYSIS

1.6.1 Topography

At an elevation of 4,485 feet, Sonoma Highlands' gently sloping topography is characterized by a Northwest to Southeast slope of less than or equal to five (5) percent thereby limiting any slope constraints on the development. Please refer to section 1.6.4: Slope Analysis (page 1-17) and Exhibit 1-5: Slope Analysis Map (page 1-18) for additional slope analysis details.

1.6.2 Flood Control and Storm Drainage Systems

The Flood Control Master Plan for Sonoma Highlands has accounted for offsite flows generated upstream being contributed to its system with the implementation of the North Spanish Springs detention facility. As such, the flood control and storm systems within Sonoma Highlands have been designed to safely and efficiently accommodate and convey both on and offsite flows through the Development to down stream detention facilities. These flows are collected and conveyed via a channel network within the open space corridors of Sonoma Highlands. Additionally, the channel system within these dual functioning open spaces provides a sedimentation settling component applicable to the development of the individual villages of Sonoma Highlands and shall be maintained by the Sonoma Highlands Maintenance Association (SHMA) as established within Sonoma Highlands Covenants, Conditions, and Restrictions and Reservation of Easements (CC&R's).

These flood control and storm systems will not only accommodate Sonoma Highlands, but will also reduce, and in many cases eliminate, Stormwater running through the existing neighborhoods to the East. This will help to relieve the flooding that currently exists in that neighborhood.

All storm drainage shall conform to City of Sparks Hydrologic Criteria & Drainage Design Manuals, Spanish Springs Valley Master Flood Control Plan, Washoe County Health Department standards, and shall be prepared to the approval of the Public Works Director.

1.6.3 Utilities

Electric and Natural Gas:

Sierra Pacific Power Company (SPPCO) shall provide electric and natural gas service to Sonoma Highlands from existing transmission facilities located in Pyramid Highway and Eagle Canyon Drive.

These various service facilities shall be extended underground within the roadway right-of-ways from both Pyramid Highway and Eagle Canyon Drive to serve each phase of development as they occur. See Section 1.9 and Exhibit 1-9: Phasing Plan (page 1-31).

Water Service:

The Truckee Meadows Regional Water Authority shall provide potable water service and the City of Sparks shall provide the non-potable water service. Current water demand estimates for the Sonoma Highlands project anticipate an approximate demand of approximately 841 acre feet. This water shall be dedicated at the time of Final Map submittal to support each phase of proposed development. An estimated water rights allocation is provided in Table 1.4: Estimated Water Rights Allocation Summary (page 1-17). Reclaimed water will be used to meet the irrigation demand in open space areas and along major roadways with a projected demand of approximately 459 acre feet. The

Master Developer shall enter into a Reclaimed Water Agreement with the City of Sparks prior to recordation of the first final map.

Table 1.4: Estimated Water Rights Allocation Summary

Land Use	Units/Sq Ft/Acres	Acre Feet Domestic	Acre Feet Reclaimed
Residential			
LDR	767 units	383.5	
LMDR	1,057 units	348.8	
MDR	686 units	96.0	
Mixed-Use			
Non-Residential	62,000 sq. ft.	23.0	
Landscape	6.2 acres		21.7
Open Space			
Natural	86.1 acres		86.1
Re-Vegetated	97.2 acres		217.0
Parks & School	12 acres		18.0
R-O-W	66.3 acres		
Minus Pavement	33.1 acres		115.9
Total Residential		828.3	437.0
Total Non-Residential		23.0	21.7
		851.3	458.7

1.6.4 Slope Analysis

The natural slope of the 695± acre parcel triggers the Special Use Permit (SUP) requirements for Development on Slopes, Hilltops and Ridges. Approx. 68.6% of the site has less than a 10% slope, so the site has 31.4% of its site area greater than 10%, which triggers the SUP requirements. Please refer to Exhibit 1-5: Slope Analysis Map (page 1-18). The majority of these steeper slopes are within or adjacent to the existing natural ravines or drainage-ways that traverse the site, which will be largely left in an undisturbed state, per the Master Plan. Under the Special Use Permit requirements, there is a percentage of the total land area that must remain “un-disturbed”. The following calculates the amount of disturbed area that will be allowed within the Sonoma Highlands Development.

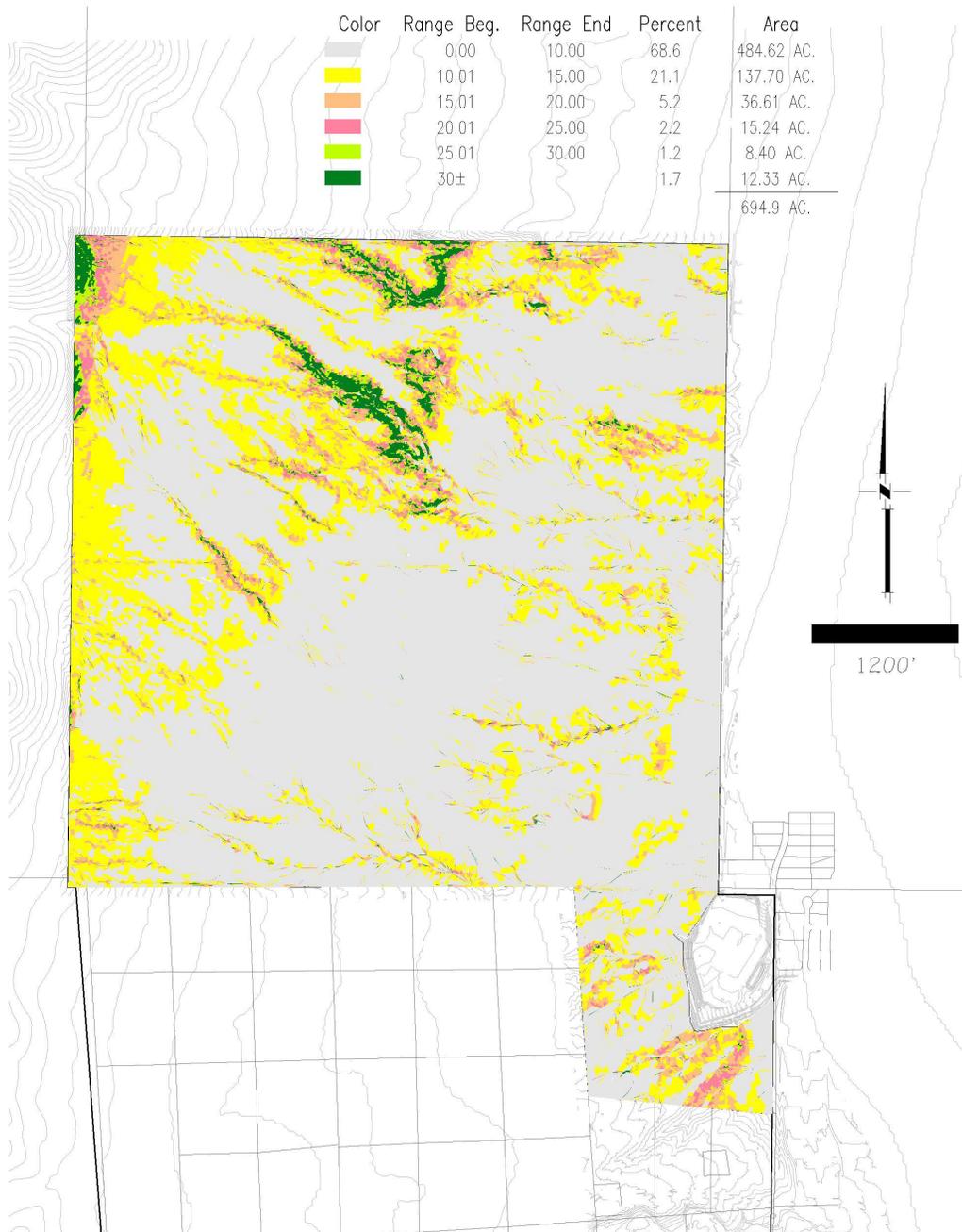
Table 1.5: Slope Analysis

Slope Category	Max. Disturbed Area	Acres in Slope Category	Disturbed Area - Acres	Un-Disturbed Area - Acres
0-10%	100%	484.62	484.62	0
10-15%	75%	137.7	103.28	34.42
15-20%	66%	36.61	24.16	12.45
20-25%	50%	15.24	7.62	7.62
25-30%	33%	8.4	2.77	5.63
30%+	20%	12.33	2.47	9.86
		694.9	624.92	69.98

This amount of un-disturbed area, 69.98 acres, is well within the amount of open space set aside within the Sonoma Highlands Master Plan. The design standards specified in the handbook will ensure compliance with the City of Sparks Hillside Development Ordinance.

To ensure compliance with the required un-disturbed area of 69.98 acres, an updated analysis that includes a cumulative total will be submitted with each Tentative Map. This analysis will be prepared by the Master Developer and must be included in each Tentative Map submittal.

Exhibit 1-5: Slope Analysis Map



1.6.5 Sanitary Sewer

Sanitary Sewer treatment shall be provided by the Truckee Meadows Wastewater Treatment Facility and transported via the existing northwest trunk main located east of the project's boundary. Refer to Table 1.3: Land Use and Phasing Summary (page 1-6) and Exhibits 1-10 and 1-11 Offsite Infrastructure Options (pages 1-33 and 1-34). An analysis of sewerage flows is provided in the Sanitary Sewer Report for Sonoma Highlands (Appendix A).

The Sonoma Highlands sewer system drains into one general shed area: A sewer lift station may be used to convey sanitary sewer flows to the Northwest interceptor. The other alternative is to use a gravity system routed through the existing Wild Hawk Ranch subdivision. The final solution of the force main or gravity alternate connection will be determined in conjunction with the City of Sparks based upon the best routing for long term maintenance.

Sanitary Sewer line extensions shall be extended from the trunk mains, underground within the roadway right-of-ways, to serve each phase of development as they occur. Please refer to Table 1.3: Land Use and Phasing Summary (page 1-6) and Exhibit 1-9: Phasing Plan (page 1-31).

1.6.6 Public Facilities

Fire Protection and Emergency Services:

As the Sonoma Highlands development is currently outside of the six (6) minute response area for the City of Sparks Fire Station #5 and the City of Reno Fire Station #17, and because the City of Sparks Fire Department is unable to man a new fire station, all units that lie outside the identified response time area (per the City of Sparks Fire Department) must be sprinkled. If in the future, the fire department decides they would prefer a new fire station, it can be incorporated into the Sonoma Highlands Master Plan at a location agreed upon by the Master Developer and the City of Sparks Fire Department and the Administrator. A Development Agreement shall be entered into between the Master Developer and the City of Sparks to ensure adequate funding is available to construct the fire station at the appropriate time as described in the agreement. This agreement will be in place prior to the approval of the first subdivision final map and will be incorporated into Impact Fee District #1 or establish a new impact fee district financing mechanism, design requirements and timing.

Police Protection:

The Sparks Police Department shall assume the responsibility for police services. A Development Agreement shall be entered into between the Master Developer and the City of Sparks to ensure adequate funding is available to construct facilities at the appropriate time as described in the agreement. This agreement will be in place prior to the approval of the first subdivision final map and will be incorporated into Impact Fee District #1 or establish a new impact fee district financing mechanism, design requirements and timing.

Schools:

The Jesse Hall Elementary, Yvonne Shaw Middle School and Spanish Springs High School will provide initial K-12 educational opportunities to the residents of Sonoma Highlands.

In anticipation of a need for additional elementary school facilities to help serve the existing area and the future Sonoma Highlands community, the Master Developers of Sonoma Highlands worked with the Washoe County School District to swap parcels to

allow a new elementary school to be built. The Master Developer owned a 17-acre site that was adjacent to existing infrastructure and swapped it for a site that did not have any immediate infrastructure available and was not (at that time) in the TMSA. This allowed the construction of the Jesse Hall Elementary School in 2005-2006.

However, the school district is now expecting that they may need another elementary school to serve Sonoma Highlands. If this does become a requirement, the plan allowed for a site in the northwest quadrant of the project within Village 9 in Phase III. The site would be approximately eight (8) acres in size and would be located adjacent to the Open Space/Trails corridor and off any major roadways. This site is designated Public Facility/School (PF/S) and could become a site for a Fire Station if the school is deemed unnecessary by the school district and the Fire Department would like a facility. If neither a School nor Fire Station is required, or if more than 60% of Sonoma Highlands becomes an age-restricted community, the parcel shall then be developed as residential at a density equal to the adjacent village. However, the total unit count for Sonoma Highlands shall never exceed 2,510.

The school shall have an option on the proposed PF/S site for five (5) years from the date of the recordation date of this handbook. If the school does not exercise its option to purchase the site within those 5 years, it shall be converted to be built as either a fire station or residential as discussed above.

Neighborhood Parks and Open Spaces:

Two neighborhood parks are planned within Sonoma Highlands and will be offered for dedication to the City of Sparks by separate agreement. The first neighborhood park will be located in the southeast quadrant of the project in Phase I and shall be constructed and turned over to the City of Sparks prior to buildout of Phase I. The second neighborhood park will be located in the northwest quadrant of Sonoma Highlands in Phase III. This neighborhood park shall be constructed and turned over to the City of Sparks prior to buildout of Phase III. Please refer to Table 1.3: Land Use and Phasing Summary (page 1-6), Exhibit 1-6: Trail and Pathway System (page 1-22) and Exhibit 1-9: Phasing Plan (page 1-31). Upon acceptance of the dedication, the City of Sparks and the Sonoma Highlands Master Developer shall assume joint responsibility for ongoing maintenance in conjunction with a mutual agreement.

The final location of these neighborhood parks and facilities shall be mutually determined by the Master Developer and the City of Sparks Director of Parks and Recreation. These neighborhood parks shall be financed through the collection of Residential Construction Tax (RCT) and an RCT Agreement between the City of Sparks and the Master Developer which will establish the threshold for triggering construction of the park sites as provided in the Agreement, including reimbursement to the Master Developer for the land dedication and/or construction of these facilities.

Open Space/Trails

Open Space areas depicted within Sonoma Highlands perform a triple function by providing for trails/pathways, sediment control and flood control facilities. In general, improvements within these spaces shall consist of retaining existing drainageways to the extent possible and enhancing those areas with native grasses, complemented with accent rock out-croppings, ornamental grasses, tree masses mixed with shrubs and perennials and benches interspersed along the trail and pathway system. Benches along the trail and pathway system shall be placed to the satisfaction of the Director of Parks and Recreation of the City of Sparks. See Exhibit 1-6: Trail and Pathway system (page 1-22).

The trail system situated within the Open Space shall be sited to the mutual approval of the Master Developer, the Administrator and the Director of Parks and Recreation for the City of Sparks prior to approval of the Tentative Map for the adjacent development. See Exhibit 1-6: Trail and Pathway System (page 1-22). The Master Developer shall construct the regional trail to the approval of the Parks and Recreations Director and the Administrator and a right-of-way or grant of easement shall be dedicated along the full extent of the regional trail within Sonoma Highlands prior to Certificate of Occupancy of the final units in the phase in which the trails exists. The regional trail will be owned by the City of Sparks and will be public property. Trail crossings at roadways will be interconnected and coordinated with street intersection crosswalks where possible. If mid-block crosswalks are necessary to retain trail connectivity, adequate signage and striping and other traffic calming techniques will be required to provide a safe and functional trail crossing, subject to review and approval of the City Engineer and Administrator. Upon acceptance of the dedication, the City of Sparks and the Sonoma Highlands Master Association shall assume joint responsibility for ongoing maintenance in conjunction with a mutual agreement. Vector Control shall utilize all access roads to the Open Spaces as established by the Sonoma Highlands Maintenance Association, which shall be created through the Sonoma Highlands Homeowners Association CC&R's.

Open Space improvements will be constructed/installed (by the Master Developer) concurrent with the improvements within the phase of development in which it occurs. All villages adjacent to open space and trail systems shall provide a pedestrian connection to that amenity. Regional trails and development pathways shall be constructed concurrent with whichever adjacent village is developed first and shall be completed prior to Certificate of Occupancy of the first building in that phase except during winter when bonding for the trails shall be required. Regional trails, any pedestrian bridge connections and/or development pathways within the non-residential land uses shall commence construction upon issuance of the initial building permit within the village it occurs and shall be completed prior to the allowed occupancy. The Master Developer shall be entitled to receive credit for the dedication of right-of-way and construction of those facilities identified as Regional Trails per the West Pyramid Area Cooperative Plan within the City of Sparks Master Plan.

Maintenance of the Open Space Improvement shall be performed by the Sonoma Highlands Maintenance Association, which shall be created through the Sonoma Highlands CC&R's. Please refer to Exhibit 1-6: Trail and Pathway System (page 1-22).

Exhibit 1-6: Trail and Pathway System



1.6.7 Access and Circulation

There are two primary points of access to Sonoma Highlands. Refer to Exhibit 1-7 Access and Circulation Plan (page 1-24). The south entry is from Pyramid Highway with the extension of Lazy 5 Parkway and the north is from Eagle Canyon Drive with the extension of Calle de La Plata approximately two miles west of the intersection of La Posada/Eagle Canyon and Pyramid Highway.

There are also three secondary points of access being the existing Dolores Drive and Shelby Drive to the south, and by Alena Way to the northeast.

Refer to the Sonoma Highlands Traffic Analysis Study (Appendix C) and Chapter 2, Section 2.6 (page 2-48) for more detailed roadway information.

1.6.8 Service Purveyors

Sonoma Highlands Service Purveyors will be as follows:

Utilities:

Water: Truckee Meadows Water Authority
OR
Washoe County Department of Water Resources

Wastewater Treatment/
Treated Effluent: City of Sparks
431 Prater Way
Sparks, Nevada 89431

Electric Service: Sierra Pacific Power Co.
6100 Neil Road
Reno, Nevada 89520

Natural Gas Service: Sierra Pacific Power Co.
6100 Neil Road
Reno, Nevada 89520

Telephone Service: A T & T/Nevada Bell
745 W. Moana Lane
Reno, Nevada 89502

CATV: Charter Communications or to be determined

Stormwater Utility: City Of Sparks
431 Prater Way
Sparks, Nevada 89431

Governmental Services:

Development/Building: City of Sparks
1675 E. Prater Way, Suite 107
Sparks, Nevada 89436

Transportation: NDOT
310 Galletti Way
Sparks, Nevada 89431

Regional Transportation Commission
PO Box 30002
Reno, Nevada 89520

Exhibit 1-7: Access and Circulation Plan



1.7 ARCHITECTURAL THEME

Sonoma Highlands will be an extension of the best area architecture from California's Wine Country of Sonoma and Napa, bringing together a family of architectural styles rooted in common time periods. This philosophy of community building allows each neighborhood within Sonoma Highlands to have distinct charm and identity while having common aesthetic threads that bind the community together.

Housing types will vary in the villages of Sonoma Highlands and the variety of housing types, architectural styles, materials and even textures are crucial elements of the Sonoma Highlands experience. Varied street scenes will offer unique, authentic architecture for each individual home. The experience of Sonoma Highlands for pedestrians and motorists alike should be distinct and memorable.

Residential architecture at Sonoma Highlands will evoke a sense of ease, grace and established place. Homes should be comfortable and subtly elegant in detail. Sonoma Highlands should evoke the character, charm and lifestyle of the infamous California Wine Country. Refer to Chapter 3: Architectural Standards for details.

1.8 INFRASTRUCTURE

1.8.1 Sewer Report Summary

The purpose of this report is to investigate various routing alternatives for the Sonoma Highlands project. The Sonoma Highlands project plan will determine the future sewer demand for the area south of Eagle Canyon Drive, west of Pyramid Highway and the existing subdivisions along Pyramid Highway, north of Dolores Drive and east of the mountain ridgeline that separates the Spanish Springs and Sun Valley Areas. See Exhibits 1-10 & 1-11 (pages 1-33 and 1-34). This report proposes two routing alternatives: one gravity option and one force main option.

Option 1 Description

The Sonoma Highlands sewer infrastructure will service the area located west of the existing subdivisions along Pyramid Highway; namely Desert Springs, Spanish Springs Village and Wild Hawk Ridge. This area is planned for mostly single family residential, with some multi-family, commercial and public facilities. Option 1 consists of a gravity system, which will network through the proposed future development. See Exhibit 1-10: Phase 1 Offsite Infrastructure Option 1: Gravity Sewer (page 1-33).

The majority of the sewer infrastructure will assemble as one trunk line at the intersection of Lazy 5 Parkway extended and Shelby Drive. The trunk line will then proceed to the intersection of Richard Spring Boulevard and Shelby Drive, where a remaining portion of the sewer infrastructure will join the trunk line. The trunk line will then proceed along Richard Spring Boulevard until the intersection of Richard Spring Boulevard and David James Boulevard. The trunk line will then proceed to run along David James Boulevard until the intersection of David James Boulevard and Pyramid Highway. Sewer laterals will be provided along David James Boulevard for future access to the sewer infrastructure by adjacent residential parcels. The trunk line will then cross Pyramid Highway and flow in a southeasterly direction until intersecting with the existing 36" trunk line. See Exhibit 1-10: Phase 1 Offsite Infrastructure Option 1: Gravity Sewer (page 1-33).

Option 2 Description

Option 2 will route the proposed trunk line along Lazy 5 Parkway extended until it intersects with Pyramid Highway, which will then bypass the existing subdivisions. This will require a lift station and force main starting at a point west of the existing elementary school, and ending at the high point of the future Lazy 5 Parkway extended. The remaining section of pipe will be a gravity system running along the future Lazy 5 Parkway extended to the future intersection with Pyramid Highway. The trunk line will then cross Pyramid Highway and be directed north. The trunk will then be directed southeasterly until intersecting with the existing 36" trunk line. See Exhibit 1-11: Offsite Infrastructure Option 2: Force Main (page 1-34). There will also be a service line for a small portion of flows servicing the lands across from the elementary school. This line will attach to the existing manhole at the intersection of Shelby Drive and Richard Spring Boulevard.

Design Criteria Used and Calculation Notation

The following table lists all values used in the calculation of future flows and infrastructure design. Please see Table 1.6: Future Flows and Infrastructure Design (below).

Table 1.6: Future Flows and Infrastructure Design

Variable		Value	
Manning's "n" value		.014	
Velocity	Min	2.0ft/s @ half full or @ peak flow (choose lower)	
	Max	15ft/s	
Max Flow Depth		.5 Diameter	
Residential Unit Capacity	Description	Notation	Value
	Single Family	R1	3 (Capita/DU)
	Condo	R2	2 (Capita/DU)
	Mobile Home	R3	2.5 (Capita/DU)
Quantity per Acre flow	Apartment	R4	2 (Capita/DU)
	Office	NR1	3200 (Gal/(Acre·Day))
	Public Facility	NR2	3200 (Gal/(Acre·Day))
Quantity per Acre flow	Commercial	NR3	10000 (Gal/(Acre·Day))
	Industrial	NR4	3000 (Gal/(Acre·Day))
Hotel and Resort	Resorts/Casinos	H1	650 (Gal/(Acre·Day))
	Motels	H2	500 (Gal/(Acre·Day))
Capita flow factors	8" or less	350 gpd	
	Over 8"	250gpd	

Conclusion

The total amount of flow added to the trunk line from the Sonoma Highlands portion of the West Pyramid Area Plan will be 3.32 cfs or 2.15 MGD. Please refer to the Master Sewer Report in Appendix A.

1.8.2 Hydrology Report Summary

Hydrologic and hydraulic modeling analyses for the Sonoma Highlands master plan was performed using the U.S. Army Corps of Engineer's HEC-HMS model. Construction of the HEC-HMS models required the development of several rainfall-to-runoff response parameters, including sub-basins, runoff curve numbers, local precipitation data and lag times.

Watershed sub-basins were delineated using a combination of quadrangle mapping (offsite areas) and 1- and 2-foot contour interval topography. Existing (natural) conditions sub-basins were delineated first and then proposed (developed) conditions sub-basins were delineated to accurately account for Sonoma Highland's land plan, grading and associated roadway crossings. This procedure was performed digitally using GIS, within ESRI's ArcMap version 9.2. Substantial coordination with the site designers took place in order to ensure the sub-basin boundaries accurately represented the intended drainage patterns on the site.

After sub-basins were delineated, weighted runoff curve numbers were calculated for each basin to represent both existing and proposed conditions for the Sonoma Highlands site. A curve number represents the surface runoff potential within a sub-basin. Sub-basin boundaries, soils data and land use are all required to properly calculate curve numbers. The proposed conditions land use coverage was created within ArcGIS using the site land plan, which includes residential plot densities. Using Table 702 of The Washoe County Manual, runoff curve number values were assigned within the land use file, based on hydrologic soil group. To compute the runoff curve numbers, the sub-basin, land use, and soils files were intersected so that for each sub-basin, the percentage of each land use types and soil group is known. A weighted curve number was then calculated for each sub-basin. This procedure was done for both existing and proposed conditions for the Sonoma site.

Within HEC-HMS, peak flows were calculated for the 2-, 5-, 10-, 50- and 100-year storms for both existing and proposed (post-development) conditions. This determination provided direction on where peak flow increases will need to be attenuated within proposed detention basins. In addition, a critical design goal throughout this process will be to provide a diversion channel to capture and convey stormwater runoff along the eastern perimeter of the property, immediately adjacent to the existing neighborhood located east of the Sonoma property.

After post-development peak flows were determined at key locations on the Sonoma Highlands property (i.e. roadways, major confluences and property boundaries), preliminary stormwater structures were sized at proposed roadway crossings. Please refer to Exhibit 1-8: Preliminary Culvert Access and Stormwater Management Facility Locations (page 1-29). The locations of these twelve culvert crossings were designed such that drainage patterns through the site can generally remain unaltered and, at the same time, convey as much stormwater runoff with as few structures as possible.

Two regional detention basins are currently proposed for the development – "Pond A" and "Pond B". A number of factors determine a detention pond's necessary location, area, volume, and outlet works. The primary purpose of a detention pond is to attenuate, or reduce, the peak flow along a watercourse. Stormwater runoff is temporarily stored within the pond, to be released at a rate slower than it had entered. Detention ponds serve to control the increase in runoff that occurs following the development of previously undisturbed land, with the intent that downstream areas will be relatively un-impacted.

It is important to note that certain conditions can exist within a watershed where the placement of a pond may actually *increase* the downstream peak flows. This can happen when the discharge hydrograph of a detention facility is combined with the hydrograph of the downstream channel and, depending on the shape, or peak, of the hydrograph within the downstream channel, the combined hydrograph results in an increased peak flow. Preliminary analysis indicates both recommended ponds can be designed such that both the 100-year storage volume and the embankment height will not require a Safe Dam Permit from the State of Nevada (under 20 acre-feet in volume and 20 feet in height).

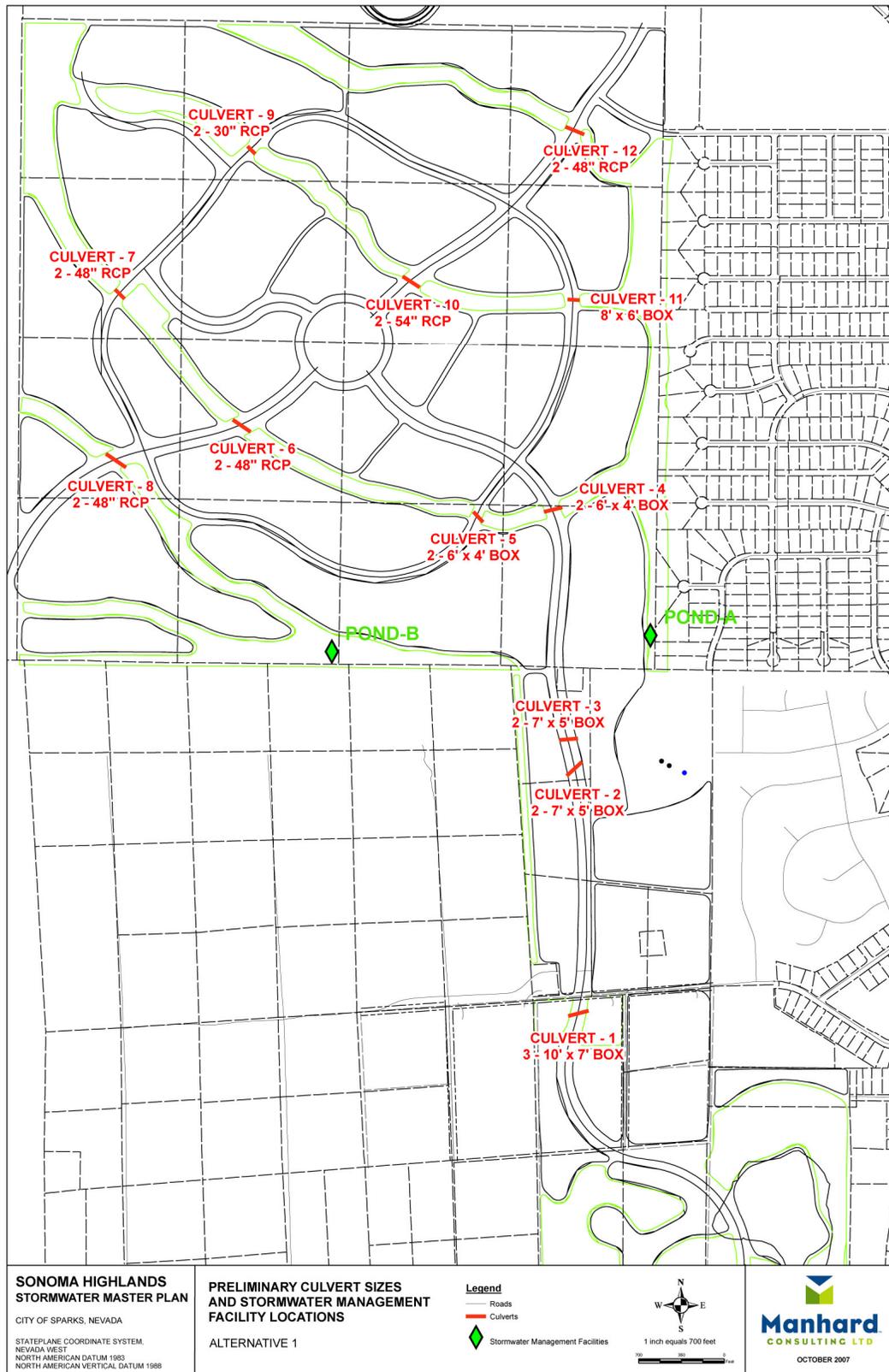
The proposed regional ponds will provide more detention benefit than multiple smaller ponds and will ultimately require fewer modifications to the current land plan. In addition to providing stormwater detention for the site, it is the intention to provide a combination sediment capture and water quality component within these ponds. A sediment transport analysis is currently underway, which will determine the ultimate volume of sediment that will be conveyed through the waterways on the Sonoma Highlands site. Should the final site grading accommodate for the two proposed detention ponds (Pond A and Pond B), the amount of sediment leaving the Sonoma property has the potential to be greatly reduced.

Finally, a proposed 4,800-foot long diversion channel, which will capture and convey runoff from the northeast corner of the property to proposed "Pond A", is currently under assessment. The design intent of this channel is to provide a level of flood protection for the neighborhood to the east. Field survey and initial analysis indicates a positive grade can be achieved on a channel over this reach, although final dimensions are still under assessment.

The intended route for the stormwater conveyance downstream of the Sonoma Highlands property is currently being assessed. Coordination with City of Sparks staff and downstream property owners will take place to determine the most feasible and cost-effective option.

Please see the Master Hydrology Report in Appendix B.

Exhibit 1-8: Preliminary Culvert Access and Stormwater Management Facility Locations



1.8.3 Traffic Analysis Summary

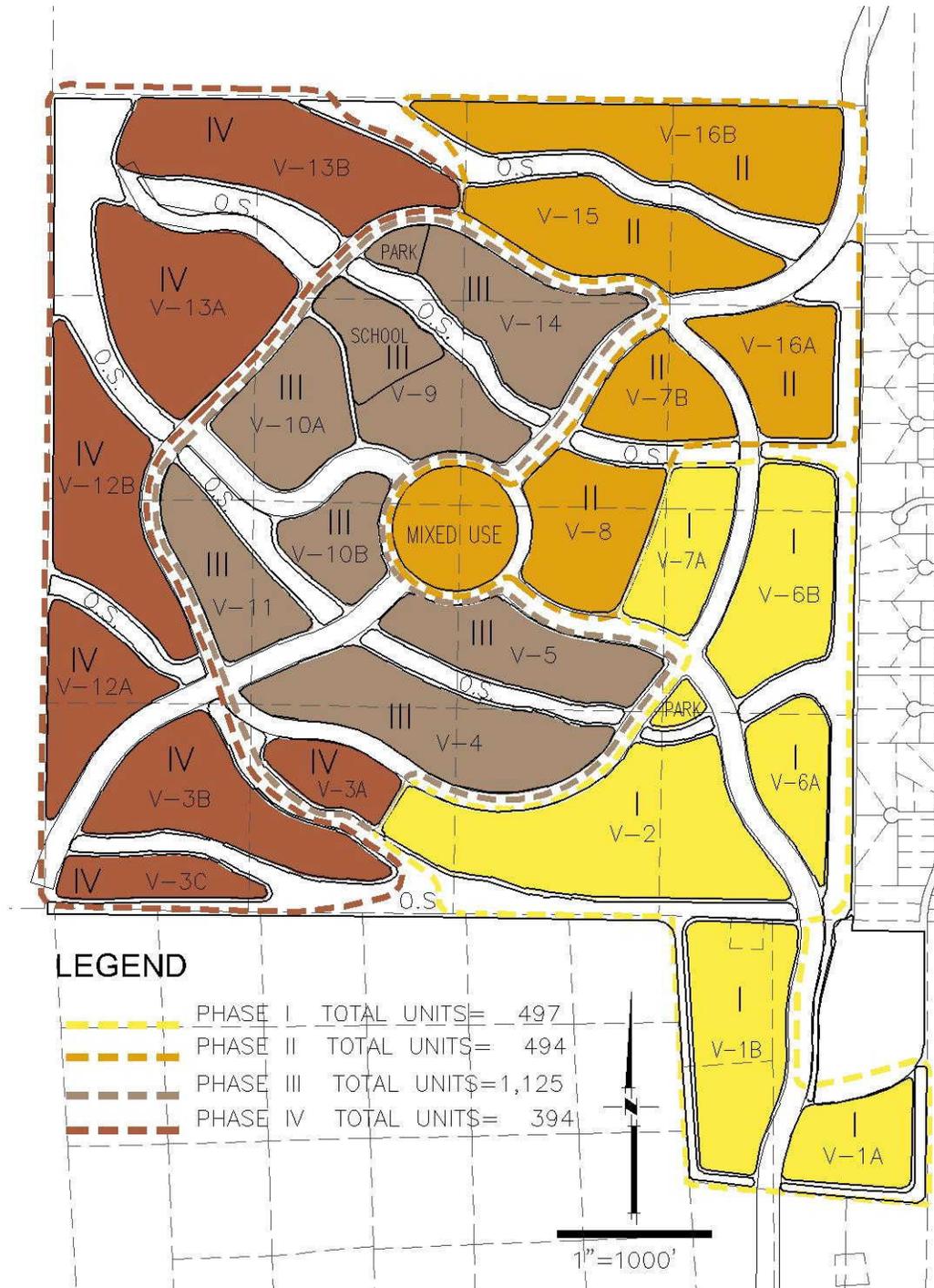
It appears that there are an adequate number of accesses for the project site. There are additional potential accesses as the surrounding areas develop. Roadway improvements are needed on a number of regional roadways to serve the 2012 and 2030 traffic volumes. RTC's *2030 Regional Transportation Plan* indicates that improvements are planned for most of these regional roadways.

The project will improve the connectivity of the regional road network with construction of segments of the West Sun Valley arterial, Calle de la Plata and Lazy 5 Parkway. This regional roadway connectivity will help relieve congestion on Pyramid Highway and other roadways serving areas in Spanish Springs. Please see the Traffic Analysis Study in Appendix C.

1.9 PROJECT PHASING

Sonoma Highlands will be phased appropriately for installation of infrastructure and based upon market conditions at the time. Exhibit 1-9: Phasing Plan (below) shows the anticipated phasing of the project. As market conditions fluctuate over time, and are difficult to predict, actual phasing may vary from what is shown here.

Exhibit 1-9: Phasing Plan



1.9.1 Phase I Offsite Infrastructure

Roadways

The first phase of roadway construction is the extension of Lazy 5 Parkway from Pyramid Highway northwesterly to the southern boundary of the Sonoma Highlands project. A 5,500 lineal foot portion of Lazy 5 Parkway shall be constructed to its full width section (refer to Chapter 2, Section 2.6.1: Roadways (page 2-48) and Exhibit 2-24 on page 2-50 for the typical street cross sections and locations), as identified on Exhibit 1-10: Phase I Offsite Infrastructure Option 1: Gravity Sewer (page 1-33) and Exhibit 1-11: Phase I Offsite Infrastructure Option 2: Force Main (page 1-34).

Utilities – Offsite

Please refer to Exhibit 1-10: Phase I Offsite Infrastructure Option 1: Gravity Sewer (page 1-33) and Exhibit 1-11: Phase I Offsite Infrastructure Option 2: Force Main (page 1-34) for locations of utilities addressed below.

Water

Offsite water will connect to the Highland Ranch water tank south of Lazy 5 Parkway. This water will be brought to Sonoma Highlands via Lazy 5 Parkway.

Sanitary Sewer

The first phase of sanitary sewer shall be constructed in one of two ways. The first alternative, which is the preferred alternative, would be a gravity sewer from the Northwest Trunk sewer east of Pyramid Highway along existing county subdivision roads to the Jesse Hall Elementary School, as identified on Exhibit 1-10: Phase I Offsite Infrastructure Option 1: Gravity Sewer (page 1-33). The second alternative would be development of a pump station near the Jesse Hall Elementary School and a force main up the extension of Lazy 5 Parkway as identified on Exhibit 1-11: Phase I Offsite Infrastructure Option 2: Force Main (page 1-34).

Gas/Electric/Water/Telecommunications

These various service facilities shall be extended underground within the Lazy 5 Parkway right-of-way from Pyramid Highway to serve each phase of development as they occur.

Regional Trail and Development Pathways

A Regional Trail link will be constructed along the extension of Lazy 5 Parkway simultaneously with construction of the roadway. Please refer to Exhibit 1-10: Phase I Offsite Infrastructure Option 1: Gravity Sewer (page 1-33) and Exhibit 1-11: Phase I Offsite Infrastructure Option 2: Force Main (page 1-34).

Exhibit 1-10: Phase I Offsite Infrastructure Option 1: Gravity Sewer

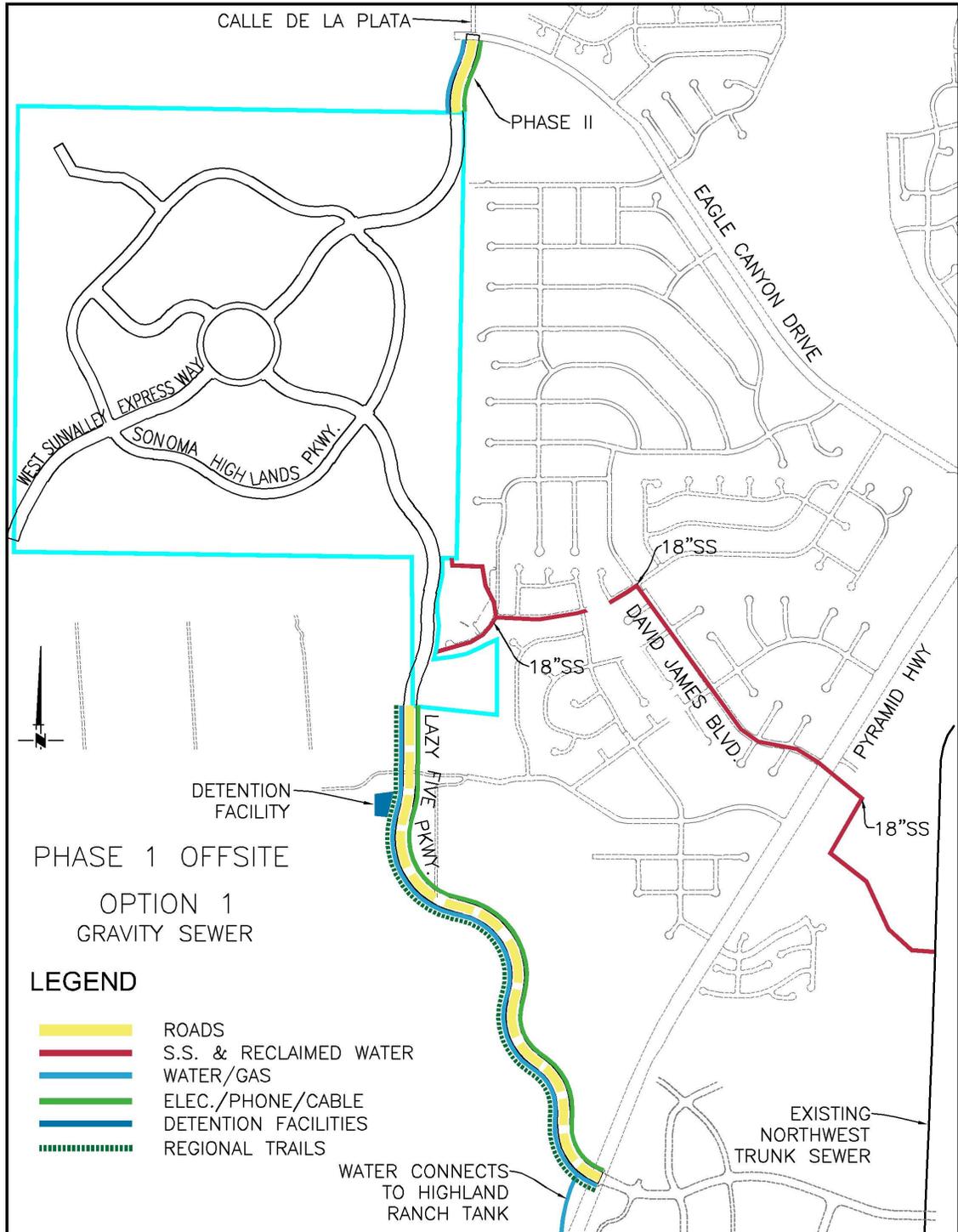
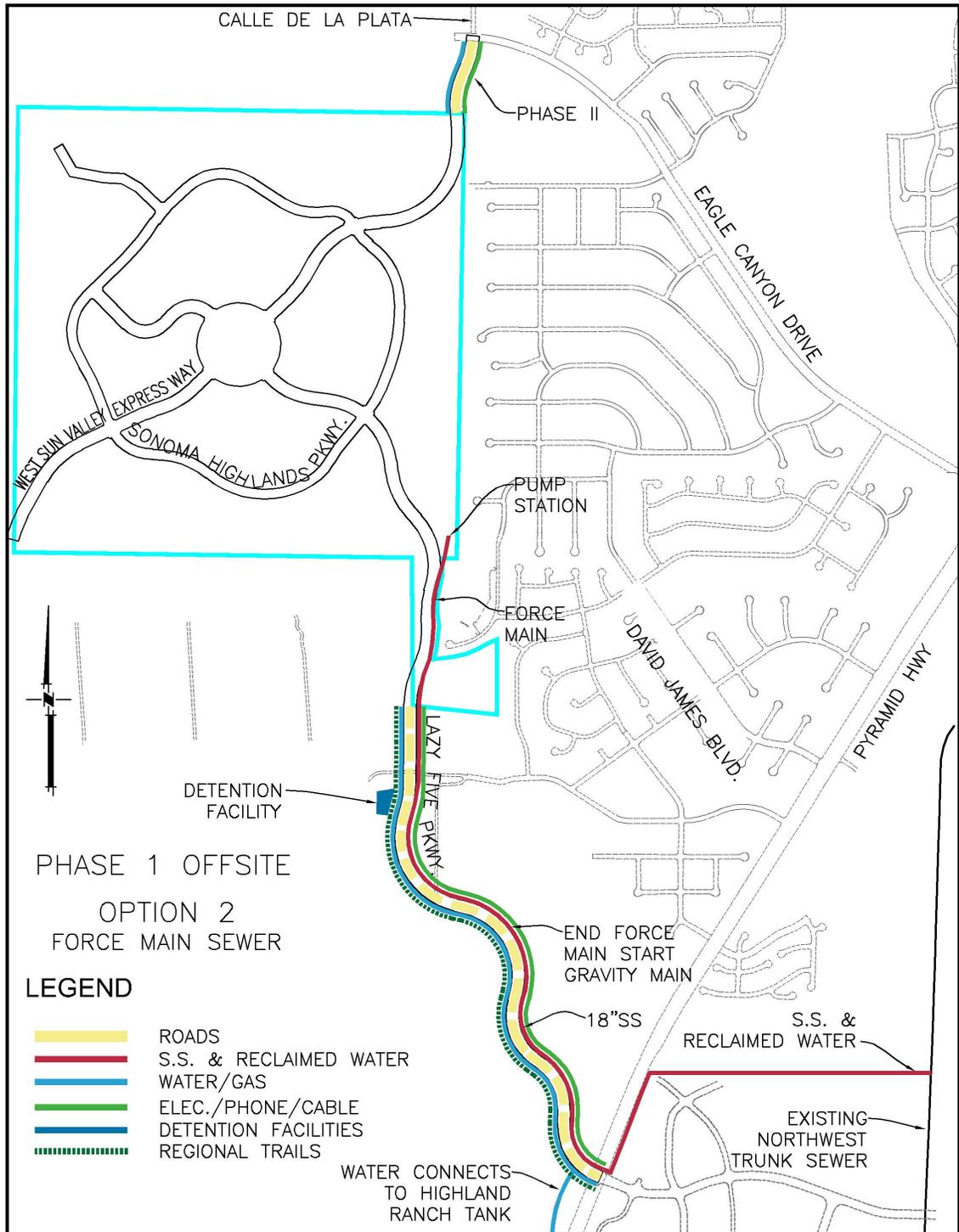


Exhibit 1-11: Phase I Offsite Infrastructure Option 2: Force Main



1.9.2 Phase II Offsite Infrastructure

Roadways

The second phase of off-site roadway construction is the extension of Calle de La Plata from its current terminus at Eagle Canyon south to the north property line and into the second phase of Sonoma Highlands. A 1,300 lineal foot section of Calle de La Plata shall be constructed from Eagle Canyon to the northwestern edge of the project to its full width section, as identified on Exhibit 1-10: Phase I Offsite Infrastructure Option 1: Gravity Sewer (page 1-33) and Exhibit 1-11: Phase I Offsite Infrastructure Option 2: Force Main (page 1-34). This portion of Calle de La Plata shall be constructed to the standards in Chapter 2, Section 2.6.1: Roadways (page 2-48) and Exhibit 2-25: Typical Two Lane Arterial Street Cross Section or Exhibit 2-26: Typical Two Lane Arterial Street Cross Section (LID Alternative) (page 2-51) as approved by the City of Sparks.

Utilities – Offsite

Please refer to Exhibit 1-10: Phase I Offsite Infrastructure Option 1: Gravity Sewer (page 1-33) and Exhibit 1-11: Phase I Offsite Infrastructure Option 2: Force Main (page 1-34) for locations of utilities addressed below.

Water

Water may be extended within the Calle de La Plata roadway right-of-way should an emergency interconnect between TMWA's water system and the County's be recommended to meet reliability of service requirements. Further design level analysis will be required to be completed prior to construction of this off-site facility.

Gas/Electric/Telecommunications

These various service facilities shall be extended underground within the aforementioned roadway right-of-ways from Pyramid Highway to serve each phase of development as they occur.

Regional Trail and Development Pathways - Offsite

A Regional Trail link will be constructed along the extension of Calle de La Plata simultaneously with construction of the roadway. Please refer to Exhibit 1-10: & 1-11: Phase I Offsite Infrastructure Option 1 and Option 2 (pages 1-33 & 1-34).

1.9.3 Phase I Onsite Infrastructure

Roadways

With the first phase of residential development, Villages 1, 2 and 6 as identified on Exhibit 1-12: Phase I Onsite Infrastructure (page 1-38), Lazy 5 Parkway extension improvements shall be initiated to the standards designated in the RTC CIP commencing from the southern boundary line of Sonoma Highlands to approximately the intersection of Sonoma Highlands Parkway. Please refer to Chapter 2, Section 2.6.1: Roadways (page 2-48) and Exhibit 2-25: Typical Two Lane Arterial Street Cross Section or Exhibit 2-26: Typical Two Lane Arterial Street Cross Section (LID Alternative) (page 2-51) as approved by the City of Sparks.

Also with the first phase of residential development a 2,800 lineal foot portion of Sonoma Highlands Parkway shall be constructed to its full width section commencing from the intersection of Lazy 5 Parkway extending to the west and north (per Chapter 2, Section 2.6.1: Roadways and Exhibit 2-28: Typical Community Circulator Street Cross Section on page 2-52). Portions of this roadway qualify for inclusion in the RTC CIP. In such case, the Master Developer shall receive roadway impact fee credits accordingly. Additionally, this roadway may be built with Low Impact Development standards per Chapter 2, Section 2.6.1: Roadways and Exhibit 2-29: Typical Community Circulator Street Cross Section (LID Alternative) (page 2-53) as approved by the City of Sparks.

Utilities

Please refer to Exhibit 1-12: Phase I Onsite Infrastructure (page 1-38) for locations of utilities addressed below.

Sanitary Sewer

The first phase sanitary sewer facilities on the south side of Sonoma Highlands will consist of main extensions from the off site Northwest Interceptor connection to serve Villages 1A, 1B, 6A, 6B and 7A. This will also include sewer facilities to areas identified for development in future phases.

Flood Control/Storm Drain

Flood control facilities shall be constructed as generally depicted in the Flood Control Master Plan for Sonoma Highlands commencing at the southeast corner (Villages 1, 2 and 6) and progressing to the North/Northwest to the boundary of the project. In addition, the first phase improvements will include construction of detention facilities and sedimentation facilities in the southeast corner of the project.

Construction of the Flood Control Channels through Sonoma Highlands shall be constructed with the initial adjacent phase of construction. These facilities shall be constructed in a logical sequence, as approved by the Public Works Director in order to facilitate the phase of construction proposed for development. Final Hydrology Reports and Improvement Plans shall be submitted to and approved by the Public Works Director with each proposed phase of development and further define the extent of flood control improvements as necessary.

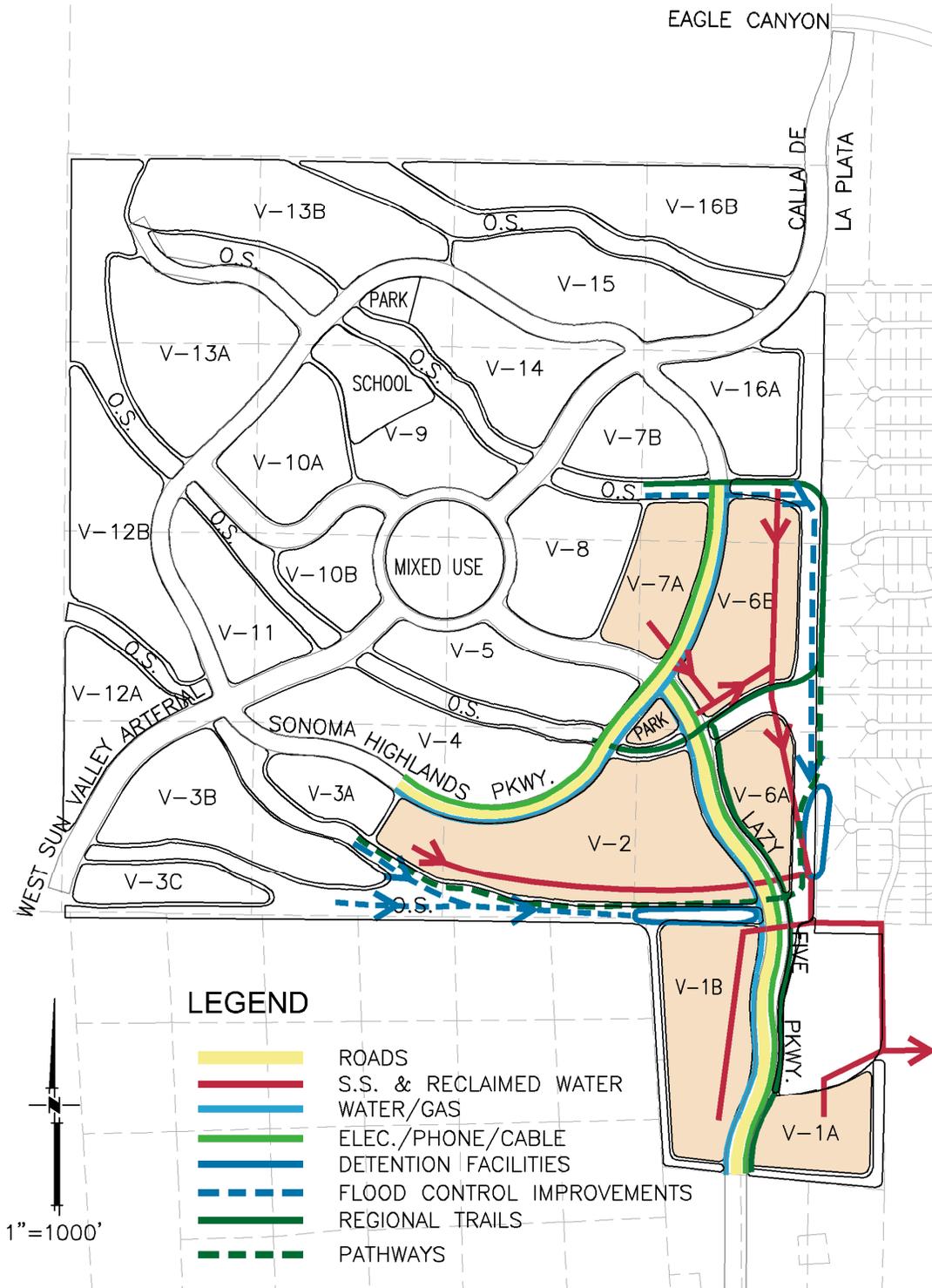
Gas/Electric/Water/Telecommunications

These various service facilities shall be extended underground within the aforementioned roadway right-of-ways from Lazy 5 Parkway extension to serve each phase of development as they occur.

Regional Trail and Development Pathways

Regional trail and development pathways within Phase I shall commence construction simultaneously with the adjacent village of residential or commercial development and shall be completed prior to the Certificate of Occupancy for the final building in Phase I. The neighborhood park shall be constructed per Section 1.6.6: Public Facilities (page 1-19). Please refer to Exhibit 1-12: Phase I Onsite Infrastructure (page 1-38).

Exhibit 1-12: Phase I Onsite Infrastructure



1.9.4 Phase II Infrastructure

Roadways

With the residential development of Villages 7, 8, 15 and 16, as identified Exhibit 1-13: Phase II Infrastructure (page 1-40), a 1,400 lineal foot portion of Lazy 5 Parkway shall be constructed to its full width section commencing from the southern section built with Phase I, to the northern boundary of Phase II. Sonoma Highlands Parkway will also be extended north from its terminus in Phase I to the western edge of Phase II. The extension of Calle de La Plata from the project boundary to the Village Center will also be constructed in this phase.

A ±1,300 lineal foot portion of the Loop Road will be constructed to its full width section commencing from its intersection with the West Sun Valley Expressway, southeast to its connection with Lazy 5 Parkway per Chapter 2, Section 2.6.1: Roadways (page 2-48) and Exhibit 2-33: Typical Loop Road or Exhibit 2-34: Typical Loop Road (LID Alternative) (page 2-55) as approved by the City of Sparks.

Lazy 5 Parkway and Calle de La Plata roadways shall be constructed per Chapter 2, Section 2.6.1: Roadways and Exhibit 2-25: Typical Two Lane Arterial Street Cross Section (page 2-51). Alternatively, either of these street may be constructed to Low Impact Development standards as shown in Chapter 2, Exhibit 2-26: Typical Two Lane Arterial Street Cross Section (LID Alternative) on page 2-51 as approved by the City of Sparks.

Sonoma Highlands Parkway shall be constructed per Chapter 2, Section 2.6.1: Roadways and Exhibit 2-28: Typical Community Circulator Street Cross Section (page 2-52). Alternatively, it may be constructed to Low Impact Development standards as shown in Chapter 2, Exhibit 2-29: Typical Community Circulator Street Cross Section (LID Alternative) on page 2-53 as approved by the City of Sparks.

Utilities

Please refer to Exhibit 1-13: Phase II Infrastructure (page 1-40) for locations of utilities addressed below.

Sanitary Sewer

With the development of Villages 7, 8, 15 and 16, the second phase sanitary sewer facilities will consist of sewer main connections to the facilities constructed within Phase I.

Flood Control/Storm Drain

The major flood control facilities were completed with the Phase I improvements. Phase II drainage facilities will consist of local improvements within each area developed. These facilities shall be constructed in a logical sequence, as approved by the Public Works Director in order to facilitate the phase of construction proposed for development. Final Hydrology Reports and Improvement Plans shall be submitted to and approved by Public Works Director with each proposed phase of development and further define the extent of flood control improvements as necessary.

Gas/Electric/Water/Telecommunications

These various service facilities shall be extended underground within the aforementioned roadway right-of-ways to serve each phase of development as they occur.

Regional Trail and Development Pathways, Phase II

Regional trail and development pathways within Phase II shall commence construction simultaneously with the adjacent village of residential or commercial development and shall be completed prior to the Certificate of Occupancy for the first building in the adjacent village, except during winter when bonding for the trails shall be required.

Exhibit 1-13: Phase II Infrastructure



1.9.5 Phase III Infrastructure

Roadways

With the residential development of Villages 4, 5, 9, 10 and 14 as identified on Exhibit 1-14: Phase III Infrastructure (page 1-42), a 2,600 lineal foot portion of Sonoma Highlands Parkway shall be constructed to its full width section commencing from intersection with the West Sun Valley Expressway and extending north to the edge of Phase III per Chapter 2, Section 2.6.1: Roadways (page 2-48) and Exhibit 2-28: Typical Community Circulator Street Cross Section (page 2-52) or Exhibit 2-29: Typical Community Circulator Street Cross Section (LID Alternative) (page 2-53) as approved by the City of Sparks.

A ±1400 lineal feet section of the west Sun Valley Expressway will be constructed to its full width section from Sonoma Highlands Parkway to the Village Center per Chapter 2, Section 2.6.1: Roadways and Exhibit 2-25: Typical Two Lane Arterial Street Cross Section or Exhibit 2-26: Typical Two Lane Arterial Street Cross Section (LID Alternative) (page 2-51) as approved by the City of Sparks.

Utilities

Please refer to Exhibit 1-14: Phase III Infrastructure (page 1-42) for locations of utilities addressed below.

Sanitary Sewer:

With the development of Villages 3A, 4, 5, 9, 10A, 10B, 11, and the school and park sites, the third phase sanitary sewer facilities will consist of sewer extended from the facilities constructed with Phase I.

Flood Control/Storm Drain:

Major flood control facilities were completed with the Phase I and II improvements. Phase III drainage facilities will consist of local improvements within each area developed. These facilities shall be constructed in a logical sequence, as approved by the Public Works Director in order to facilitate the phase of construction proposed for development. Final Hydrology Reports and Improvement Plans shall be submitted to and approved by Public Works Director with each proposed phase of development and further define the extent of flood control improvements as necessary.

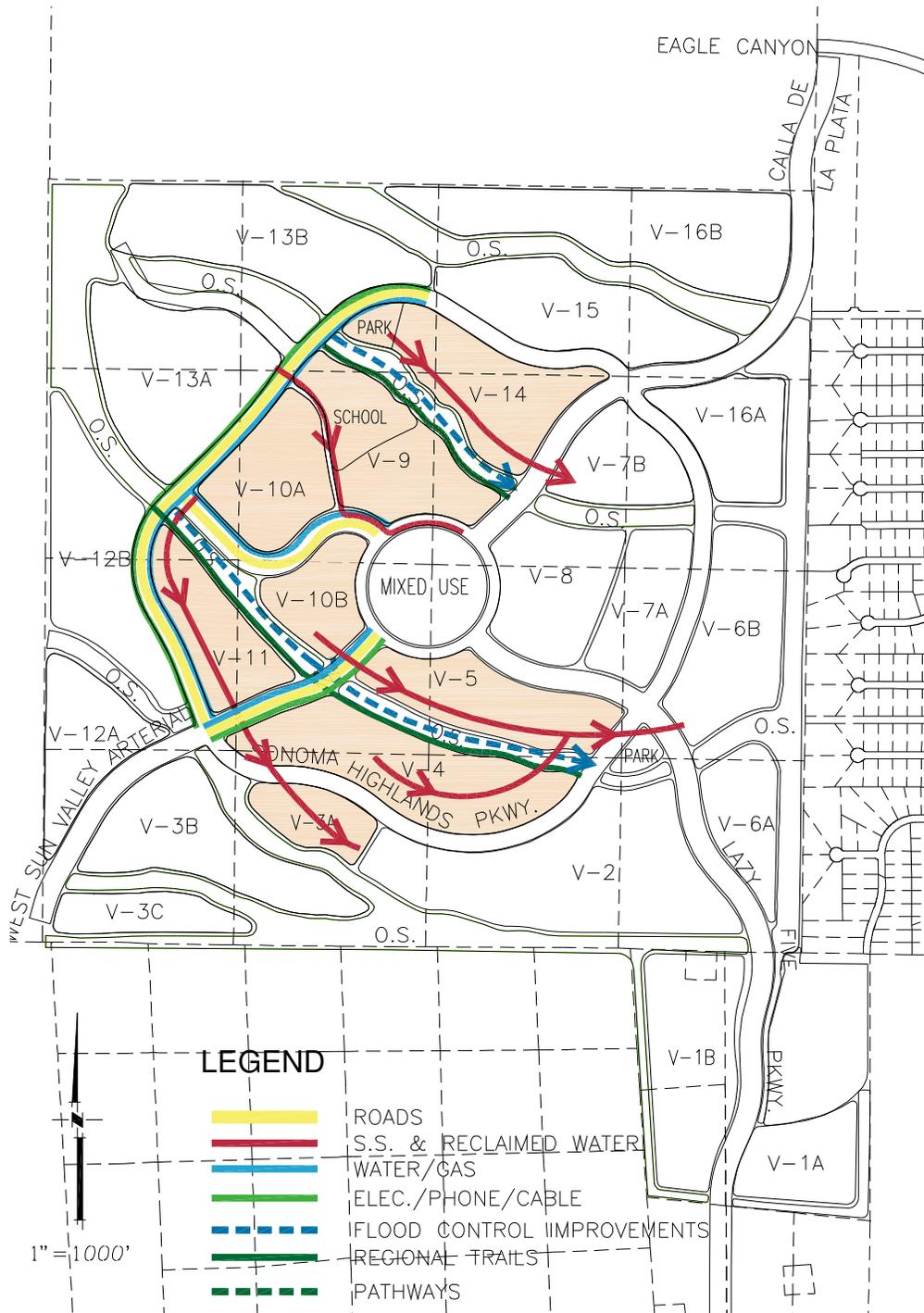
Gas/Electric/Water/Telecommunications:

These various service facilities shall be extended underground within the village roadway right-of-ways to serve each phase of development as they occur.

Regional Trail and Development Pathways, Phase III

Regional trail and development pathways within Phase III shall commence construction simultaneously with the adjacent village of residential or commercial development and shall be completed prior to the Certificate of Occupancy for the first building in the adjacent village, except during winter when bonding for the trails shall be required.

Exhibit 1-14: Phase III Infrastructure



1.9.6 Phase IV Infrastructure

Roadways

With the residential development of Villages 3, 12 and 13 as identified on Exhibit 1-15: Phase IV Infrastructure (page 1-44), a ±1400 lineal feet section of the West Sun Valley Expressway will be constructed to its full width section from Sonoma Highlands Parkway to the southeast corner of the project per Chapter 2, Section 2.6.1: Roadways (page 2-48) and Exhibit 2-25: Typical Two Lane Arterial Street Cross Section or Exhibit 2-26: Typical Two Lane Arterial Street Cross Section (LID Alternative) (page 2-51) as approved by the City of Sparks.

Utilities Phase IV

Please refer to Exhibit 1-15: Phase IV Infrastructure (page 1-44) for locations of utilities addressed below.

Sanitary Sewer:

With the development of Villages 3B, 3C, 12A, 12B, 13A and 13B, the third phase sanitary sewer facilities will consist of sewer extended from the facilities constructed with Phase II and III.

Flood Control/Storm Drain:

Major flood control facilities were completed with the Phases I, II and III improvements. Phase III drainage facilities will consist of local improvements within each area developed. These facilities shall be constructed in a logical sequence, as approved by the Public Works Director in order to facilitate the phase of construction proposed for development. Final Hydrology Reports and Improvement Plans shall be submitted to and approved by Public Works Director with each proposed phase of development and further define the extent of flood control improvements as necessary.

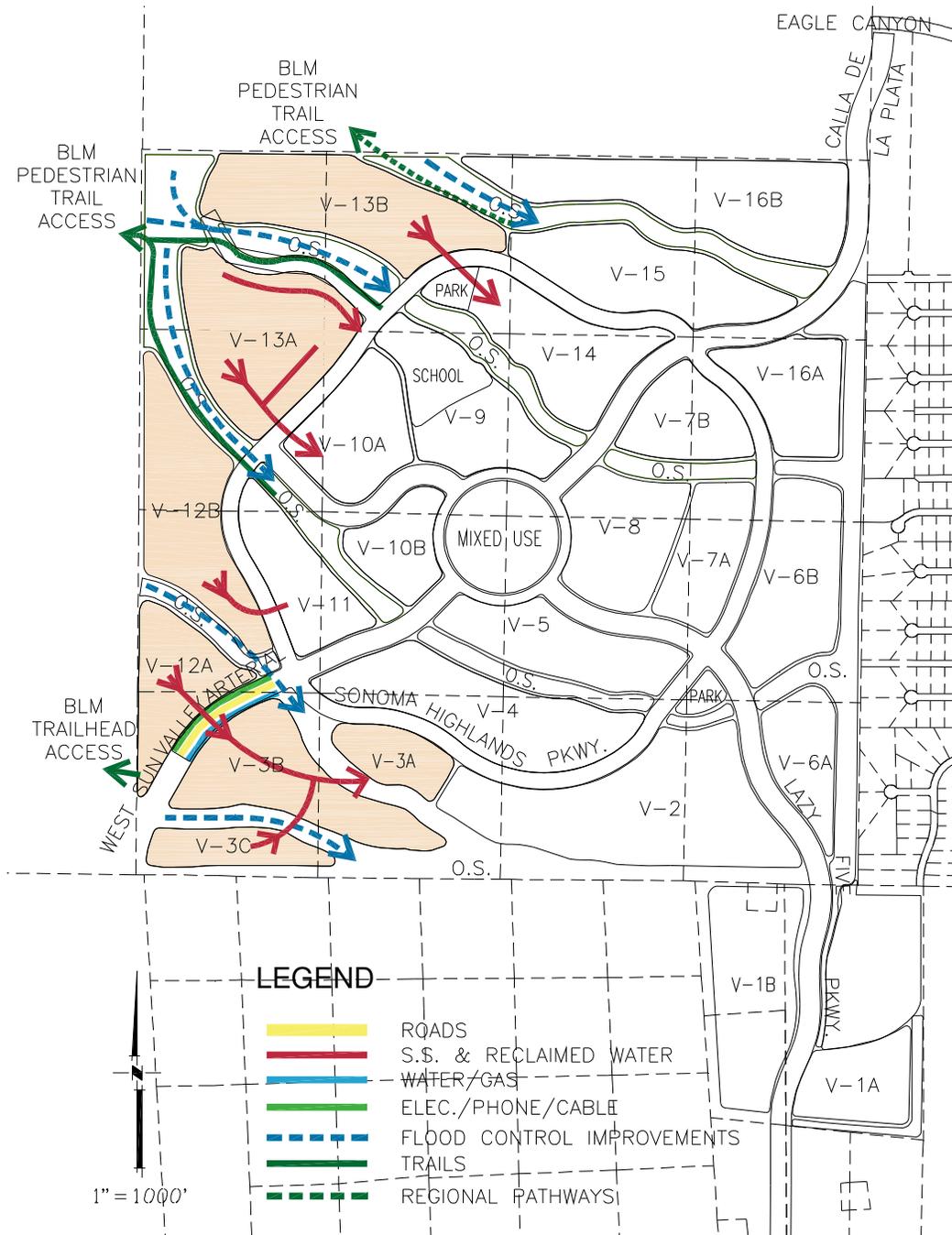
Gas/Electric/Water/Telecommunications:

These various service facilities shall be extended underground within the village roadway right-of-ways to serve each phase of development as they occur.

Regional Trail and Development Pathways, Phase IV

Regional trail and development pathways within Phase IV shall commence construction simultaneously with the adjacent village of residential or commercial development and shall be completed prior to the Certificate of Occupancy for the first building in the adjacent village, except during winter when bonding for the trails shall be required. The trail head access to the BLM property shall be located adjacent to the West Sun Valley Arterial and shall be constructed per Section 1.6.6. Public Facilities page 1-19 and refer to Exhibit 1-15

Exhibit 1-15: Phase IV Infrastructure



1.10 ADMINISTRATION

The City of Sparks is responsible for enforcing these Design Standards and Regulations to ensure the integrity of the Sonoma Highlands Planned Development. While individual villages should be unique, a certain consistency should be maintained throughout the community.

1.10.1 Applicability

The individual village approval process is required for all new development and construction as well as exterior remodels and site revisions to projects within the Sonoma Highlands Planned Development. The Sonoma Highlands Design Review Committee (SHDRC) and the City of Sparks shall utilize these Design Standards and Regulations in their reviews of those proposed projects. The standards within this handbook apply to and govern all new site planning, construction materials and operation, architectural design for new construction and remodeling, signage, walls/fences and landscape design.

The City of Sparks Administrator shall have responsibility to interpret these standards as provided for in this document and, where the handbook is silent, current City of Sparks ordinances and policies at the time of submission for permit shall apply.

Where the Sonoma Highlands Design Standards and Regulations handbook is in conflict with the Sparks Municipal Code Requirements, the stricter of the two documents shall apply.

1.10.2 General Provisions

Prior to development of an Individual Village within the Sonoma Highlands Planned Development, such Individual Village shall be reviewed by the Sonoma Highlands Design Review Committee and the City of Sparks to determine that it meets and conforms with the standards of this Handbook, as established by this section 1.10. In addition, individual Villages requiring a Special Use Permit must adhere to the Sparks Special Use Permit process; provided that the application for a Special Use Permit may be processed concurrently with the Tentative Map, or Site Plan Review for the Phase in which the Individual Village is located and/or the review process set forth in this Section 1.10.2 and illustrated in Exhibit 1-16: Individual Project Approval Process – Commercial Track (page 1-48) and Exhibit 1-17: Individual Project Approval Process – Residential Track (page 1-49).

1.10.3 Sonoma Highlands Design Review Committee (SHDRC)

The SHDRC for Sonoma Highlands shall be a committee comprised of at least three (3) individuals who are owners, tenants, or occupants of the villages located within Sonoma Highlands, or their designated representatives. The SHDRC shall be established through the Sonoma Highlands CC&R's.

1.10.4 Review Committee Process

The Individual Village review process shall be as follows:

New construction, remodeling and grading projects in Sonoma Highlands must obtain approval of their Site, Architectural and Landscape plans from the Sonoma Highlands Design Review Committee (SHDRC) prior to submitting to the City for their review and approval. While review by SHDRC is required on any and all entitlements and permits necessary (i.e. Parcel Maps, Tentative Maps, Final Maps, Site Plan Reviews, Building Permits, Special Use Permits or others as warranted by the City of Sparks), the City of Sparks is, and shall remain, the final approval body.

A written SHDRC approval letter must accompany all submittals to the City of Sparks.

Upon receipt of a letter of approval from the SHDRC, the Applicant shall submit to the City of Sparks for all Parcel Maps, Tentative Maps, Final Maps, Special Use Permit, Site Plan Review or other reviews, permitting and/or entitlements as required by the City of Sparks development code. The Applicant may not proceed with construction until all such permitting has been approved and permits are issued by the City of Sparks.

A) Handbook Modifications, Deviations/Waivers and Appeals

Any proposed amendments or modifications of this Handbook shall be submitted to the Administrator. The Administrator will then determine whether it will be reviewed and approved administratively or require an amendment to the Handbook following the process defined in NRS. Nothing contained in the content of this Section shall in any way be construed as placing the City or its Administrator in an appellate capacity in the event of a prior SHDRC disapproval of any proposed amendment, deviation or variation.

All requests by an applicant for waivers or deviations from the standards or requirements contained in this Handbook must be approved by the SHDRC prior to submittal to the City of Sparks for their review and approval.

Deviations/Waivers Approval Procedures and Parameters: The Administrator shall have the authority to process and approve deviations and waivers from these standards consistent with City Code and the Handbook in effect at the time of the request.

With regard to all determinations made by the City under this Section 1.10.4, the City may grant a deviation of up to twenty percent (20%) from the standards and guidelines in the Handbook without conducting a hearing as long as such deviation will not impair the purpose of the Handbook or lower the quality of the development (each a "Minor Deviation" as defined in SMC 20.07.020). Minor Deviations shall not be granted to change the maximum number of residential units, a reduction in open space acreage or drainage. Tentatively approved land use designations as shown on Exhibit 1-3: Land use Plan (page 1-4) may be modified per Section 1.11: Permitted Unit Transfers (page 1-50). Adjustments to the boundaries of such land use designations due to changes in the locations of streets dividing two such designations shall not constitute a relocation of a land use.

Appeals: Aggrieved parties requesting such deviation may appeal the decision of the Administrator to the Planning Commission, and after that, the City Council pursuant to the current provisions of the Code.

B) Residential Village Site Approval Process

The review process for Individual Residential Villages includes review by both the SHDRC and the City of Sparks. In addition, the review process for Individual Residential Villages includes approval of a Tentative Map and a Final Map. The process consists of:

- 1) Pre-Application: It is not required but recommended that the applicant meet with both the City of Sparks staff and the SHDRC to establish development criteria and submittal requirements, and to obtain initial proposal feedback and preliminary design ideas.
- 2) SHDRC Review: Applicant shall submit proposal to SHDRC for review and approval. SHDRC shall review proposals within 10 business days and return any comments or approval letter to applicant. Each subsequent review will be completed within 10 business days. Proposal may not be submitted to the City of Sparks without a SHDRC approval letter.
- 3) Entitlement Submittal: Applicant shall process any required entitlement application requests through the City of Sparks process per the Sparks Municipal Code (SMC). Entitlement proposal may not be submitted to the City of Sparks without a SHDRC approval letter.
- 4) Tentative Map(s), Final Map(s) and Civil Engineering Plans: Applicant shall process each mapping request through the City of Sparks process per the SMC. Tentative Map(s), Final Map(s) and Civil Engineering Plans may not be submitted to the City of Sparks without a SHDRC approval letter for each.

C) Non-Residential & Multi-family Project Approval Process

All new commercial building construction requires a site plan review. Some commercial uses must first be authorized by a Special Use Permit. Colored architectural elevations (all sides) shall be reviewed by the Planning Commission as a business item concurrent with the Site Plan Review. The review process for Individual Commercial Projects consists of:

- 1) Pre-Application: It is not required but recommended that the applicant meet with both the City of Sparks staff and the SHDRC to establish development criteria and submittal requirements, and to obtain initial proposal feedback and preliminary design ideas.
- 2) SHDRC Review: Applicant shall submit proposal to SHDRC for review and approval. SHDRC shall review proposals within 10 business days and return any comments or approval letter to applicant. Each subsequent review will be completed within 10 business days. Proposal may not be submitted to the City of Sparks without a SHDRC approval letter.
- 3) Entitlement Submittal: Applicant shall process any required entitlement application requests through the City of Sparks process per the Sparks Municipal Code (SMC). Entitlement proposal may not be submitted to the City of Sparks without a SHDRC approval letter.
- 4) Civil Engineering Plans: Applicant shall process Civil Engineering Plans through the City of Sparks process per the SMC. Civil Engineering Plans may not be submitted to the City of Sparks without a SHDRC approval letter for each.

Exhibit 1-16: Individual Project Approval Process – Commercial Track

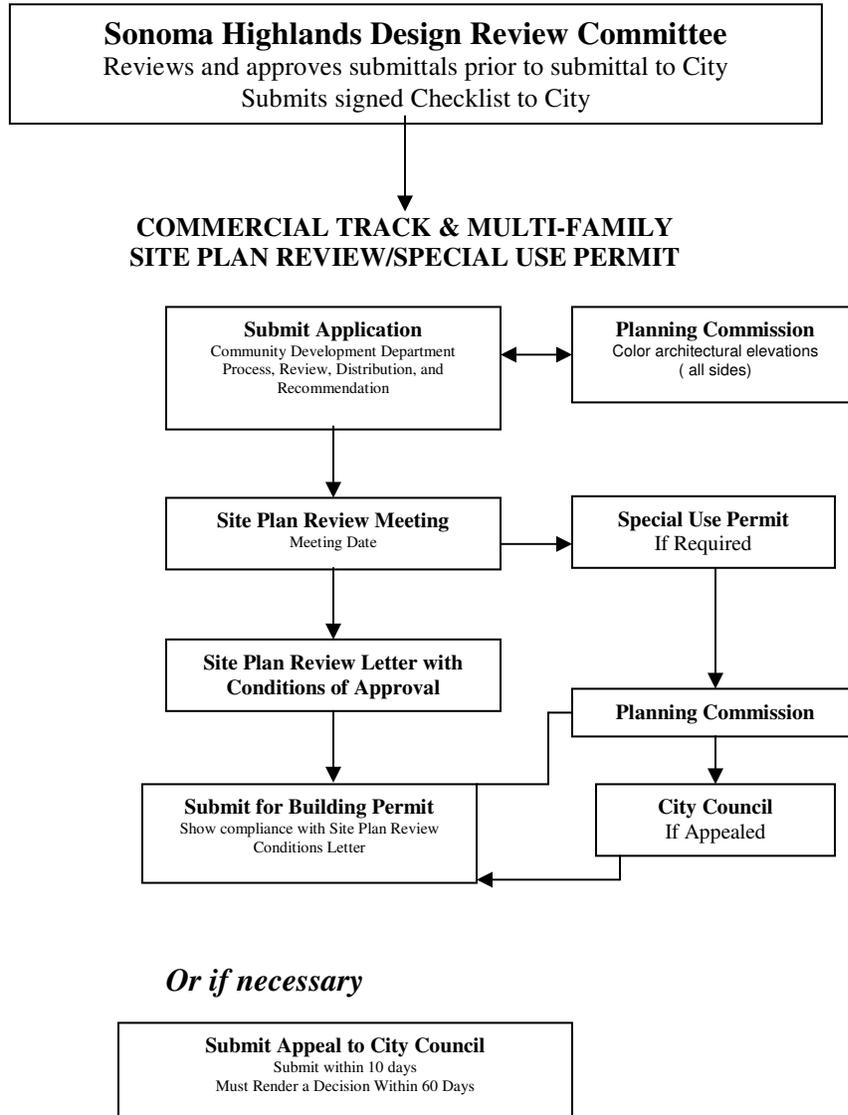
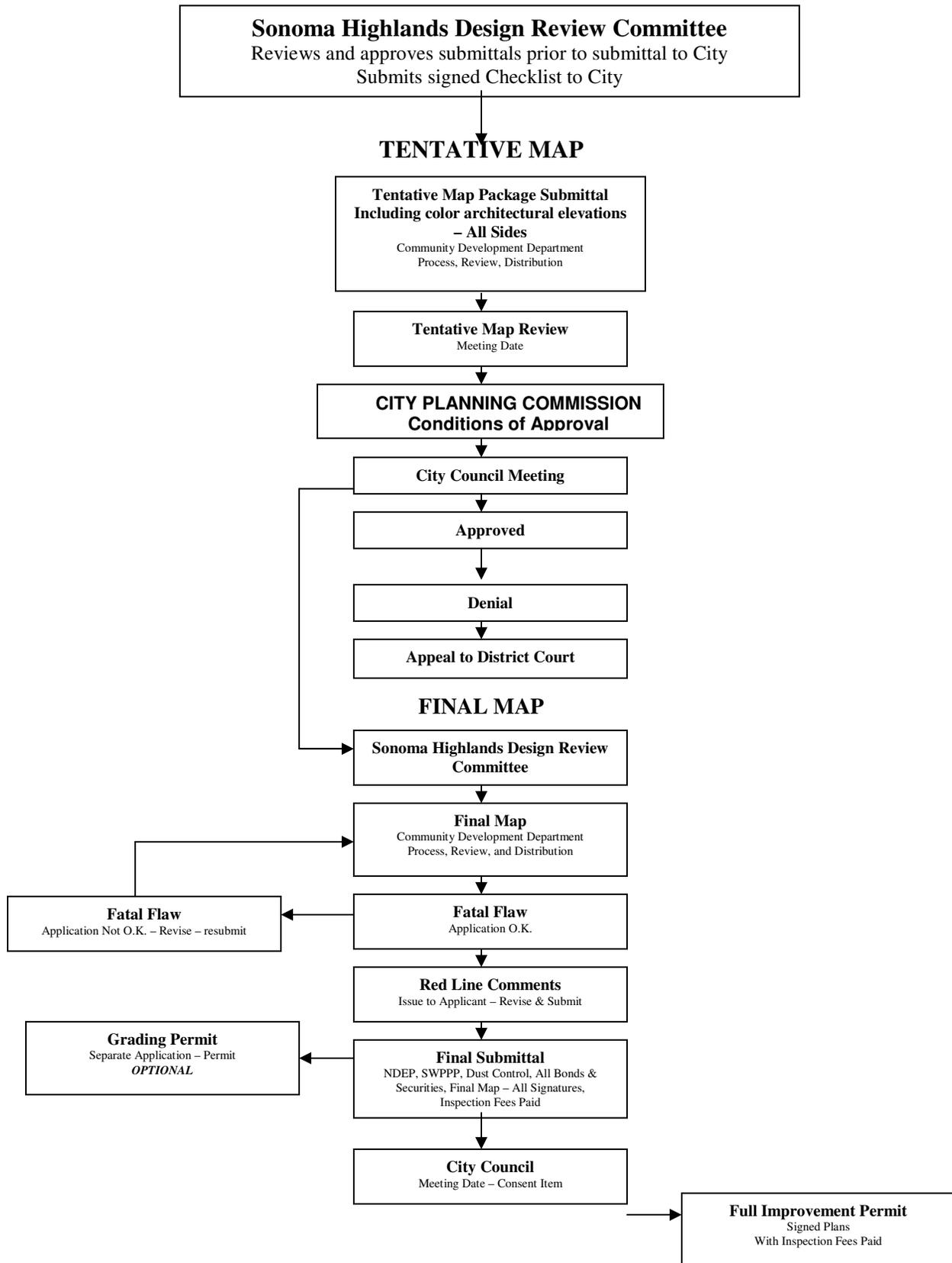


Exhibit 1-17: Individual Project Approval Process - Residential Track



1.11 PERMITTED UNIT TRANSFERS

The Sonoma Highlands “Master Plan” set forth on Exhibit 1-3: Land Use Plan (page 1-4), designates several “bubble” areas for residential or mixed residential/commercial uses (each a “Master Plan Village”). The number of dwelling units allowed within any specific Master Plan Village is calculated by multiplying the acreage for such Master Plan Village (as shown in the Master Plan) by the maximum allowed density for the land use designation for that area (the “Permitted Units”). Refer to Table 1.3: Land Use and Phasing Summary (page 1-6). For purposes of this section 1.11, permitted units shall refer to dwelling units only. Notwithstanding the Permitted Units allowed within any particular Master Plan Village, Permitted Units may be transferred from one Master Plan Village (the “Sending Area”) to another Master Plan Village (the “Receiving Area”) under the following conditions:

- 1) Permitted Units may be transferred from one Master Plan Village to another within Sonoma Highlands only; no such transfers will be allowed to or from development areas outside the Sonoma Highlands Planned Development.
- 2) Before and after each transfer, the sum total of permitted units for all of the Master Plan Villages may not exceed two thousand five hundred ten (2,510). Densities for residential uses may not be exchanged with or converted to non-residential uses under this agreement without requesting an amendment to this handbook, to the approval of the administrator.
- 3) The owner of the “Receiving Village” must present evidence satisfactory to the City of Sparks Community Development Department that there will be adequate infrastructure serving the “Receiving Village” to accommodate the increase in Permitted Units.
- 4) The developer shall verify to the City that the transfer will not impair the overall development plan of the Handbook or lower the quality of the development.

To effectuate a transfer of Permitted Units, the owners of the Sending Village and Receiving Village must jointly petition to the Community Development Department for permission to transfer, using a form designed by Master Developer to the approval of the Administrator. Community Development may approve transfers of Permitted Units as Minor Deviations from the plan so long as (a) the conditions set forth above have been met and (b) Community Development finds that the transfer is consistent with the handbook. If the conditions in the foregoing sentence are not met, the transfer must be processed as an amendment to the Handbook, and if applicable, an amendment to the City of Sparks Master Plan. Upon completion of the transfer, the Permitted Units become appurtenant to the real property of the Receiving Village.

All transfers shall be logged onto a “transfer log” maintained jointly by the City of Sparks and the Master Developer.

CHAPTER 2 DEVELOPMENT STANDARDS

2.1 PROJECT GENERAL STANDARDS

2.1.1 DRAINAGE

Planning and design objectives of the storm drainage systems within Sonoma Highlands is to provide safe and efficient conveyance of storm waters into natural and engineered drainage facilities, open spaces, and landscape amenities. The design of these facilities shall be in general conformance with the following standards and requirements:

- City of Sparks Hydrologic Criteria and Drainage Design Manual
- Nevada Department of Environmental Protection/Stormwater Discharge Standards
- Regional Low Impact Development (LID) Design Guidelines
- Sonoma Highlands Flood Control Master Plan (See Appendices)
- West Pyramid Area Cooperative Plan Master Storm Drainage Plan

The developers shall provide a hydrologic and hydraulic report for each Final Map, Parcel Map and/or Civil Improvement Plans that demonstrates compliance with the approved Master Hydrology Plan. The reports shall be prepared by a professional engineer licensed in the State of Nevada and shall be prepared to the approval of the City of Sparks Public Works Director.

2.1.2 GRADING

The planning and design objectives of the on-site grading, is to create effective landforms to accommodate the proposed development of individual parcels and the integration and continuity to adjacent parcels. This is to encourage the design professional to utilize land forming as a specific design and landscape element.

At an elevation of 4,485 feet, Sonoma Highlands' gently sloping topography is characterized by a Northwest to Southeast slope of less than or equal to 5 percent (5%). Please refer to Chapter 1, Section 1.6.4: Slope Analysis (page 1-17) and Exhibit 1-5: Slope Analysis Map (page 1-18) for additional slope analysis details.

2.1.2.A Grading Plans

Grading plans shall demonstrate and include the following:

- Phasing
- Structure placement/orientation (non-residential only)
- Onsite drainage patterns/swales
- One foot contour intervals (existing and proposed)
- All slopes 2:1 or less with erosion control
- Transitions into open spaces, drainage ways, trail systems, and adjoining properties
- Erosion control plan and Storm Water Pollution Prevention Plan (SWPPP) to the approval of the Public Works Director

2.1.2.B Grading Operations

The performance criteria for grading operations shall be in strict accordance with the following:

- Diligently and continuously performed to affect the earliest completion
- Maintain dust control 7 days a week, 24 hours a day in strict accordance with Washoe County Health Department requirements
- Assure adjoining streets remain free of debris generated from this work
- Revegetation of disturbed areas will be timely and performed to the satisfaction of Nevada Department of Environmental Protection (NDEP), the Public Works Director, Parks and Recreation Director and the Administrator

2.1.2.C Grading and Drainage Approval

The Builder/Developer shall submit a grading and drainage plan for the project to the approval of the Engineering Services Manager of Community Development prior to the issuance of a grading permit for any phase of the project.

2.1.2.D Grading with Walls

All rockery walls shall be per the City of Sparks prescriptive standards. A separate building permit shall be required for rockery walls. Block or Keystone walls exceeding six feet (6') in height shall be allowed with approval from the City of Sparks. All walls shall be designed and sealed by a Professional Engineer licensed in the State of Nevada.

2.1.2.E Street Grading and Drainage

Public roads shall be dedicated to the City of Sparks. Except as provided herein, public roads shall conform to City of Sparks standards including those for structural section, cross fall, curb and gutter, curve radius, tangent length, allowable grade, grade breaks, vertical curves, and bike paths. A roadway drainage system capable of handling the 5-year storm, per City of Sparks standards, shall be provided in all public roads. Alternative Low Impact Development (LID) techniques shall also be proposed and considered by the City of Sparks.

2.1.2.F Parcel Grading and Drainage

Parcels shall be graded in accordance with City of Sparks standards. Minimum grade on plane-graded areas (paved or unpaved) and unpaved swales shall be one percent. Minimum grade on paved swales shall be 0.5 percent. Roof drains shall discharge to erosion-resistant pervious (non-paved) surfaces where possible. Stormwater drainage will comply with city, county, state, and federal standards that are in effect at time of application for each building permit. Alternative Low Impact Development (LID) techniques shall also be proposed and considered by the City of Sparks.

All slopes in cut and fill shall conform to recommendations and requirements of the Soil Engineer's report. In no case shall they exceed two (horizontal) to one (vertical) unless approved by the City. Tops of cuts and toes of fills are to undulate and be rounded smoothly into those existing to blend as much as possible. All slope grading (common areas or open space areas) shall be designed to meet the standards in Table 2.1: Open Space Native Grass Revegetation Areas (page 2-4). (Refer to alternative slope treatments Exhibits 2-1 through 2-3 below). These alternative slope treatments shall be typically used in common or open space areas based on Geotechnical analysis of the soils on any particular site.

Exhibit 2-1: Alternative Slope Treatment #1

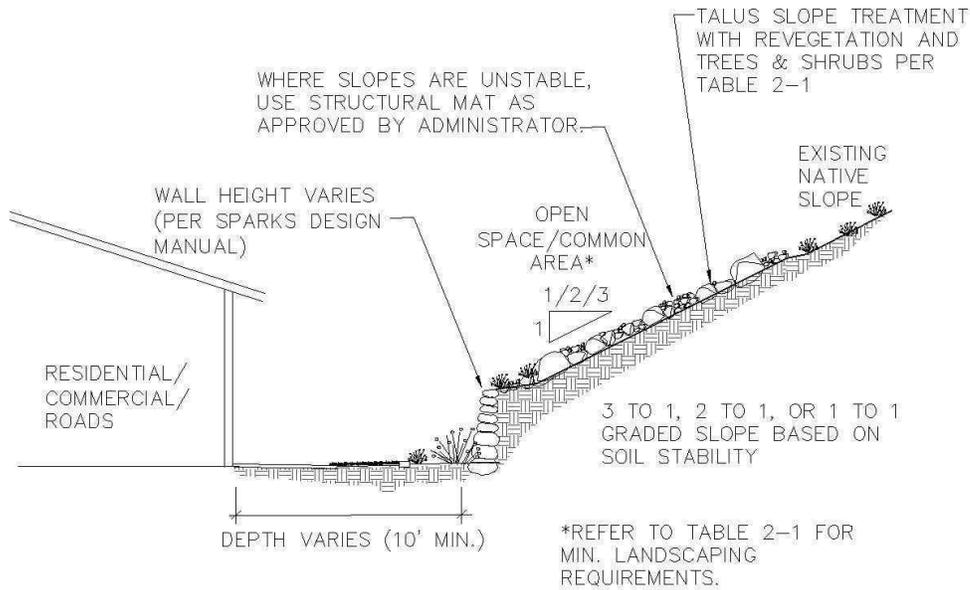


Exhibit 2-2: Alternative Slope Treatment #2

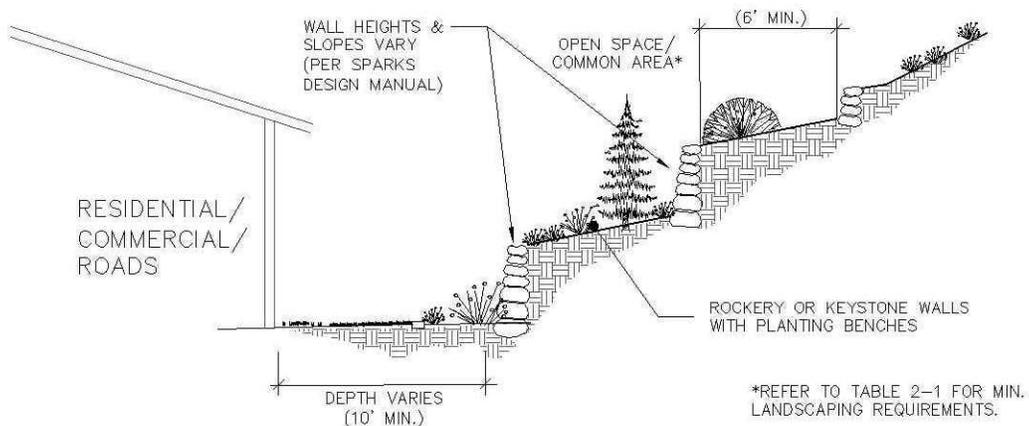


Exhibit 2-3: Alternative Slope Treatment #3

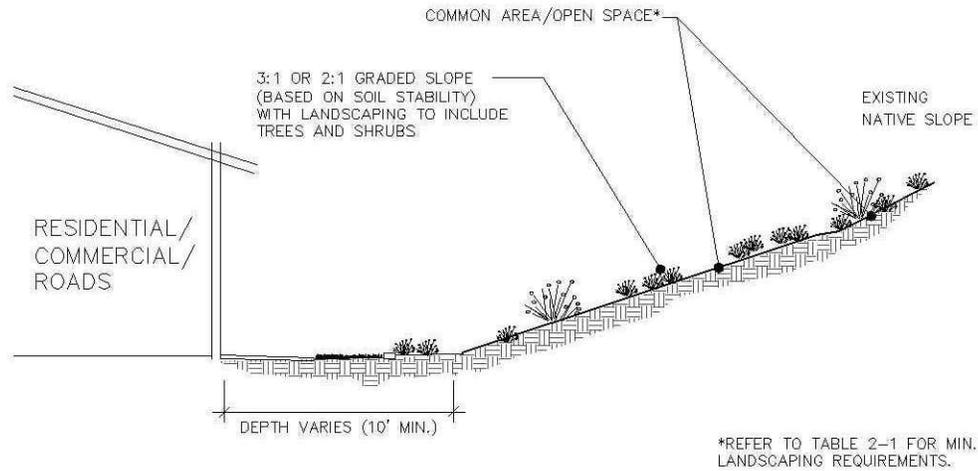


Table 2.1: Open Space Common Area Native Grass Re-vegetation Areas

Minimum Landscaping Requirements Per 1,000 sq. ft. area

PLANT MATERIALS	QUANTITY	PLANT SIZE
Re-vegetation/Seed Mix	100% max. cover	Seed/Mulch
Shrubs	6	5-gallon
Evergreen Trees	3	6 ft. height

All 2:1 slopes will be mechanically stabilized using materials such as turf reinforcing material with vegetative cover to the approval of the City Engineer and Administrator. All slopes 3:1 or less will be bio-mechanically stabilized with biodegradable straw matting and appropriate plant material to the approval of the City Engineer and Administrator.

All talus slopes to be treated with variable rock over cut or fill slope with salvaged topsoil and seed mix per landscape architect's specifications, to the approval of City Engineer and Administrator.

2.1.3 CONSTRUCTION, OPERATION AND MAINTENANCE

2.1.3.A Clean Job Site

All construction job sites within Sonoma Highlands are to be maintained in a clean and orderly fashion. Each Builder/Developer shall adopt procedures to suit his individual circumstances.

If a temporary use site is not maintained or returned to a reasonable state of cleanliness, the Sonoma Highlands Owners Association has the authority to authorize clean-up by an outside party and assess the cost of this clean-up against the owner.

2.1.3.B Existing Vegetation Areas

Builder/Developer shall adhere to the following when working near existing vegetation:

- 1) Any vegetation within the open space areas outside areas to be graded shall be protected from damage during construction.
- 2) Temporary protective environmental fencing shall be erected by the Builder/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.
- 3) Potentially toxic materials such as solvents, paints, gasoline, etc. shall not be poured on the ground anywhere within the development.

2.1.3.C Erosion Control Plan and Storm Water Pollution Prevention Plan (SWPPP)

The Erosion Control Plan and the SWPPP shall include at a minimum the following:

- 1) Erosion control plan for the entire site or area of disturbance. This plan shall note all Best Management Practices (BMPs) to be used on site, along with all descriptive notes, etc.
- 2) A Reclamation Bond based on an approved Exhibit A of the estimated cost to revegetate the site
- 3) A Storm Water Pollution Prevention Plan that shall include the following information:
 - a) Facility Owner/Operator and other Applicant information
 - b) Project site information, including pre- and post-site conditions and land uses, runoff coefficients, sequence of construction activities, total area disturbed, etc.
 - c) Existing soil and water quality information
 - d) Site maps
 - e) Stormwater discharge points and receiving waters
 - f) List of Best Management Practices
 - g) Inspection and maintenance procedures and a log of all inspection activities, changes in BMPs, weather condition changes, etc.

These requirements will apply to the development of the site itself and any surrounding property that may be used as a borrow or stockpile site for excess soil cut or fill.

2.1.3.D 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 Sonoma Highlands Owners' Association has the authority to authorize clean-up by an outside party and assess the cost of this clean-up against the sponsor.

2.1.3.E Construction, Operation and Maintenance

All land uses within Sonoma Highlands shall adhere to the following:

- 1) All land uses shall be maintained through a Common Area Agreement or the community CC&R's except for private yards in residential areas that are owned by the property owner. The CC&R's shall include this agreement as an irrevocable covenant for the life of the project. A single contact person responsible for common area maintenance shall be identified to the City of Sparks Community Development Department at all times. All common area, paving, buildings, signage, structures, landscaping, walls and lighting shall be maintained in good repair at all times.
- 2) The CC&R's shall designate the responsible party for all grease traps which shall be approved by the Industrial Waste Division of the City of Sparks Public Works Department.
- 3) Deliveries to the site and noise-generating maintenance such as parking lot sweeping, snow removal and trash service shall be limited to 7am to 10pm. No truck idling shall be permitted on-site outside of these hours.
- 4) Construction and construction-related activities shall be limited to work hours based on the following working hours:

November thru April

7am-7pm	Monday thru Friday
8am-7pm	Saturday

May thru October

4am-9pm	Monday thru Friday
8am-9pm	Saturday

The Builder/Developer shall install signs in both English and Spanish 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 Builder/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.

- 5) The Builder/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 Builder/Developer shall designate the project contact person to the Administrator prior to issuance of a grading permit for the project.

2.1.3.F Construction Yards

Construction yards are defined as temporary areas 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. All construction yards within Sonoma Highlands shall adhere to the following:

- 1) Proposed construction yards shall be associated to a specific project with an approved building permit issued for grading, construction, remodel and/or demolition within Sonoma Highlands.
- 2) Construction yards shall be supervised by one (1) contractor who will be responsible for enforcing compliance of these standards. The contractor shall be responsible for compliance of the construction yard to all applicable codes.
- 3) 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.
- 4) 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.
- 5) 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 and/or a surface treatment at all egress/ingress points from the yard a minimum of 50 feet (50') to the street access to the approval of the Administrator.
- 6) 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.
- 7) The Builder/Developer may construct a fence around the construction yard that is higher than six feet (6') and use barbed wire of Concertina wire on the top of the fence with the approval of the City of Sparks Building Department and the Administrator.

2.1.3.G Temporary Sales Office Trailer

Temporary sales office trailers within Sonoma Highlands shall adhere to the following:

- 1) Temporary is considered one (1) year or less time duration. A mobile setup permit is required to be issued by the City of Sparks Building Department prior to delivery and setup. A time extension for use of a temporary sales office trailer may be issued with approval from the SHDRC and the City of Sparks Administrator.
- 2) There shall be skirting around the temporary sales office trailer.
- 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 on which 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.
- 4) A paved off-street parking lot shall be provided for the temporary sales office trailer and accessible parking provided per the Sparks Municipal Code (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.
- 5) The Builder/Developer shall provide one (1) parking space per 200 square feet of office space or a minimum of four (4) paved, on or 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 S.M.C. Title 20.49 and have striped parking spaces and signed identifying the van accessible parking space.
- 6) The temporary sales office trailer shall be completely landscaped as well as the area surrounding the off-street parking lot. The Builder/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.
- 7) Construction and construction-related activities shall be limited to work hours based on Section 2.1.3.E(4) (page 2-6). The Builder/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 Builder/Developer shall maintain these signs in good repair for the duration of the construction of the

project. Once construction is completed, the Builder/Developer shall remove these signs.

- 8) Sales office hours of operation are 10a.m. to 7p.m. weekdays and 10a.m. to 6p.m. on Saturdays and Sundays.
- 9) The Builder/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 Builder/Developer shall designate the project contact person to the Administrator prior to issuance of a grading permit for the project.
- 10) Temporary sales offices and model home complexes 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.

2.1.3.H Model Home Complex

Model Home Complexes within Sonoma Highlands shall comply with the following standards:

- 1) Sales office hours of operation are between the hours of 10am and 7pm weekdays and 10am to 6pm on Saturdays and Sundays.
- 2) Temporary sales office and model home complexes 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.
- 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 the lot shall be developed as the land use was intended per the recorded Final Map and/or approved Improvement Plans for the subdivision.
- 4) The Builder/Developer shall provide a minimum of two (2) paved, off-street parking spaces for each model home, one (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 S.M.C. Title 20.49 with striped parking spaces and signs identifying the van accessible parking space.
- 5) The model home lots will be completely landscaped as well as the area surrounding the off-street parking lot area to the approval of 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.

- 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 unless such model home complex is located within a cul-de-sac where none of the homes are being lived in. The temporary trap fencing will be removed when the conversion of the sales office to a garage is submitted to the City.
- 7) Signs for the model homes will include 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 the Administrator. The sign locations shall comply with the safe sighting standards in the S.M.C. Title 20.56.
- 8) Construction and construction-related activities shall be limited to work hours based on Section 2.1.3.E(4) (page 2-6). The Builder/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 Builder/Developer shall maintain these signs in good repair for the duration of the construction of the project. Once construction is completed, the Builder/Developer shall remove the signs.
- 9) The Builder/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.
- 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 S.M.C. Title 20.49 and Section 2.7: Parking Standards (page 2-62) of this handbook.
- 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.

2.2 PERMITTED USES

Permitted uses, prohibited uses and those requiring a Special Use Permit are shown in Table 2.2: Permitted Uses (below).

Table 2.2: Permitted Uses

	3-4 du/ac:	4.1-8 du/ac:	8.1-18 du/ac:	Mixed Use	Neighborhood Park	Open Space
Land Use Designations				MU	NP	OS
RESIDENTIAL LAND USES						
Residential Land Uses including, but not limited to, the following uses:						
Active adult communities (may include recreational amenities such as clubhouse, pool, exercise area, tennis, etc.)	P	P	P			
Apartments			P			
Duplexes		P	P			
Childcare centers (in home per Washoe County Health Regulations)				P		
Condominiums		P	P			
Homefinding/Information center; temporary until community sales complexes	P	P	P	P		
Group residential care facilities (assisted living)			P	P		
Single family detached residences	P	P	P			
Residential uses above commercial ground floor				P		
Temp. real estate offices associated w/Model Home complexes (Refer to Section 2.1.3.G on page 2-9)	P	P	P	P		
Townhomes			P			
Tri-plexes			P			
Accessory uses and structures, located on the same site as a permitted use	P	P		P		
COMMERCIAL LAND USES						
Commercial Land Uses, including, but not limited to the following uses:						
Art galleries and artists' supply stores				P		P
Athletic/health club and gymnasium	P	P	P	P		
Bicycle shops & rentals				P		
Bookstores				P		
Catering establishments				P		
Catering establishments in conjunction w/restaurant				P		
Clothing, shoe and accessory stores				P		
Convenience/grocery store				P		
Copying and related duplicating services not including lithographing, engraving or such similar reproduction services				P		
Dance studios				P		
Delicatessen stores				P		
Drugstores and prescription pharmacies				P		
Dry cleaner				P		
Farmer's Markets (per Sparks Municipal Code)				P	SUP	SUP

Table 2.2: Permitted Uses (Cont'd)

	3-4 du/ac: Low Density Residential	4-1-8 du/ac: Low- Medium Density Residential	8-1-18 du/ac: Medium Density Residential	Mixed Use	Neighborhood Park	Open Space
Land Use Designations	LDR	LMDR	MDR	MU	NP	OS
COMMERCIAL LAND USES (Cont'd)						
Fast food restaurants/service w/drive-thru				P		
Florist and plant shops (not plant nursery)				P		
Food/convenience markets and specialty stores with or without liquor sales				P		
Gift shops				P		
Hardware stores/home improvement centers, including garden centers (no outdoor storage)				P		
Household goods repair shops				P		
Ice cream shops				P		
Laundries and dry cleaners where service is not provided on premises except alterations				P		
Lodging (under 200 rooms)				P		
Lodging (200 rooms and more)				SUP		
Locksmiths				P		
Music: instrument, music and Cds				P		
News Stand				P		
Operating hours between 11pm and 6am				SUP		
Outlet stores and centers				P		
Paint, glass and wallpaper retail stores				SUP		
Packing, wrapping, handling, and mailing				P		
Parking structures				SUP		
Personal care such as barber and beauty shops,				P		
Photographic studios				P		
Photographic supply stores				P		
Private recreation/fitness center	P	P	P	P		P
Recreational vehicle/boat storage facility for residents of that village only	SUP	SUP	SUP			
Restaurants with take-out and drive-thru window establishments (fast food) per S.M.C.				P		
Restaurants, sit-down with full bar				P		
Retail sales				P		
Shoe repair shops				P		
Specialty stores				P		
Sports bars with or without food service				P		
Stationery stores				P		
Swimming pool sales, supplies and/or service (no outdoor storage)				P		
Temporary construction yards and trailers (Refer to Sect. 2.4.2.16 pg 36)	P	P	P	P		P
Urgent care centers and medical facilities				P		

Table 2.2: Permitted Uses (Cont'd)

	3-4 du/ac: Low Density Residential	4-1-8 du/ac: Low- Medium Density Residential	8-1-18 du/ac: Medium Density Residential	Mixed Use	Neighborhood Park	Open Space
Land Use Designations	LDR	LMDR	MDR	MU	NP	OS
COMMERCIAL LAND USES (Cont'd)						
Veterinary services (small pets, no outside kennels)				P		
Video/audio stores, sales and rental				P		
Watch and clock repair shops (no outside sales or storage)				P		
Wine shop/bar with or without full bar and/or food service				P		
OFFICE LAND USES						
Office Land Uses, including, but not limited to the following uses:						
Financial institutions including banks, finance companies, credit unions, and related services with or without a drive-thru				P		
Community and regional service, commercial travel service, industrial support, and business and professional office uses				P		
Corporate offices, regional offices, general offices, and such professional offices as accountants, attorneys, engineers, architects, and planners				P		
Construction industry business such as general contractors, electrical contractors, plumbing contractors, and their accessory and incidental offices (no equipment or storage materials yards outside)				P		
Medical and dental offices, employment agencies, real estate agencies and travel agencies				P		
Research activities, including research laboratories, developmental laboratories				SUP		
Trade, business, vocational, music, and art schools training centers				P		
PUBLIC/INSTITUTIONAL LAND USES						
Public/Institutional Land Uses including, but not limited to, the following uses:						
Above ground public utility facilities (transmission, distribution and storage) and equipment sub-stations	SUP	SUP	SUP	SUP	SUP	SUP
Above ground utility facilities such as vaults, pads, transformer etc. for utility service	P	P	P	P	P	P
Amphitheater - small (300 seat maximum)				P	P	P
Arboretums and horticultural gardens				P	P	P
Clubs and lodges including, but not limited to, community facility buildings, YMCA, Boys and Girls clubs, an other similar youth group uses				P	SUP	SUP
Farmer's market ^{1&2} per S.M.C.				P	P	P

Table 2.2: Permitted Uses (Cont'd)

	3-4 du/ac:	4-1-8 du/ac:	8-1-18 du/ac:	Mixed Use	Neighborhood Park	Open Space
Land Use Designations				MU	NP	OS
PUBLIC/INSTITUTIONAL LAND USES (Cont'd)						
Fire stations	P	P	P	P	SUP	SUP
Historical and cultural monuments: interpretive sites				P	P	P
Library				P		
Meeting halls/churches	P	P	P	P		
Outdoor sales ¹ per S.M.C. 20.53.030 (tenants only)				P	P	P
Outdoor special events ¹ , festivals and fairs, seasonal and temporary (one week or less) sponsored by tenant only and per Section 2.1.3.D (page 2-6) and S.M.C. 20.41.040				P	P	P
Police or sheriff station and sub-stations	P	P	P	P	SUP	SUP
NEIGHBORHOOD PARK LAND USES						
Neighborhood Park Land Uses including, but not limited to, the following uses:						
Active parks including basketball courts, volleyball courts, playground equipment, etc.	P	P	P	P	P	P
Athletic fields, excluding stadiums	P	P	P	P	P	P
Commercial outdoor recreation including, but not limited to: batting cages, tennis courts, archery ranges, etc.				P		SUP
Community/Recreational centers with or without food and alcohol services	P	P	P	P	SUP	SUP
Passive parks and accessways including pocket parks, seating areas, picnic areas, trails, gardens, etc.	P	P	P	P	P	P
OPEN SPACE LAND USES						
Open Space Land Uses including, but not limited to, the following uses:						
Bicycle trails and bikeways	P	P	P	P	P	P
Pedestrian trails and walkways	P	P	P	P	P	P

All uses that require an SUP (Special Use Permit) from the City of Sparks must also obtain written approval from the SHDRC, property management company and Master Developer if under active development for submittal of permit request to the City of Sparks.

¹ Approved by the SHDRC, property management company, and Master Developer if under active development. Written approval from SHDRC shall be submitted to the City with permit application.

² Farmer's Market limited to one (1) day per week during the summer months.

Not Allowed P Permitted SUP Special Use Permit

2.3 RESIDENTIAL DESIGN STANDARDS

The residential land uses within Sonoma Highlands allow for a variety of density ranges and housing types. There are three Land Use designations allowed in Sonoma Highlands that include:

- 3.0 – 4.0 du/acre
- 4.1 – 8.0 du/acre
- 8.1 – 18.0 du/ac

Community recreation facilities, parks and other Public/Institutional uses may be allowed within these Land Use categories when deemed appropriate and compatible by the Sonoma Highland Design Review Committee and the City of Sparks.

The following development standards apply to the residential components of Sonoma Highlands.

2.3.1 3.0 – 4.0 Dwelling Units/Acre

LAND USE DESIGNATION	3-4 du/ac	
DESCRIPTION	This designation is used for low residential densities. 3-4 du/ac allows for single family detached homes on larger lots.	
	TYPICAL LOT	NOTES
BUILDING INTENSITY		
Minimum Lot Size	5,000 sq. ft.	Lot size shall take precedence over minimum lot dimensions.
Minimum Lot Width	50' min.	Minimum width shall be the average per lot.
Lot Depth	90' min.	Minimum depth shall be the average per lot.
Lot Frontage	35' min.	
Building Height	35' max.	
LANDSCAPING		
Landscape Requirement	Min. 20% of lot	
BUILDING SETBACKS FROM PROPERTY LINES		
Front Yard Setbacks		
To main structure	13' min.	15' from back-of-sidewalk
To porch	8' min.	10' from back-of-sidewalk
To front entry garage	18' min.	20' from back-of-sidewalk
To side entry garage	13' min.	15' from back-of-sidewalk
Side Yard Setbacks		
Interior side	7.5' min.	
Corner side	13' min.	15' from back-of-sidewalk
Rear Yard Setbacks		
To main structure	20'	
To alley-loaded garage	5'	
To rear of garage	10'	
BUILDING PROJECTIONS into setbacks	2' max	Bay windows, media bays, chimneys, etc. may not exceed 120 sq ft

2.3.1.A 3.0 – 4.0 du/ac Site Design Standards

The objectives of this section is to outline minimum design and building standards for homes and lots which are to be constructed throughout the different villages in Sonoma Highlands ensuring neighborhood cohesiveness. Please refer to Exhibit 2-4: Conceptual Typical Lot Concept (below). All villages developed as 3.0 – 4.0 du/ac shall adhere to the following standards:

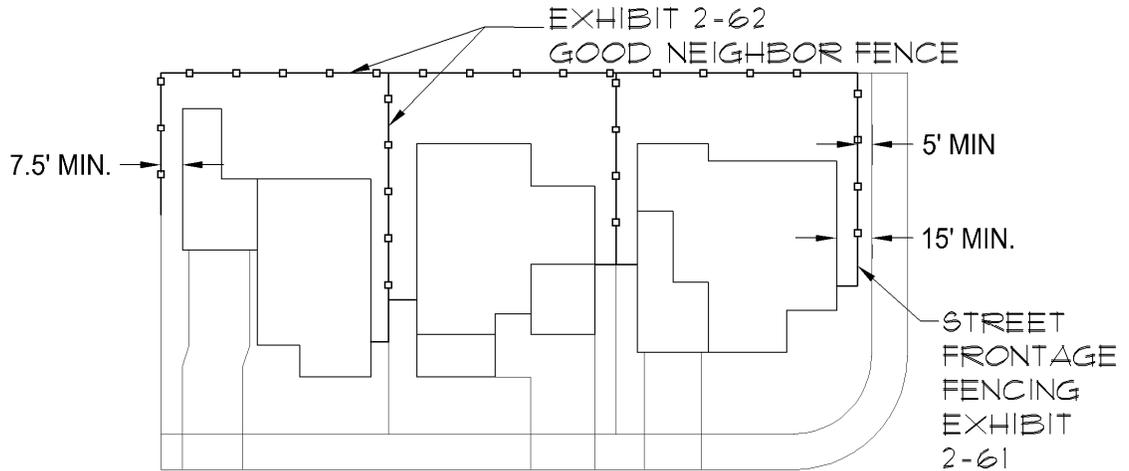
Exhibit 2-4: Conceptual Typical Lot Concept



- 1) Garages shall be setback a minimum of 20' from back of sidewalk to allow unimpeded pedestrian access when vehicles are parked in driveways. Side entry garages shall meet minimum house setbacks while providing a minimum 20' depth of on site parking spaces in front of garage doors. Refer to Exhibit 2-4 (above).
- 2) Garages facing streets shall be integrated into the design such that they do not present themselves as the predominate element of the front elevation of a structure and shall not exceed more than 50% of the front elevation in 3.0 – 4.0 du/ac land uses.
- 3) Three car or more garages in a single plane will not be allowed unless at least one garage is recessed a minimum of two feet (2'). Detached and tandem garages shall be proportionate (i.e. the same square footage as a standard attached garage) to the main structure and shall meet all setbacks.
- 4) All driveways, lead-walks and front yard porches/patios shall be constructed of a minimum of 4" poured in place Concrete or pre-cast concrete traffic rated pavers and not to exceed 12% slope. All driveway widths shall be at a minimum equal to the width of the garage door and intersect local streets at a 90-degree angle. If patterns or colors are proposed for these components they shall be identified and approved by the SHDRC.

- 5) Lot Fencing may be located five feet (5') from the back of curb or back of sidewalk when sidewalk exists. Fencing shall be in conformance with Exhibit 2-5: Typical 3.0 – 4.0 du/acre Fencing Concept (below). Specific design criteria for fencing and walls are outline in Section 2.12: Fencing/Walls (page 2-85).

Exhibit 2-5: Typical 3.0 – 4.0 du/ac Fencing Concept



- 6) Please refer to Section 2.1.3 (page 2-5) for Construction, Operation, and Maintenance standards. Model Home Complexes, temporary sales trailer and construction yards shall be reviewed and approved by the SHDRG and Administrator at the time of Sales Office permit application.
- 7) Landscape standards for all open space areas within each village shall adhere to Section 2.9: Landscape Architecture (page 2-63).
- 8) Architectural Design
A design theme will be consistently applied throughout Sonoma Highlands. Specific architectural design criteria is outlined in Chapter 3.

2.3.2 4.1 – 8.0 Dwelling Units/Acre

LAND USE DESIGNATION	4.1 - 8.0 du/ac				
DESCRIPTION	This Land Use designation allows for single-family attached and detached homes on a variety of lots sizes and configurations (i.e. Z lots, cluster/motor court lots, patio homes, duplexes/triplexes and				
	Standard Small Lot	Z-Lot	Cluster Lots	Duplex / Triplex Lots	Townhomes
BUILDING INTENSITY					
Lot Size	3,200	4,000	3,000	2,000	2,000
Lot Width	40' min	40' min	35' min	30' min	17' min
Building Height	35' max/ 3 stories	35' max/ 3 stories	35' max/ 3 stories	35' max/ 3 stories	35' max/ 3 stories
Note: Lot size shall take precedence over minimum lot dimensions.					
LANDSCAPING					
Minimum Landscaping	20%	20%	20%	20%	25%
MINIMUM BUILDING SETBACKS FROM PROPERTY LINES					
Front Yard Setbacks	public/private streets	public/private streets	public/private streets	public/private streets	public/private streets
To main structure	13' / 15'	13' / 15'	13' / 15'	13' / 15'	8' / 10'
To porch	8' / 10'	8' / 10'	8' / 10'	8' / 10'	5' / 7'
To front entry garage	18' / 20'	18' / 20'	18' / 20'	18' / 20'	18' / 20'
Side Yard Setbacks					
Interior Side	5'	3' (w/ use easement' OR 5' w/out	5'	0' OR 7.5'	0'
Corner Side	8' public 10' private	8' public 10' private	8' public 10' private	8' public 10' private	8' public 10' private
Building Separation	10'	6'	10'	15'	20'
Rear Yard Setbacks					
To main structure	10'	15'	10'	10'	10'
To alley-load garage	5'	5'	5'	5'	5'
to rear of garage	5'	5'	5'	5'	5'
To patio	3'	3'	3'	3'	3'
MINIMUM BUILDING SETBACKS FROM SITE BOUNDARIES (for Common Interest Communities)					
To building	N/A	N/A	10'	10'	10'
To porch / patio	N/A	N/A	10'	10'	10'
Building to public r-o-w	N/A	N/A	20'	20'	20'
BUILDING PROJECTIONS	not allowed	not allowed	2' front yard only not to exceed 20 sq ft	2' front yard only not to exceed 20 sq ft	not allowed

- No accessory buildings of any type are allowed in the 4.10-08.0 du/ac Land Use designated areas, except for standard single family lots.

2.3.2.A Standard Small Lot Site Design Standards

The objectives of this section is to outline minimum design and building standards for homes and lots which are to be constructed throughout the different villages in Sonoma Highlands ensuring neighborhood cohesiveness. Please refer to Exhibit 2-6: Conceptual Standard Small Lot (below) and Exhibit 2-7: Conceptual Standard Alley-Loaded Small Lot (below). All Villages developed with Standard Small Lots must adhere to the following standards:

Exhibit 2-6: Conceptual Standard Small Lot

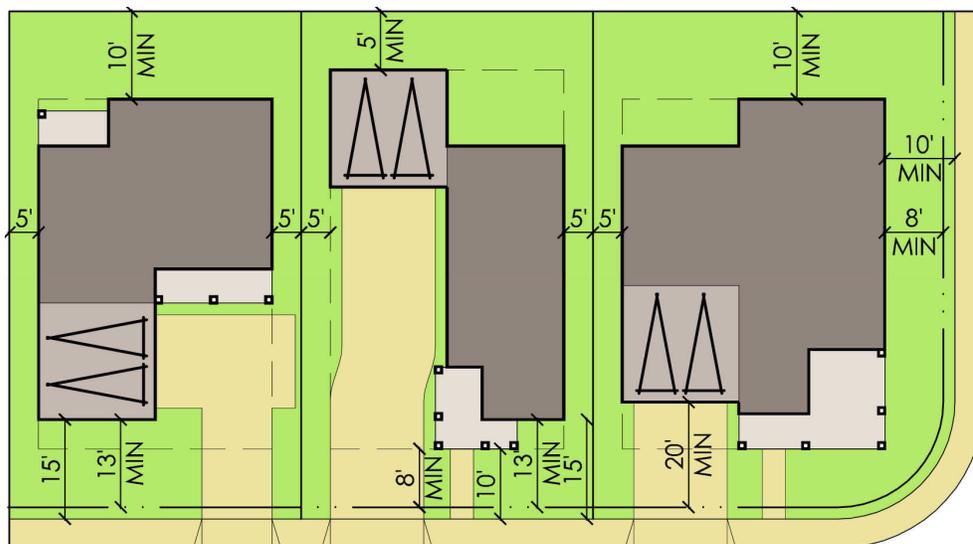
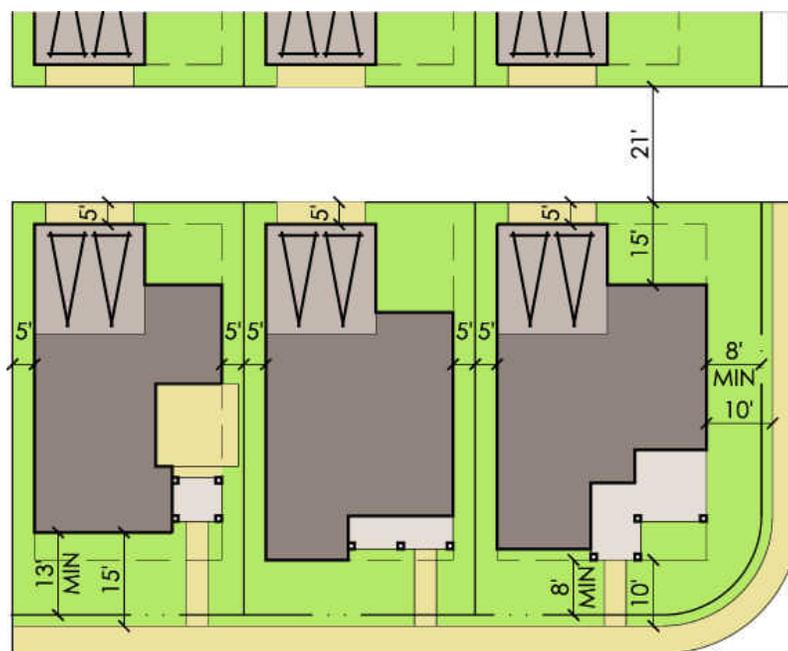
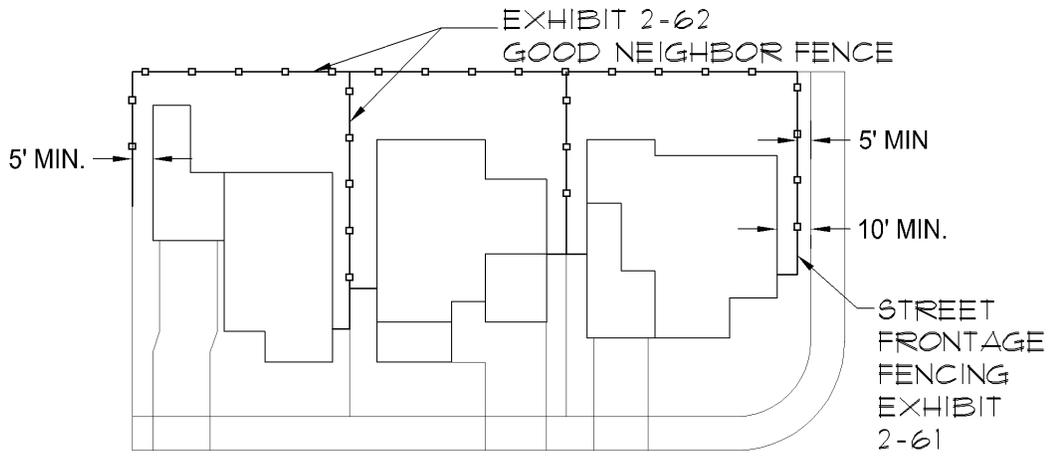


Exhibit 2-7: Conceptual Standard Alley-Loaded Small Lot



- 1) Garages shall be setback a minimum of 20' from back of sidewalk to permit unimpeded pedestrian access when vehicles are parked in driveways. Side entry garages shall meet minimum house setbacks while providing a minimum 20' depth of on site parking spaces in front of garage doors. This does not apply to alley-loaded products where a five foot (5') driveway is allowed.
- 2) Garages facing streets shall be integrated into the design such that they do not present themselves as the predominate element of the front elevation of a structure wherever possible.
- 3) Three car garages in a single plane will not be allowed unless at least one garage is recessed at least a minimum of two feet (2'). Detached and tandem garages shall be proportionate (i.e. the same square footage as a standard attached garage) to the main structure and shall meet all setbacks.
- 4) All driveways, lead-walks and front yard porches/patios shall be constructed of a minimum of 4" poured in place Concrete or pre-cast concrete traffic rated pavers and not to exceed 12% slope. All driveway widths shall be at a minimum equal to the width of the garage door and intersect local streets at a 90-degree angle. If patterns or colors are proposed for these components they shall be identified and approved by the SHDRC.
- 5) Usable Outdoor Space
Minimum usable rear or side yard space shall be 300 square feet for a two bedroom residence and an additional 100 square feet for each additional bedroom.
- 6) Corner Lot Sight Visibility Triangle
No structure or fence shall be allowed in the sight visibility triangle formed by a rectangle that is fifteen feet (15') wide and thirty feet (30') deep measured from the back-of-curb on a corner lot.
- 7) Lot Fencing Concept
Fences may be located five feet (5') from the back of curb or back of sidewalk when sidewalk exists. Fencing shall be in conformance with Exhibit 2-8: Standard Small Lot Fencing Concept (page 2-21). Specific design criteria for fencing and walls are outline in Section 2.12: Fencing/Walls (page 2-85).
- 8) Please refer to Section 2.1.3 (page 2-5) for Construction, Operation, and Maintenance standards. Model Home Complexes, temporary sales trailer and construction yards shall be reviewed and approved by the SHDRC and Administrator at the time of Sales Office permit application.
- 9) Landscape standards for all open space areas within each village shall adhere to Section 2.9: Landscape Architecture (page 2-63).
- 10) Architectural Design
A design theme will be consistently applied throughout Sonoma Highlands. Specific architectural design criteria is outlined in Chapter 3.

Exhibit 2-8 Standards Small Lot Fencing Concept



2.3.2.B Z-Lots or Bungalow Site Design Standards

Design Concept

The street and lot layout is intended to provide a pedestrian scale neighborhood of zero lot line housing or bungalows that feature garage access from private streets or alleys and pedestrian access to sidewalks in surrounding common areas and adjacent collector streets. Refer to Exhibit 2-9: Conceptual Z-Lot (below) and 2-10: Alternative Conceptual Z-Lot (page 2-23) for typical site plan concepts. All villages developed with this product type must adhere to the following standards:

Exhibit 2-9: Conceptual Z-Lot

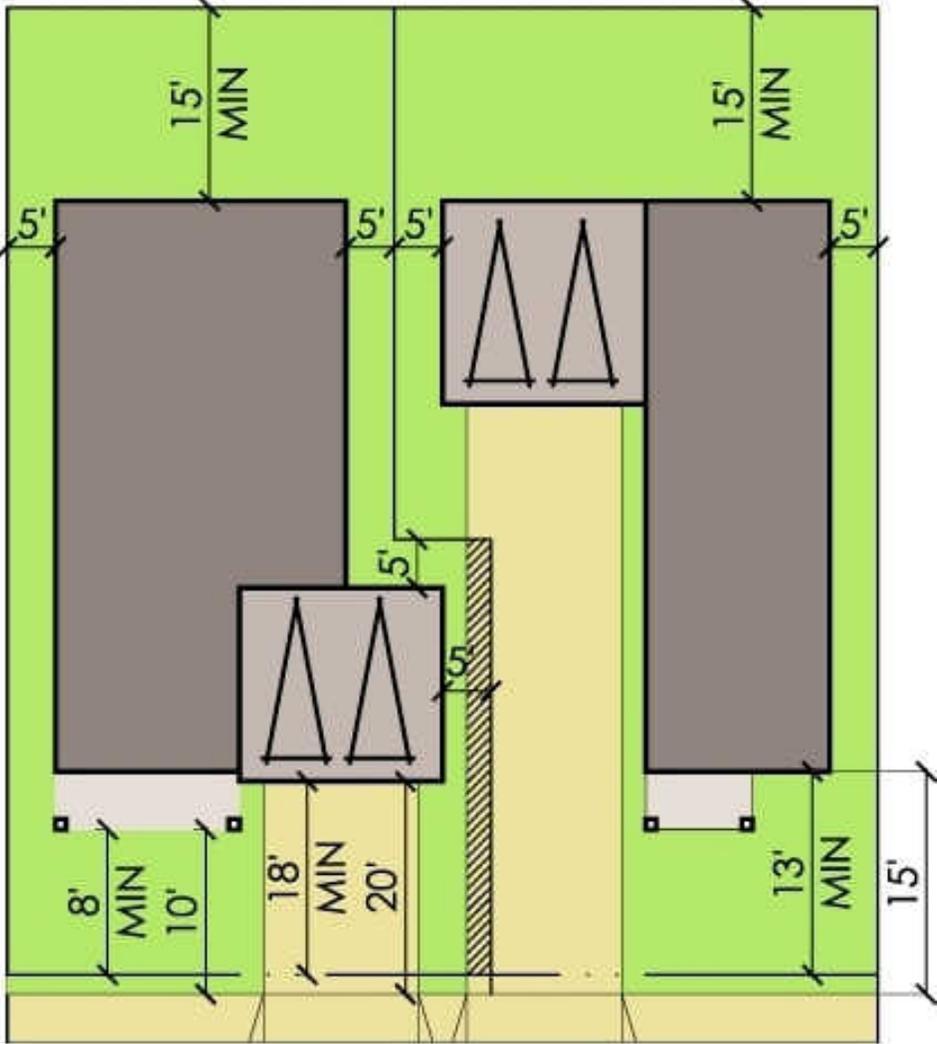
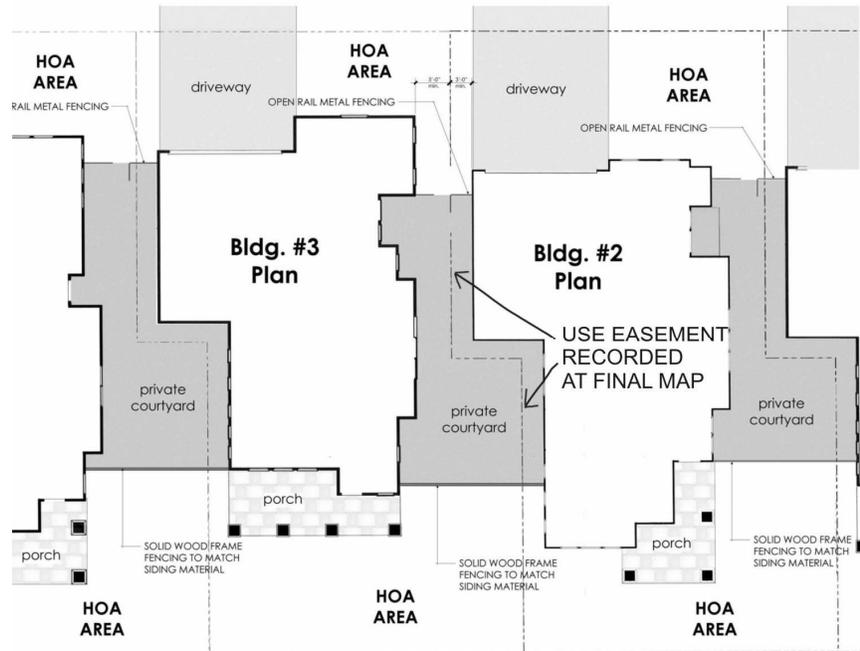
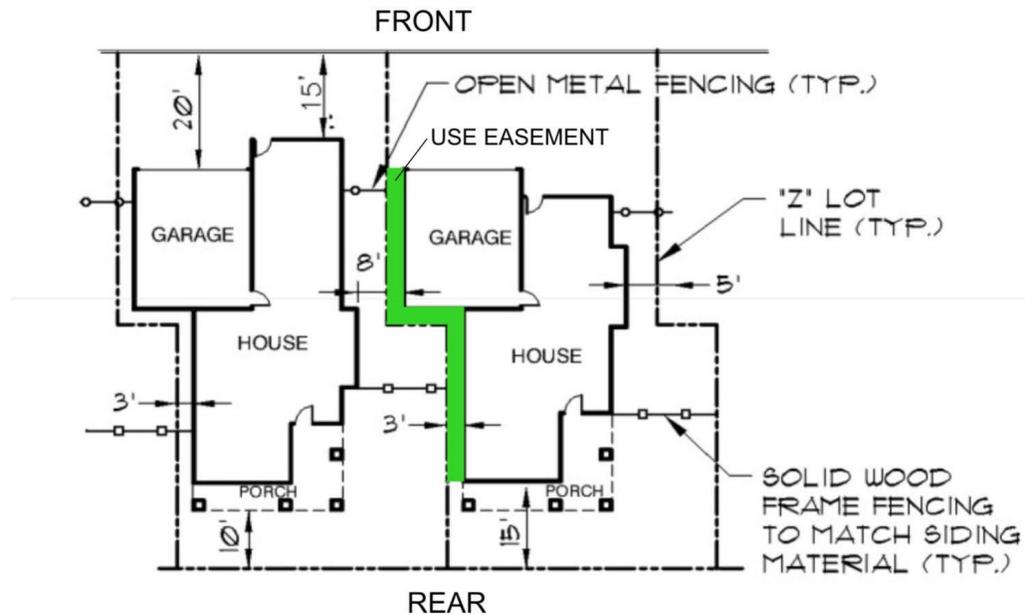


Exhibit 2-10: Alternative Conceptual Z-Lot



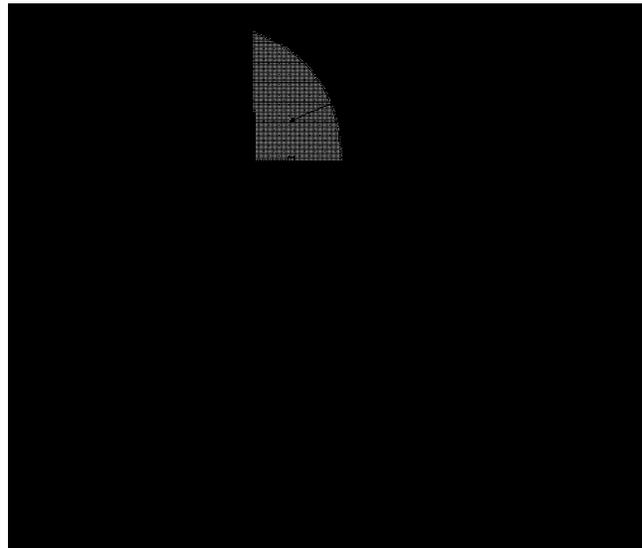
- 1) The Z-Lot side of the dwelling will be shifted off the property line at least three feet (3') to allow maintenance and drainage access, with a Use Easement granted to the adjacent owner. Refer to Exhibit 2-11: Z-Lot Easement Concept (below) for typical lot configuration.

Exhibit 2-11: Z-Lot Easement Concept



- 2) Garages shall be setback a minimum of 20' from back of sidewalk to permit unimpeded pedestrian access when vehicles are parked in driveways. Side entry garages shall meet minimum house setbacks while providing a minimum 20' depth of on site parking spaces in front of garage doors. This does not apply to alley-loaded products where a five foot (5') driveway is allowed.
- 3) Garages facing streets shall be integrated into the design such that they do not present themselves as the predominate element of the front elevation of a structure wherever possible.
- 4) All driveways, lead-walks and front yard porches/patios shall be constructed of a minimum of 4" poured in place Concrete or pre-cast concrete traffic rated pavers and not to exceed 12% slope. All driveway widths shall be at a minimum equal to the width of the garage door and intersect local streets at a 90-degree angle. If patterns or colors are proposed for these components they shall be identified and approved by the SHDRC.
- 5) Usable Outdoor Space
Minimum usable rear or side yard space shall be 300 square feet for a two-bedroom residence and an additional 100 square feet for each additional bedroom.
- 6) Corner Lot Sight Visibility Triangle
No structure or fence shall be allowed in the sight visibility triangle formed by a rectangle that is fifteen feet (15') wide and thirty feet (30') deep measured from the back of curb on a corner lot. Refer to Exhibit 2-12: Z-Lot Corner Lot Sight Visibility Triangle (below).

Exhibit 2-12: Z-Lot Corner Lot Sight Visibility Triangle



- 7) Fences may be located five feet (5') from the back of curb or back of sidewalk when the sidewalk is on that side of the street on a corner lot. Fencing shall be in conformance with Exhibit 2-10: Alternative Conceptual Z-Lot (page 2-23). Specific design criteria for fencing and walls are outlined in Section 2.12: Fencing/Walls (page 2-85).

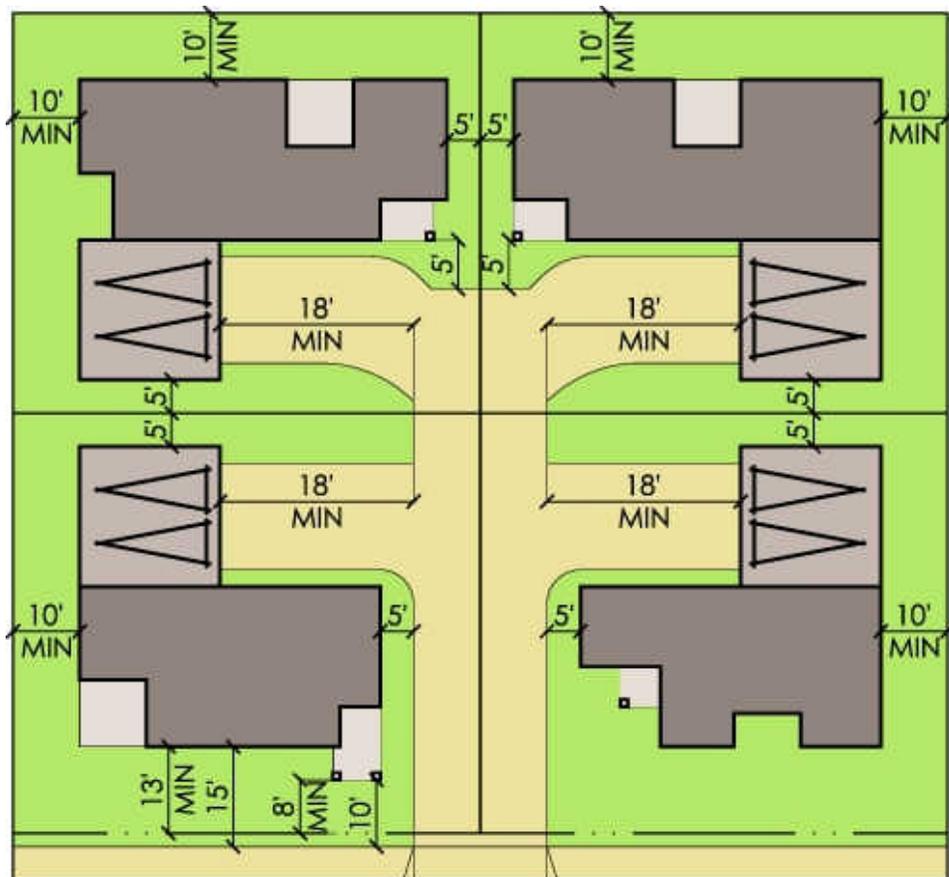
- 8) Please refer to Section 2.1.3 (page 2-5) for Construction, Operation, and Maintenance standards. Model Home Complexes, temporary sales trailer and construction yards shall be reviewed and approved by the SHAC and Administrator at the time of Sales Office permit application.
- 9) Landscape standards for all open space areas within each village shall adhere to Section 2.9: Landscape Architecture (page 2-63).
- 10) Architectural Design
A design theme will be consistently applied throughout Sonoma Highlands. Specific architectural design criteria is outlined in Chapter 3.

2.3.2.C Cluster/Motor Court Site Design Standards

Design Concept

The street and lot layout is intended to provide a pedestrian scale neighborhood of zero lot line housing or bungalows that feature garage access from private streets or alleys and pedestrian access to sidewalks in surrounding common areas and adjacent collector streets. Refer to Exhibit 2-13: Conceptual Cluster/Motor Court Design (below) for typical site plan concept. All villages developed with the Cluster/Motor Court design must adhere to the following standards:

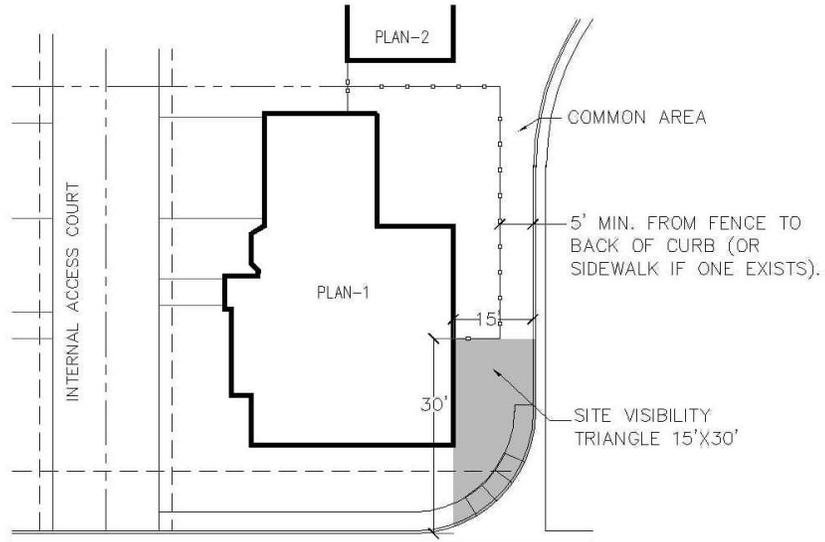
Exhibit 2-13 Conceptual Cluster/Motor Court Design



- 1) All driveways, lead-walks and front yard porches/patios shall be constructed of a minimum of 4" poured in place Concrete or pre-cast concrete traffic rated pavers and not to exceed 12% slope. All driveway widths shall be at a minimum equal to the width of the garage door and intersect local streets at a 90-degree angle. If patterns or colors are proposed for these components they shall be identified and approved by the SHDRC.
- 2) Usable Outdoor Space
Minimum usable rear or side yard space shall be 300 square feet for a two-bedroom residence and an additional 100 square feet for each additional bedroom.

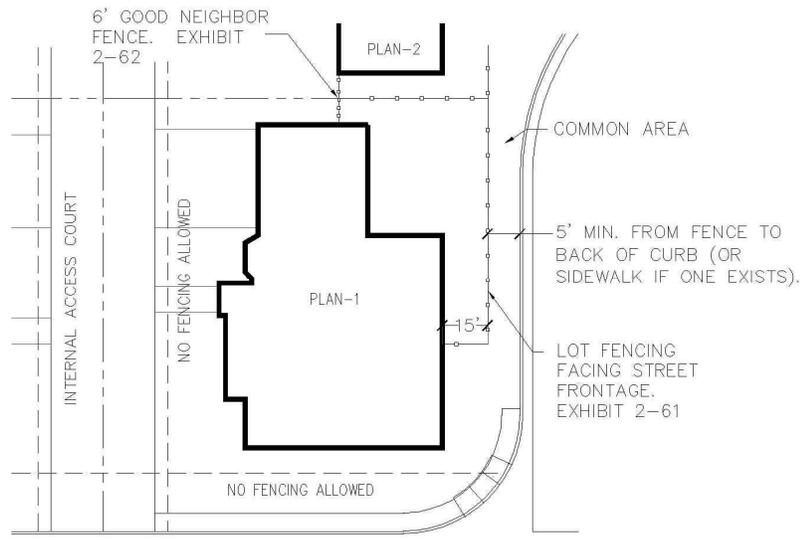
- 3) **Corner Lot Sight Visibility Triangle**
 No structure or fence shall be allowed in the sight visibility triangle formed by a rectangle that is fifteen feet (15') wide and thirty feet (30') deep measured from the back of curb on a corner lot. See Exhibit 2-14: Cluster Lot Corner Sight Visibility Triangle (below).

Exhibit 2-14: Cluster Lot Corner Sight Visibility Triangle



- 4) **Cluster/Motor Court Fence Concept**
 Fences may be located five feet (5') from the back of curb or back of sidewalk when the sidewalk is on that side of the street on a corner lot. Fencing shall be in conformance with Exhibit 2-15: Cluster Lot Fencing Concept (below). Specific design criteria for fencing and walls are outlined in Section 2.12: Fencing/Walls (page 2-85).

Exhibit 2-15: Cluster Lot Fencing Concept



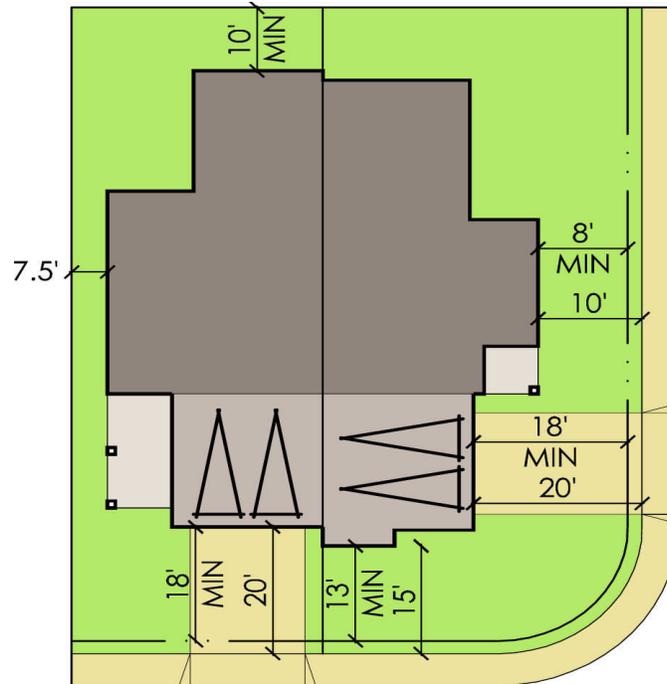
- 5) Please refer to Section 2.1.3 (page 2-5) for Construction, Operation, and Maintenance standards. Model Home Complexes, temporary sales trailer and construction yards shall be reviewed and approved by the SHDRC and Administrator at the time of Sales Office permit application.
- 6) Landscape standards for all open space areas within each village shall adhere to Section 2.9: Landscape Architecture (page 2-63).
- 7) Architectural Design
A design theme will be consistently applied throughout Sonoma Highlands. Specific architectural design criteria is outlined in Chapter 3.

2.3.2.D Duplex Site Design Standards

Design Concept

The street and lot layout is intended to provide a pedestrian scale neighborhood of zero lot line housing or bungalows that feature garage access from private streets or alleys and pedestrian access to sidewalks in surrounding common areas and adjacent collector streets. Refer to Exhibit 2-16: Conceptual Duplex Design (below) for typical site plan concept. All villages developed with a Duplex product must adhere to the following standards:

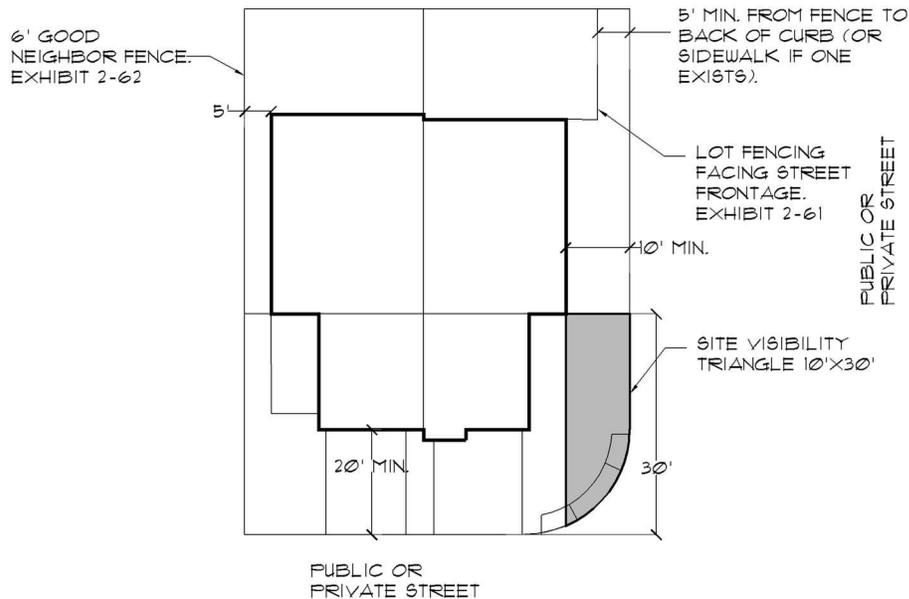
Exhibit 2-16: Conceptual Duplex Design



- 1) Garages shall be setback a minimum of 20' from back of sidewalk to permit unimpeded pedestrian access when vehicles are parked in driveways. Side entry garages shall meet minimum house setbacks while providing a minimum 20' depth of on site parking spaces in front of garage doors. This does not apply to alley-loaded products where a five foot (5') driveway is allowed.
- 2) All driveways, lead-walks and front yard porches/patios shall be constructed of a minimum of 4" poured in place Concrete or pre-cast concrete traffic rated pavers and not to exceed 12% slope. All driveway widths shall be at a minimum equal to the width of the garage door and intersect local streets at a 90-degree angle. If patterns or colors are proposed for these components they shall be identified and approved by the SHDRC.

- 3) Usable Outdoor Space
Minimum usable rear or side yard space shall be 300 square feet for a two bedroom residence and an additional 100 square feet for each additional bedroom.
- 4) Corner Lot Sight Visibility Triangle
No structure or fence shall be allowed in the sight visibility triangle formed by a rectangle that is fifteen feet (15') wide and thirty feet (30') deep measured from the back of curb on a corner lot. Refer to Exhibit 2-17: Duplex Lot Sight Visibility Triangle and Fencing Concept (below).
- 5) Duplex Fence Concept
Refer to Exhibit 2-17: Duplex Lot Sight Visibility Triangle and Fencing Concept (below) for typical fencing.

Exhibit 2-17: Duplex Corner Lot Sight Visibility Triangle and Fencing Concept



- 6) Please refer to Section 2.1.3 (page 2-5) for Construction, Operation, and Maintenance standards. Model Home Complexes, temporary sales trailer and construction yards shall be reviewed and approved by the SHDRC and Administrator at the time of Sales Office permit application.
- 7) Landscape standards for all open space areas within each village shall adhere to Section 2.9: Landscape Architecture (page 2-63).
- 8) Architectural Design
A design theme will be consistently applied throughout Sonoma Highlands. Specific architectural design criteria is outlined in Chapter 3.

2.3.2.E Townhome Site Design Standards

Design Concept

The street and lot layout is intended to provide a pedestrian scale neighborhood of zero lot line housing or bungalows that feature garage access from private streets or alleys and pedestrian access to sidewalks in surrounding common areas and adjacent collector streets. Property ownership will be determined at mapping stage and may include some land or may only be a building envelope or interior space. All common areas will be maintained by a property management company. Please refer to Exhibit 2-18: Conceptual Townhome Configuration (below). All villages developed with Townhomes shall adhere to the following standards:

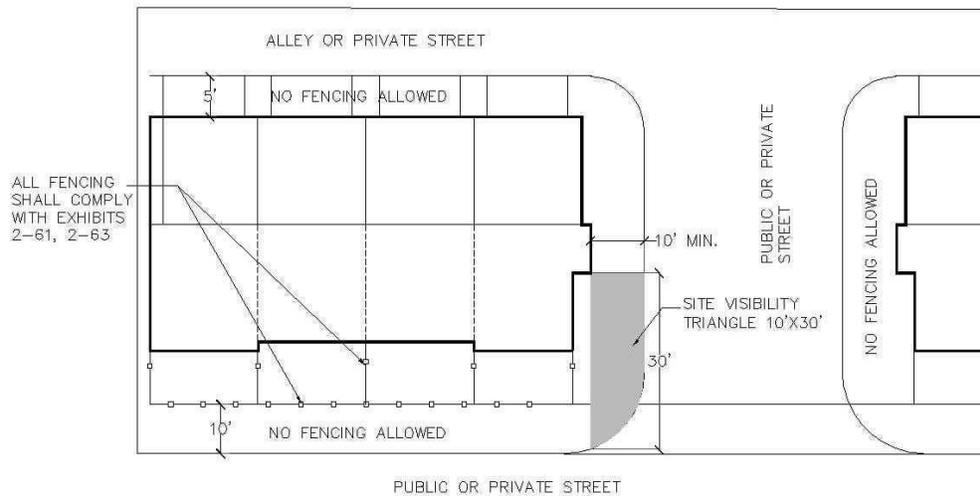
Exhibit 2-18: Conceptual Townhome Configuration



- 1) All driveways, lead-walks and front yard porches/patios shall be constructed of a minimum of 4" poured in place Concrete or pre-cast concrete traffic rated pavers and not to exceed 12% slope. All driveway widths shall be at a minimum equal to the width of the garage door and intersect local streets at a 90-degree angle. If patterns or colors are proposed for these components they shall be identified and approved by the SHDRC.
- 2) Usable Outdoor Space
Minimum usable rear or side yard space shall be 300 square feet for a two bedroom residence and an additional 100 square feet for each additional bedroom.

- 3) **Corner Lot Sight Visibility Triangle**
No structure or fence shall be allowed in the view corridor formed by a rectangle that is ten feet (10') wide and thirty-five feet (35') deep measured from the back of curb on a corner lot. Refer to Exhibit 2-19: Townhome Corner Lot Sight Visibility Triangle and Fencing Concept (below).
- 4) **Townhome Fence Concept**
Refer to Exhibit 2-19: Townhome Corner Lot Sight Visibility Triangle and Fencing Concept (below) for typical fencing. Fencing type may be a solid fence or a view fence and will be determined with the associated Tentative Map. All fencing will be per Section 2.12: Fencing and Walls (page 2-85).

Exhibit 2-19: Townhome Corner Lot Sight Visibility Triangle and Fencing Concept



- 5) Please refer to Section 2.1.3 (page 2-5) for Construction, Operation, and Maintenance standards. Model Home Complexes, temporary sales trailer and construction yards shall be reviewed and approved by the SHDRC and Administrator at the time of Sales Office permit application.
- 6) Landscape standards for all open space areas within each village shall adhere to Section 2.9: Landscape Architecture (page 2-63).
- 7) **Architectural Design**
A design theme will be consistently applied throughout Sonoma Highlands. Specific architectural design criteria is outlined in Chapter 3.

2.3.3 8.1 – 18.0 Dwelling Units/Acre

LAND USE DESCRIPTION	8.1 - 18.0 du/ac			
	This Land Use designation allows for multi-family dwelling units such as apartments, condos, triplexes and townhomes.			
	Apartments	Condominiums	Triplexes	Townhomes
BUILDING INTENSITY				
Project Site Area	5 acre min	5 acre min	5 acre min	5 acre min
Project Site Width	100' min	100' min	100' min	100' min
Building Height	40' max / 3 stories	40' max / 3 stories	40' max / 3 stories	40' max / 3 stories
Maximum Coverage	50% max	50% max	50% max	50% max
Min. Lot Area/Dwelling	900 sq ft	900 sq ft	1,500 sq ft	2,000 sq. ft.
Note: Lot size shall take precedence over minimum lot dimensions.				
LANDSCAPING				
Landscape Required	20% min	20% min	20% min	20% min
BUILDING SETBACKS FROM SITE BOUNDARIES				
To building	10' min	10' min	10' min	10' min
To porch / patio	10' min	10' min	10' min	10' min
Building Separation	20' min	20' min	20' min	20' min
Building to Public R-O-W	20' min	20' min	20' min	20' min

- Accessory structures allowed in the 8.1 – 18.0 du/ac Land Use designation are buildings used as a clubhouse, pool house, covered garages, or other buildings that are used for the benefit and use of the residents of the development.
- Site design objectives of the multi-family development areas shall incorporate principles which take maximum advantage of the community amenities, utilizing open spaces, trail and pathway systems within Sonoma Highlands; promote safe and efficient vehicular movement, with adequate and easily accessible parking areas; and create a pleasant living environment where the Multi-family units blend into Sonoma Highlands' planned community.

- Multi-family developments shall be designed around outdoor spaces and courtyards including landscaping amenities and central recreation and congregation facilities interconnected with walkways, creating focal points throughout the multi family development. These walkways shall interconnect with Sonoma Highlands' open space/trail and pathway systems linking the residents of these communities to parks and other public amenities within the development. All multi-family attached developments over 50 units must have at least five (5) of the following recreational amenities that are appropriate to the target market and must be approved by the Administrator:
 - Swimming pool
 - Spa
 - Secure children's play area with play equipment
 - Tennis court
 - Exercise equipment
 - Horseshoes
 - Game room
 - Community room
 - Par course
 - Walking trails (minimum ¼ mile in total length)
 - Picnic areas to include tables and barbeques
 - Volleyball court
 - Basketball court

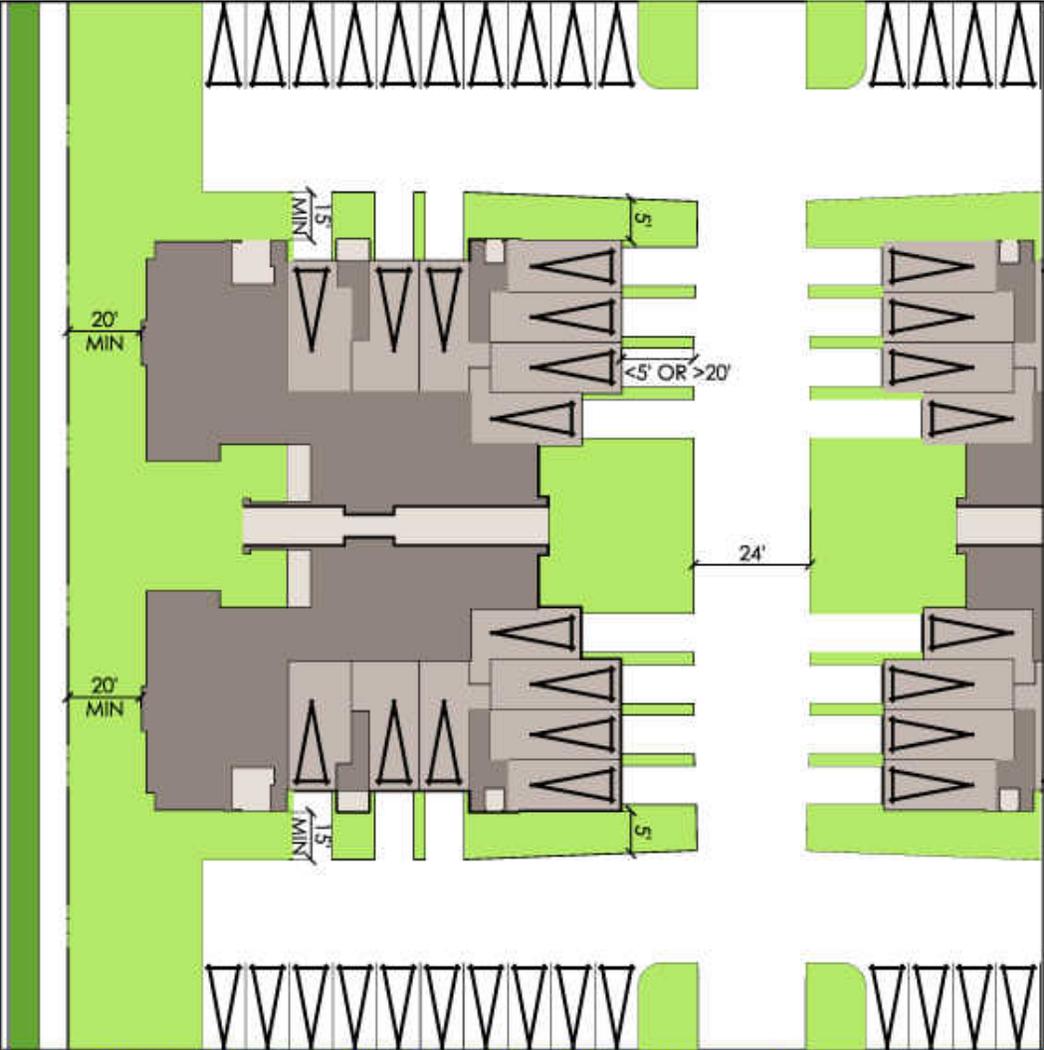
- No RV or boat storage will be allowed within the multi-family development except in dedicated storage areas designated for use by the residents of that village only and must be screened with walls or landscaping per Section 2.9: Landscape Architecture (page 2-63).

2.3.3.A Apartment/Condominium Site Design Standards

Design Concept

Please refer to Exhibit 2-20 (below) for Conceptual Apartments/Condominiums Configuration. All villages developed as apartments or condominiums must adhere to the following standards:

Exhibit 2-20: Conceptual Apartments/Condominiums Configuration



- 1) **Parking Requirements**
Adequate parking areas for residents and guests, with consideration of parking vicinity to dwelling units, shall be provided throughout the site. Avoid long, uninterrupted expansive corridors of parking over 100 feet long. Parking stalls along project entry drives will not be allowed.

Handicap units and parking shall be per City of Sparks Municipal Code at the time of development.

Refer to Section 2.7: Parking Standards (page 2-62) for specific parking requirements.

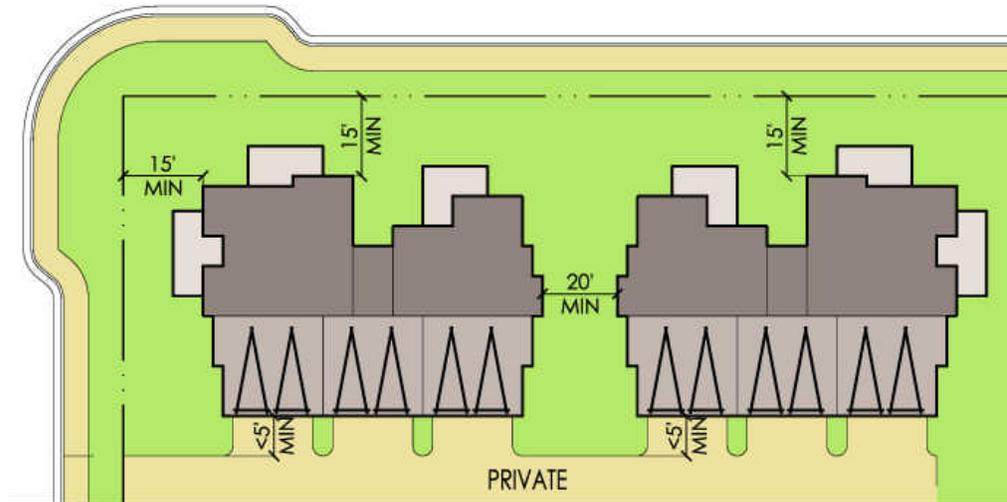
- 2) Minimize the use of solid walls along property lines and public ROWs. Screening and sound attenuation may be best achieved through berming and landscaping. When used, walls shall be decorative and complementary to the architecture of the buildings. Walls and fences shall be in compliance with Section 2.12: Fencing/Walls of this Handbook (page 2-85). All proposed walls and fences shall be submitted to the SHDRC and Administrator at Site Plan Review.
- 3) Trash Enclosures shall not be visible from any public thoroughfare, open space or amenity areas.
- 4) Trash Enclosures shall be enclosed on all four sides with minimum seven foot (7') walls and gates which complement the building architecture. Gates shall be steel framed with 80% screening, consistent with the building architecture and will be constructed of the same durable materials as the building it serves.
- 5) Site design and landscaping shall provide recreational spaces and/or community site amenities.
- 6) All Multi-Family developments shall incorporate outdoor barbeques, with tables and eating areas in centrally located courtyards or recreation areas of the project. Barbeque or other outdoor cooking devices are specifically prohibited from use on individual unit patios and decks.
- 7) There shall be a directory sign for the complex located at the entrance to aid visitors and emergency response.
- 8) No RV or boat storage will be allowed within the Multi-family development, except in dedicated storage areas, meeting appropriate screening requirements.
- 9) Please refer to Section 2.1.3 (page 2-5) for Construction, Operation, and Maintenance standards. Model Home Complexes, temporary sales trailer and construction yards shall be reviewed and approved by the SHDRC and Administrator at the time of Sales Office permit application or grading permit.
- 10) Landscape standards for all open space/common areas within each village shall adhere to Section 2.9: Landscape Architecture (page 2-63).
- 11) Architectural Design
A design theme will be consistently applied throughout Sonoma Highlands. Specific architectural design criteria is outlined in Chapter 3.

2.3.3.B Triplex Site Design Standards

Design Concept

Please refer to Exhibit 2-21 (below) for Conceptual Triplex Configuration. All villages developed as Triplexes must adhere to the following standards:

Exhibit 2-21: Conceptual Triplex Configuration



- 1) Garages shall be setback a minimum of 20' from property line to permit unimpeded pedestrian access when vehicles are parked in driveways. Side entry garages shall meet minimum house setbacks while providing a minimum 20' depth of on site parking spaces in front of garage doors. This does not apply to alley-loaded products where a 5' driveway is allowed.
- 2) All driveways, lead-walks and front yard porches/patios shall be constructed of a minimum of 4" poured in place Concrete or pre-cast concrete traffic rated pavers and not exceed 12% slope. All driveway widths shall be at a minimum equal to the width of the garage and intersect local streets at a 90-degree angle. If patterns or colors are proposed for these components they shall be identified and approved by the SHDRC.
- 3) Fences shall be located five feet (5') from the back of curb or back of sidewalk when sidewalk exists. Specific design criteria for fencing and walls are outline in Section 2.12: Fencing/Walls (page 2-85).
- 4) Corner Lot Sight Visibility Triangle
No structure or fence shall be allowed in the view corridor formed by a rectangle that is ten feet (10') wide and thirty-five feet (35') deep measured from the back of curb on a corner lot.
- 5) Please refer to Section 2.1.3 (page 2-5) for Construction, Operation, and Maintenance standards. Model Home Complexes, temporary sales trailer and construction yards shall be reviewed and approved by the SHDRC and Administrator at the time of Sales Office permit application.

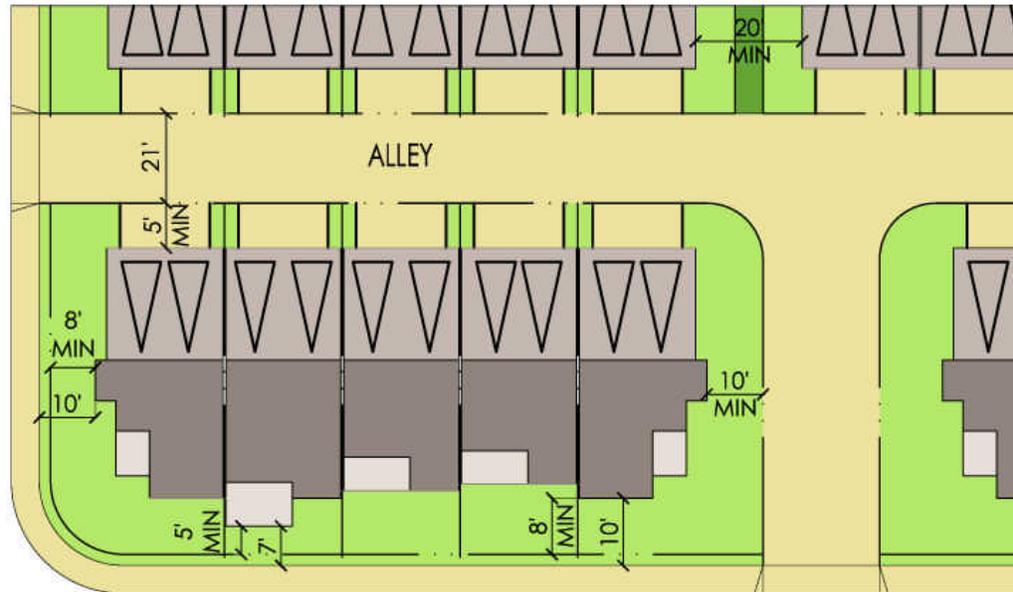
- 6) Landscape standards for all open space/common areas within each village shall adhere to Section 2.9: Landscape Architecture (page 2-63).
- 7) Architectural Design
A design theme will be consistently applied throughout Sonoma Highlands. Specific architectural design criteria is outlined in Chapter 3.

2.3.3.C Townhome Site Design Standards

Design Concept

Please refer to Exhibit 2-22 (below) for Conceptual Townhome Configuration. All villages developed with Townhomes shall conform to the following standards:

Exhibit 2-22: Conceptual Townhome Configuration



- 1) All driveways, lead-walks and front yard porches/patios shall be constructed of a minimum of 4" poured in place Concrete or pre-cast concrete traffic rated pavers and not to exceed 12% slope. All driveway widths shall be at a minimum equal to the width of the garage door and intersect local streets at a 90-degree angle. If patterns or colors are proposed for these components they shall be identified and approved by the SHDRC.
- 2) Usable Outdoor Space
Minimum usable rear or side yard space shall be 300 square feet for a two bedroom residence and an additional 100 square feet for each additional bedroom.
- 3) Corner Lot Sight Visibility Triangle
No structure or fence shall be allowed in the view corridor formed by a rectangle that is ten feet (10') wide and thirty-five feet (35') deep measured from the back of curb on a corner lot. Refer to Exhibit 2-23: Townhome Sight Visibility Triangle and Fencing Concept (page 2-40).
- 4) Townhome Fence Concept
Refer to Exhibit 2-23: Townhome Corner Lot Sight Visibility Triangle and Fencing Concept (page 2-40) for typical fencing.

2.4 NON-RESIDENTIAL DESIGN STANDARDS

The objective of the Non-Residential Design Standards is to provide efficient and attractive office, commercial and open space elements that provide necessary services to the surrounding residential communities. Interconnecting the non-residential elements with the neighboring residential villages via the trail and pathway system, will enhance the sense of community by providing both vehicular and pedestrian access to these facilities.

All non-residential development shall comply with these standards. Where a conflict exists between these development standards and the City of Sparks Municipal Code, the standards established with this Handbook shall apply. Where this Handbook remains silent, the provisions and definitions within the City of Sparks Code shall apply.

2.4.1. MIXED-USE

DESCRIPTION	This designation allows for community & localized retail & service uses along with park & open space amenities within a Village Center setting to employ and serve the local residents.	
BUILDING INTENSITY		
Building Site Coverage	30% max.	
Project Site Area	6,000 sq ft min.	
Building Height	60' max. ¹	
Building Separation	0' or 20' min.	
LANDSCAPING		
Landscape Requirement	Min. 20% of developable area	
BUILDING SETBACKS FROM...	BUILDING	PARKING & DRIVE AISLES
Side Property Line To.....	0' or 10' min.	10' min. ²
Rear Property Line To.....	0' or 20' min.	10' min. ²
Public Right-of-Way To.....	20' min.	15' min.
Building to.....	0' to 20' or greater	5' min.
BUILDING PROJECTIONS	The Sonoma Highlands CC&Rs shall establish allowances for non-structural projections. Minimum vertical clearance for sidewalks shall be 12' and must be 16' for streets.	

¹ - The total building height may extend up to a maximum of sixty feet in height as measured from the finish floor elevation of the ground floor to the highest part of the roof element of the structure. Any structure exceeding 60 feet in height must be approved through the Special Use Permit process established in this handbook.

² - A zero foot (0') setback may be allowed for drive-thru operations upon approval of the SHDRC and the City of Sparks.

- Within the Mixed-Use Center, projections must obtain a public easement license to occupy areas above the public right-of-way.
- All required setback areas shall be landscaped in a manner complementary to the onsite architecture and right-of-way landscape design concepts as further discussed in Section 2.9: Landscape Architecture (page 2-63).

2.4.1.A Mixed-Use Site Design Standards

The objective of the design standards is to provide an efficient and attractive mixed use element that provides necessary services to the surrounding residential communities. The mixed use land use designation allows for a variety of residential and non-residential uses that may include, but are not limited to: commercial, retail, offices, live-work units and community facilities that interconnect with the neighboring residential villages, via the trail and pathway system. This mixed use core will enhance the sense of community by providing both vehicular and pedestrian access to these facilities.

- 1) The Master Developer for the mixed use parcel shall be required to submit a Master Plan for the entire Mixed Use village. At a minimum, the Master Plan shall depict site access, circulation, parking areas, common/landscape areas and building pad locations. This Master Plan shall be subject to a Site Plan Review. Each building must be submitted to the City of Sparks for a Site Plan Review that includes floor plans and colored elevations. The Site Plan Review must be approved prior to the issuance of the first building permit. Multiple buildings may be included in a single Site Plan Review application. At a minimum, improvements (i.e. circulation driveways, landscaping, parking, etc.) shall be phased to ensure conformance with this handbook as well as the Sparks Municipal Code.
- 2) The maximum number of residential units allowed in the mixed use village is 100. However, the total number of units within Sonoma Highlands may never exceed 2,510.
- 3) A community park may be integrated into the mixed use center. If a community park is developed, at least three (3) of the following amenities (or others as agreed by the SHDRC and the Administrator) shall be included into its design:
 - Walking trails with benches
 - Clubhouse
 - Basketball court
 - Soccer field
 - Tennis court
 - BBQ areas with tables
 - Children's play area with equipment
 - Bocce ball court
 - Gazebo
 - Fountain
 - Flower gardens
- 4) Site grading shall accommodate the proposed development. Grading plans shall demonstrate the following:
 - Phasing Plan of the proposed project
 - Proper disposal of strippings, limited stockpiles
 - Balance cut and fill with on site materials when feasible
 - Provide and maintain adequate erosion and dust control measures per regulations

- Site drainage complies with the Best Management Practices to the approval of the Public Works Director and the Administrator.
- Compliance with the slope analysis as established in this handbook (Chapter 1, Section 1.6.4: Slope Analysis (page 1-17)). An updated analysis with a cumulative total of the Undisturbed Area in acres shall be included.

Refer to Section 2.1.2: Grading (page 2-1) of this Design Handbook for additional site work and grading requirements.

- 5) Site drainage shall conform to the requirements of the Sonoma Highlands Flood Control Master Plan, City of Sparks Hydrologic Criteria and Design Manual, and Nevada Department of Environmental Protection Storm Water Discharge Standards (NDEP).
- 6) Disabled access shall be provided for each project as required by Federal, State, and local governmental requirements.
- 7) Parking requirements shall conform to Title 20.49 of the City of Sparks Municipal Code, as well as Section 2.7: Parking Standards (page 2-62).
- 8) Loading and delivery spaces shall be located as far away as possible from single family residential properties. If adjacent to a residential use, a minimum twenty foot (20') landscape buffer must be provided. This buffer shall include evergreen trees planted no further apart than thirty feet (30') on center. If there is a mutual benefit in connecting the residential to the non-residential use, connective elements such as walkways, common landscape areas and unfenced or gated property lines shall be employed. Truck maneuvering/ circulation areas adjacent to residential properties must be designated to prohibit trucks from parking and idling in these locations, except in approved loading spaces and docks.
- 9) Loading areas shall be provided for each freestanding restaurant site or other accommodations made. Loading docks shall not be directly visible from a public street. Screening shall be complete with walls and/or landscaping (80% landscape screening within 3 years) and shall match the design of the building. To discourage the accumulation of trash and stored goods, no area behind mixed use buildings shall be paved unless it is required for parking, circulation, loading activities, or service activities.
- 10) Decorative screen walls that match the buildings' architecture shall observe the same setback requirements as parking along public right-of-ways.
- 11) Trash enclosures shall be enclosed on all four sides with minimum seven foot (7') walls and gates, which complement the building architecture. Gates shall be steel framed with 80% screening, consistent with the building architecture and will be constructed of the same durable materials as the building it serves. The enclosures shall be situated and screened on the site so that their visual impacts are minimal, preferably in service areas, and not visible from public streets.

- 12) Each site design shall specifically address the needs of package pick-up and delivery, as well as the myriad of service vehicles of various sizes that will be visiting a project, as determined through the Site Plan Review process.
- 13) All utilities shall be underground, pursuant to construction specifications of the utility provider.
- 14) All above ground utility appurtenances, i.e. transformers, switch cabinets, backflow preventers, etc., shall be screened from general public view by landscaping, selective placement, or an architectural element of the building(s) they serve.
- 15) Satellite dishes and/or antennas, if used, must be completely screened from the public as viewed from a height of five feet (5') above ground level within 20' of the structure to which it is a part of. Location of Satellite dishes shall be approved by the SHDRC.
- 16) Refer to Section 2.1.3 (page 2-5) for Construction, Operation and Maintenance standards.

2.4.2 NEIGHBORHOOD PARK (NP)

LAND USE DESIGNATION	Neighborhood Park (NP)
DESCRIPTION	This designation allows for the development of active and passive recreational facilities.
BUILDING INTENSITY	
Minimum Park Size	1.5 net acres
Building/Facility Height	35' max.
Building Separation	0' or 20' min.
LANDSCAPING	
Landscape Requirement	Site specific to use
BUILDING SETBACKS FROM R.O.W	
Collector Roads	20' min.
Internal Private Roads	15' min.
Property Line (other than R-O-W)	20' min.

- 1) Neighborhood Parks will be built per Chapter 1, Section 1.6.6: Public Facilities (page 1-19) and Section 1.9: Project Phasing (page 1-31).
- 2) All pathways and trails shall be built per Section 2.6.2: Pedestrian and Recreational Circulation Systems (page 2-57).
- 3) Neighborhood Park designs (including amenities and landscaping) shall be approved by the City of Sparks Parks and Recreations Director.
- 4) Trails and play fields shall be sited with respect to existing drainage patterns, solar orientation and prevailing winds when possible.
- 5) Service and maintenance facilities shall be completely screened from adjacent uses.
- 6) Lighting shall be placed along main pedestrian pathways and placed at intervals appropriate to facilitate the safety of the pedestrian.
- 7) Bollards shall be used along pedestrian pathways to minimize glare and impacts to surrounding uses and shall have a maximum height of 45".
- 8) Site lighting, other than bollards, shall be low intensity and utilize cut-off luminaries to minimize glare and impacts to surrounding residential areas.
- 9) Neighborhood parks shall be sited adjacent to a local public street.
- 10) No onsite parking will be allowed.
- 11) Refer to Section 2.1.3 (page 2-5) for Construction, Operation and Maintenance standards.

2.4.3 OPEN SPACE (OS)

LAND USE DESIGNATION	Open Space (OS)
DESCRIPTION	This designation allows for the development of passive recreational amenities, trails, infrastructure and natural open space.
BUILDING INTENSITY	
Building/Facility Height	35' max.
Building Separation	0' or 20' min.
LANDSCAPING	
Landscape Requirement	Site Specific to Use
BUILDING SETBACKS FROM R-O-W	
Collector Roads	20' min.
Interior Private Roads	15' min.
Property Line (other than R-O-W)	20' min.

- 1) Open Space will be built per Chapter 1, Section 1.6.6: Public Facilities (page 1-20) and Section 1.9: Project Phasing (page 1-32).
- 2) All pathways and trails shall be built per Section 2.6.2: Pedestrian and Recreational Circulation Systems (page 2-57).
- 3) Open Space designs (including amenities and landscaping) shall be approved by the Administrator and the City of Sparks Parks and Recreations Director.
- 4) Service and maintenance facilities shall be completely screened from adjacent uses with screen walls and/or landscaping per Section 2.9: Landscape Architecture (page 2-63).
- 5) Access to public lands will be maintained through the trail network within Open Space corridors (WP Policy 9).
- 6) Trailheads and parking lots shall be constructed by the Master Developer for access to public lands (WP Policy 10). Refer to Exhibit 1-15 for location.
- 7) The Open Space corridor along the eastern boundary of Sonoma Highlands (north of the Jesse Hall Elementary School) will become a 200' buffer to the existing residential development to the East (WP Policy 11) and shall contain a Regional trail or community trail per Chapter 1, Exhibit 1-6: Trail and Pathway System (page 1-22).
- 8) Existing Juniper trees within the open space areas shall be preserved to the extent possible and left within these areas to maintain the natural and historic beauty of the area.
- 9) Refer to Section 2.1.3 (page 2-5) for Construction, Operation and Maintenance standards.

2.5 AGE-RESTRICTED COMMUNITY DESIGN STANDARDS

As an option, Sonoma Highlands may be developed as an age-restricted community in part or in its entirety. Based on HUD requirements the Builder/Developer would be restricting the community to people 55 years old and over. The Federal Register/Vol. S4 No. 13/Monday January 23, 1989/Rules and Regulations, Subpart E – Housing for Older Persons, lists the requirements that will govern this type of development if sought. Verification of the HUD requirements/restrictions will be provided with the first Final Map if this type of development is sought. An age-restricted community, if developed, shall follow all design standards set forth in this handbook in Section 2.3 Residential Design Standards (page 2-15) and Section 2.4: Non-Residential Design Standards (page 2-41), plus the additional following standards:

2.5.1 Recreational Facilities

A central recreational facility will be constructed to accommodate this community and shall include at least five (5) of the following amenities (or others as agreed by the SHDRD and the Administrator):

- Swimming Pool
- Tennis
- Racquetball
- Bocce Ball
- Basketball
- Exercise and workout equipment
- Meeting Rooms
- Activity Coordination
- Personal services geared to meet the need and market demands of this age group

2.5.2 Additional Density

One possible component of an age-restricted community may be a village of assisted/congregate living. Typically these types of uses require an increased density. If this type of facility was to be developed, it would only be allowed in an MDR designated village with an allowed density increase to a maximum of 18 du/ac with approval of the SHDRD and the City of Sparks with a Special Use Permit. However, the total unit count for Sonoma Highlands shall never exceed the allowed 2,510 as established in Chapter 1, Section 1.3: Project Description (page 1-2) and Section 1.11: Permitted Unit Transfers (page 1-50).

2.5.3 Parks and Open Space Planning

Parks and Open Space may be planned differently based on the target market. If Sonoma Highlands becomes an age-restricted community in whole or in part, park sizes and locations may be modified to the approval of the Master Developer and the City of Sparks Parks and Recreations Department. In no case shall the overall park acreage be reduced.

2.6 STREET AND PEDESTRIAN SYSTEMS

2.6.1 Roadways

The performance objective of the street network within Sonoma Highlands is designed to provide for the logical, safe, orderly and efficient movement of vehicular traffic generated from within and beyond the Development boundaries. The hierarchy of these roadways have been planned to accommodate the future growth of the area in and around Sonoma Highlands. These standards are expected to provide satisfactory levels of service well into the future and accommodate potential mass transit service to the community. See Exhibit 2-24: Access and Circulation Plan (Page 2-50). All sidewalks within public right-of-ways and landscaped areas (common areas) adjacent to public right-of-ways shall be constructed of concrete.

The master developer shall secure an easement for the primary access that extends to Lazy 5 Parkway south of the project site to Pyramid Highway to the approval of the City of Sparks prior to mapping and permitting.

Arterials and Collectors Design Standards:

- A) Two Lane Arterials
Two lane arterials shall be situated in a 52' right-of-way and will consist of two 11' travel lanes with adjoining bike lanes on both sides. An 8' (or 10' if Regional) trail will be on one side only and will lie within in a 30' landscaped common area. If such trail is a Regional Trail, it cannot be built with asphalt. If it is not a Regional Trail, it may be asphalt, but would then be required to be maintained by Master Developer/Association per a maintenance agreement with the City of Sparks. A 15' landscaped common area/utility easement will be on the opposite side of the street allowing for utility placement. The variable median width is to allow for an additional two lanes of widening at the time of construction in anticipation of changes in the RTC's traffic model analysis. No direct residential access or on-street parking is permitted. See Exhibit 2-25: Typical Two Lane Arterial Street Cross Section (page 2-51).
- B) Two Lane Arterial – Access Arterial South of Sonoma Highlands
The off site southern entry street will be constructed through property owned by cooperating property owners. The street section will be the same as in A) above, except the adjoining 30 foot and 15 foot landscape easement area will **not** be constructed. Refer to Exhibit 2-27: Typical Access Arterial South of Sonoma Highlands (page 2-52).
- C) Two Lane Arterials – LID Alternate
Two lane arterial designed using LID (Low Impact Development) designs should be situated in a 52' right-of-way consisting of two 11' travel lanes with adjoining 5' bike lanes on both sides. A 6' wide bio-swale will lie outside the right-of-way on both sides and an 8' (or 10' if Regional) trail will be on one side only all within a 30' landscaped common area. If such trail is a Regional Trail, it cannot be built with asphalt. If it is not a Regional Trail, it may be asphalt, but would then be required to be maintained by Master Developer/Association per a maintenance agreement with the City of Sparks. No direct residential access or on-street parking is permitted. See Exhibit 2-26: Typical Two Lane Arterial Street Cross Section (LID Alternative) (page 2-51).
- D) Community Circulator Street

Community circulator streets shall be situated in a 35' right-of-way and consist of two 12' travel lanes with two adjoining 5' bike lanes on both sides. A 5' sidewalk will be on one side only and will lie within a 25' landscaped common area. If sidewalk is built with asphalt, it would be required to be maintained by the Master Developer/Association per a maintenance agreement with the City of Sparks. A 15' landscaped common area/utility easement will be on the opposite side of the street allowing for utility placement. No on-street parking shall be allowed. No direct residential access is permitted. See Exhibit 2-28: Typical Community Circulator Street Cross Section (page 2-52).

- E) **Community Circulator Street with LID Alternate**
Community circulator streets designed using LID (Low Impact Development) designs should be situated in a 35' right-of-way consisting of two 12' travel lanes with adjoining 5' bike lanes on both sides. A 7' bio-swale and 5' sidewalk will lie outside the right-of-way on one side of the street only. The bio-swale and sidewalk will lie within a 25' landscaped common area. If sidewalk is built with asphalt, it would be required to be maintained by the Master Developer/Association per a maintenance agreement with the City of Sparks. A 15' landscaped common area/utility easement, including a 10' wide bio-swale, will be on the opposite side of the street allowing for utility placement. No direct residential access or on-street parking is permitted. See Exhibit 2-29: Typical Community Circulator Street Cross Section (LID Alternative) (page 2-53).
- F) **Village Entries**
Village Entries shall be constructed in a 67' right-of-way consisting of two 20.5' travel lanes with adjoining 5' bike lanes separated by a 5' minimum landscaped median. There shall be a 5' sidewalk on both sides (within the r-o-w) and a 12' landscape area abutting the sidewalks (2' of which lies within the r-o-w). No direct residential access or on-street parking shall be allowed. If street becomes a public street dedicated to the City of Sparks, sidewalks built with asphalt would be required to be maintained by the Master Developer/Association per a maintenance agreement with the City of Sparks. Village entries shall be located at entries into each village as shown with each Tentative Map. See Exhibit 2-30: Typical Village Entry Street Cross Section (page 2-53).
- G) **Landscape on Arterials and Circulators**
All of the above street cross sections shall provide landscape areas on both sides of the right-of-way and shall be installed at the time of roadway construction per the standards of the landscaping section (Section 2.9: Landscape Architecture (page 2-63). Maintenance of the sidewalks shall be the responsibility of the City and a public access easement over the sidewalks shall be granted to the City prior to or concurrent with the approval of a final map for each subdivision. Maintenance of the landscape strip and medians shall be the responsibility of the Homeowners or Owner's Association.
- H) **Loop Road**
The Loop Road shall be situated in an 85' right-of-way consisting of one 12' travel lane and one 11' travel lane with an adjoining 5' bike lane. There is an 8' wide sidewalk on both sides of the street abutting the curb. If sidewalk is built with asphalt, it would be required to be maintained by the Master Developer/Association per a maintenance agreement with the City of Sparks. See Exhibit 2-33: Typical Loop Road (page 2-55). An LID Alternative has also been established as shown on Exhibit 2-34: Typical Loop Road (LID Alternative) (page 2-55).

Local Residential Streets Design Standards:

- I) Local Residential Street
Local residential streets shall be situated in a 50' right-of-way consisting of two 11' travel lanes and 6' parking lanes on both sides with 4' sidewalks abutting curbs (within the r-o-w) on both sides. See Exhibit 2-31: Typical Local Residential Street Cross Section (page 2-54). An LID Alternative has also been established as shown on Exhibit 2-32: Typical Local Residential Cross Section (LID Alternative) (page 2-54).
- J) Private Residential Street
Private residential streets shall be situated in a 31' access and utility easement. A four foot (4') sidewalk shall be required on one side only. At the time of Tentative Map, right-of way design will be reviewed for size suitability and sidewalks shall be required on both sides to provide required pedestrian access. See Exhibit 2-35: Typical Private Street Cross Section (page 2-56).
- K) Alleys
Alleys within LMDR and MDR areas shall have a minimum of 20 feet with no parking. Alleys shall not be used as an emergency access road. Refer to Exhibit 2-36: Typical Alley Cross Section (page 2-56) for a cross-section of an alley.

Exhibit 2-24: Access and Circulation Plan

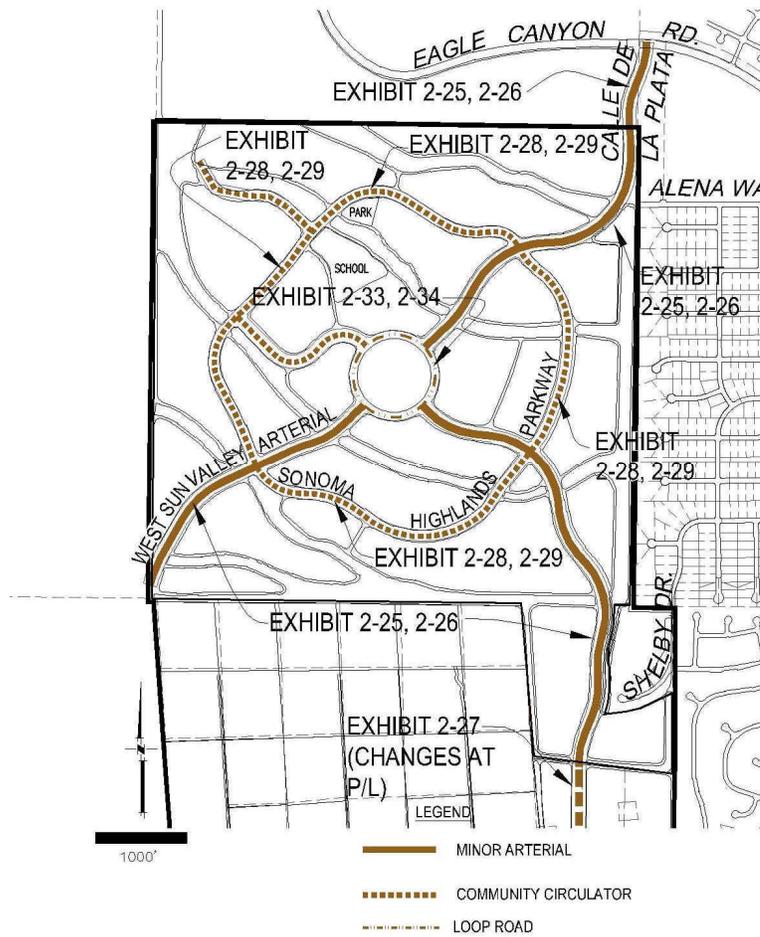


Exhibit 2-25: Typical Two Lane Arterial Street Cross Section

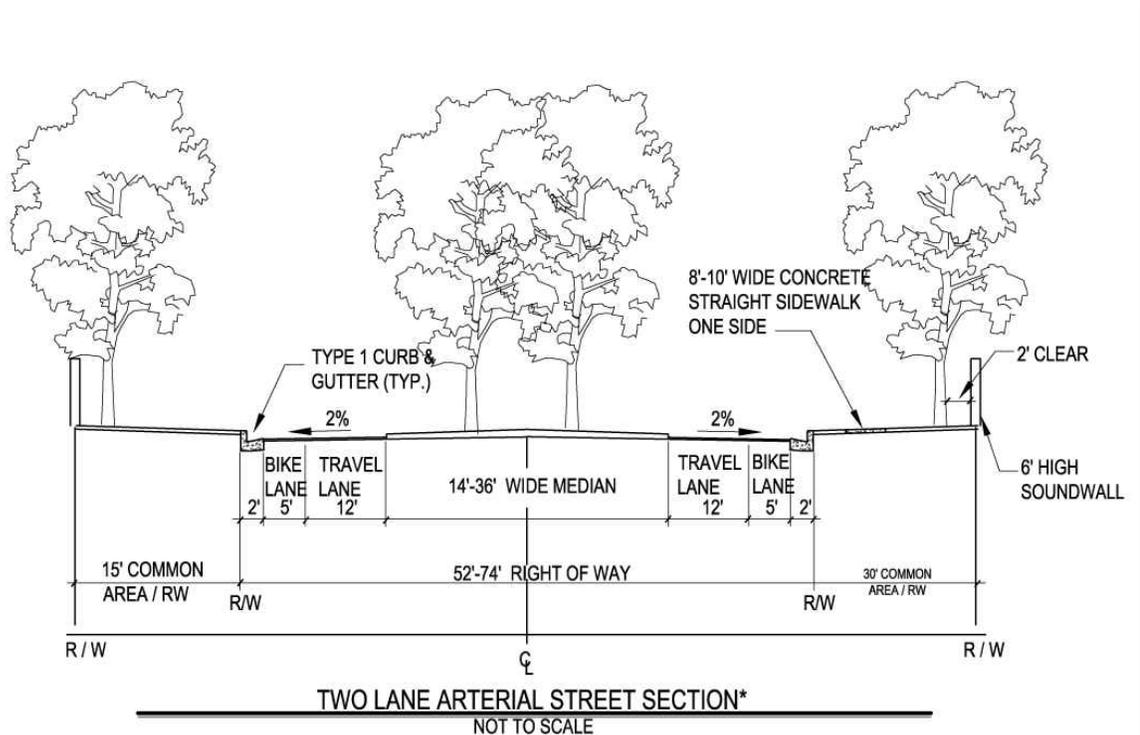


Exhibit 2-26: Typical Two Lane Arterial Street Cross Section (LID Alternative)

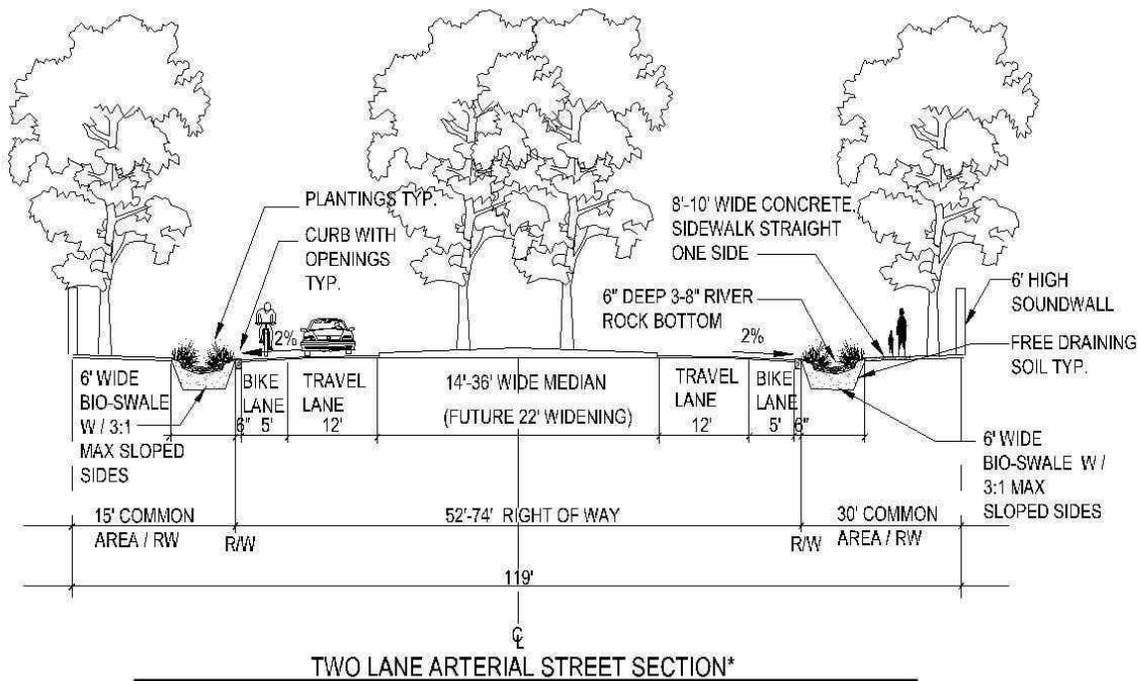


Exhibit 2-27: Typical Access Arterial South of Sonoma Highlands

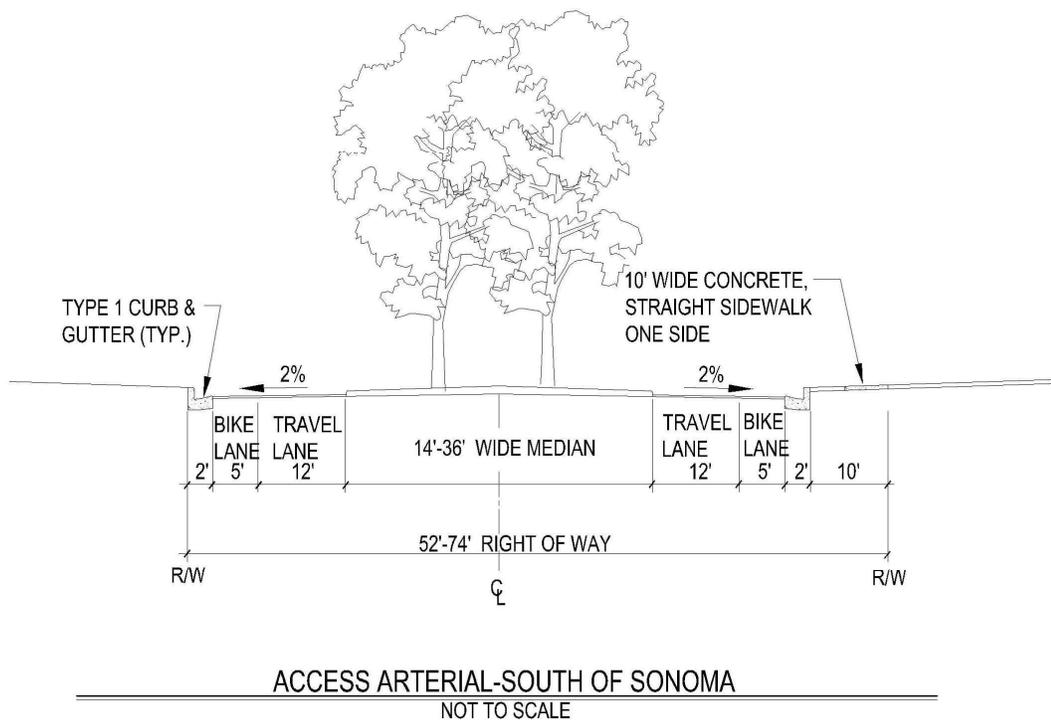


Exhibit 2-28: Typical Community Circulator Street Cross Section

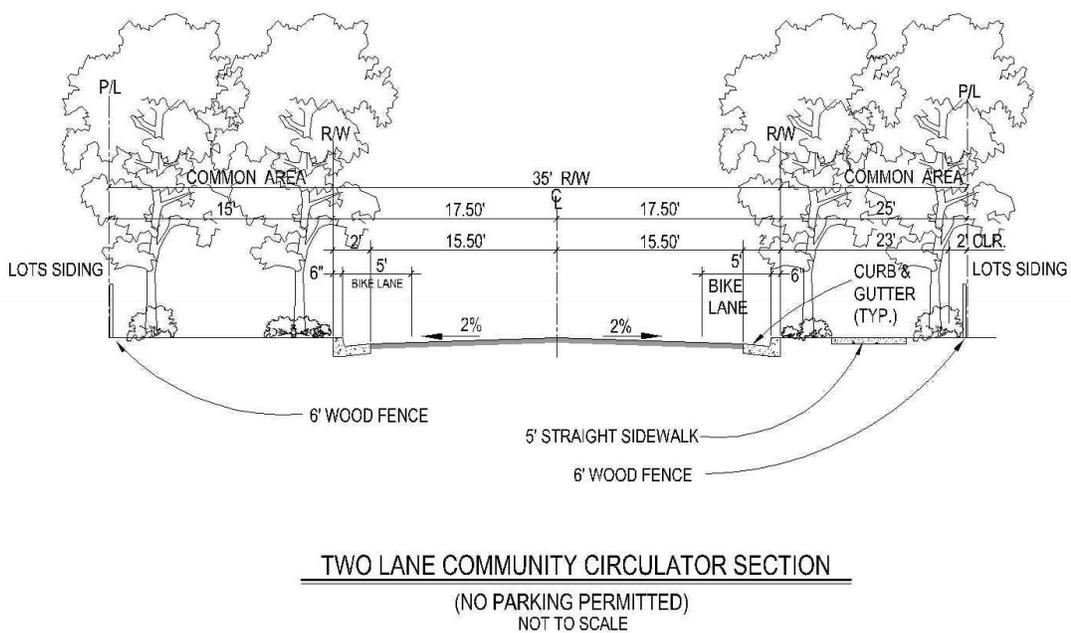


Exhibit 2-29: Typical Community Circulator Street Cross Section (LID Alternative)

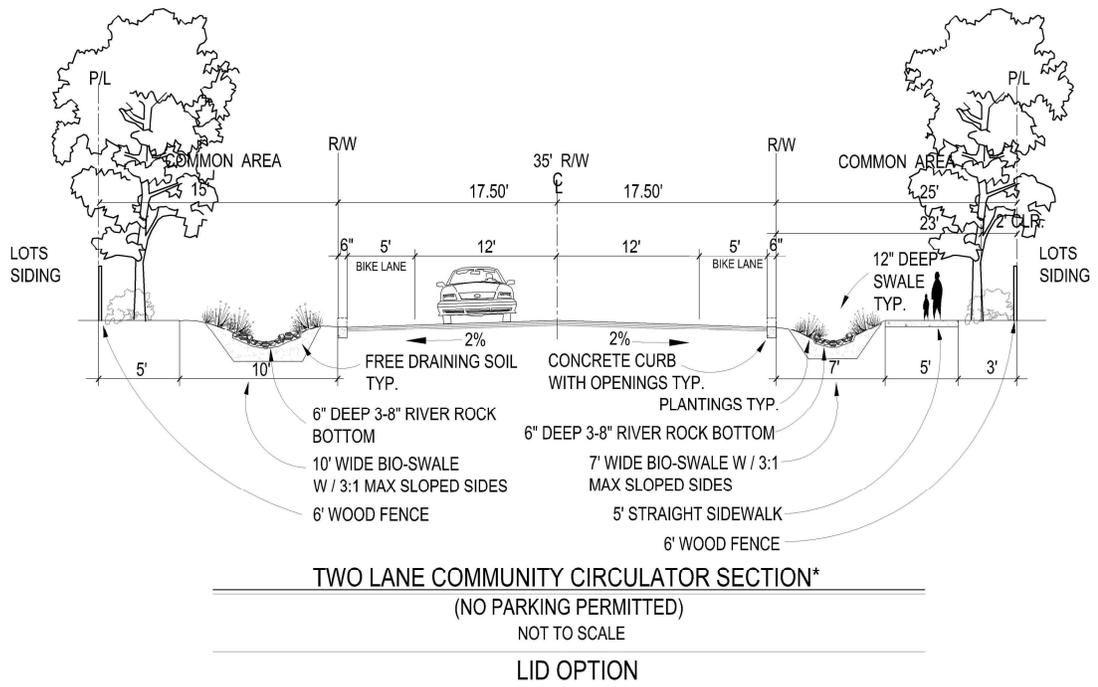


Exhibit 2-30: Typical Village Entry Street Cross Section

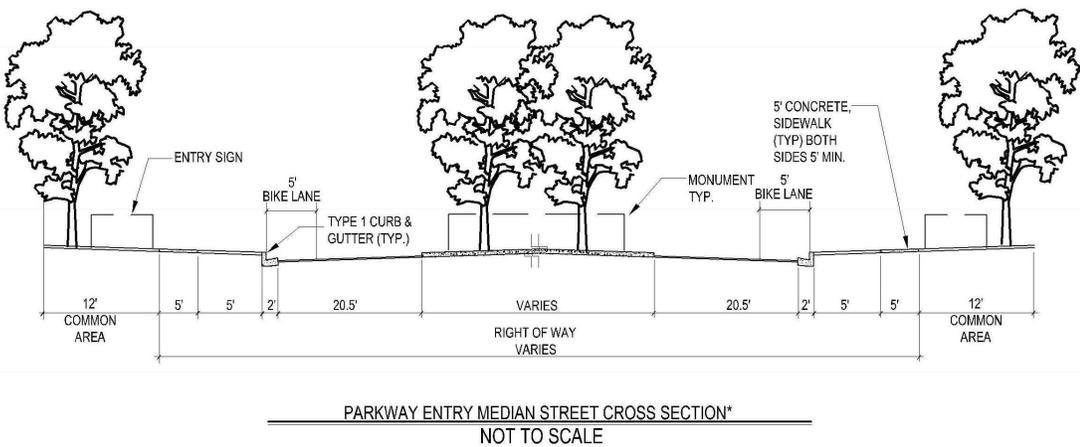


Exhibit 2-31: Typical Local Residential Street Cross Section

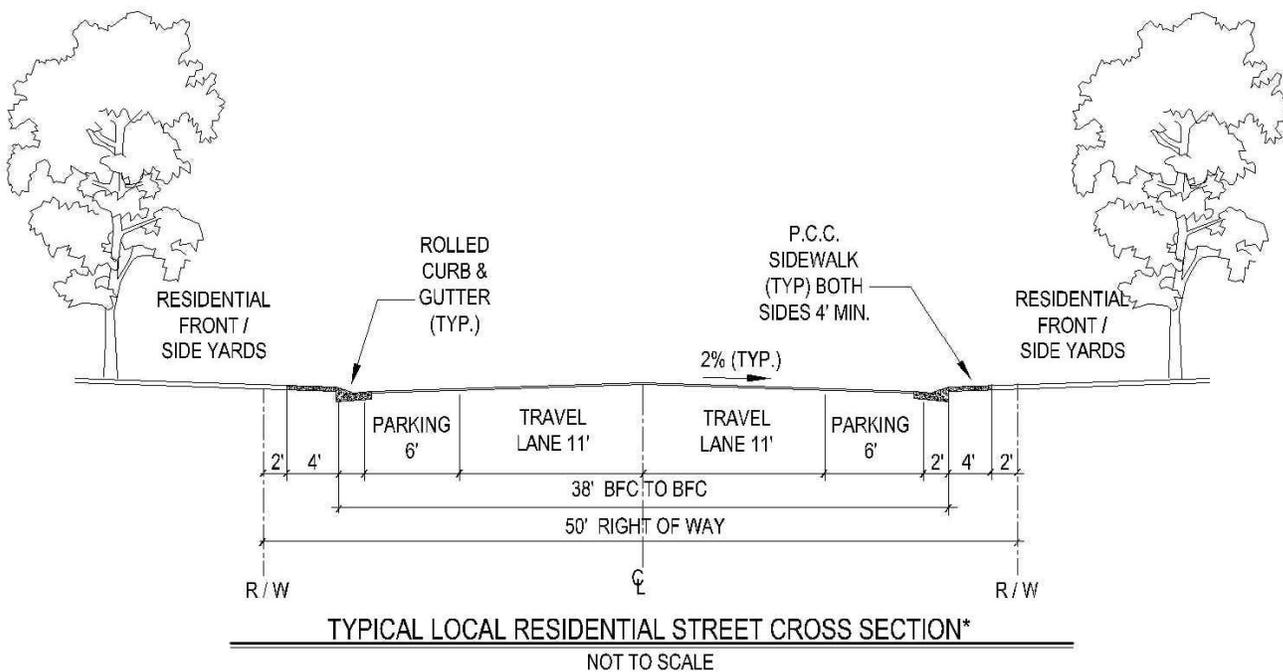


Exhibit 2-32: Typical Local Residential Street Cross Section (LID Alternative)

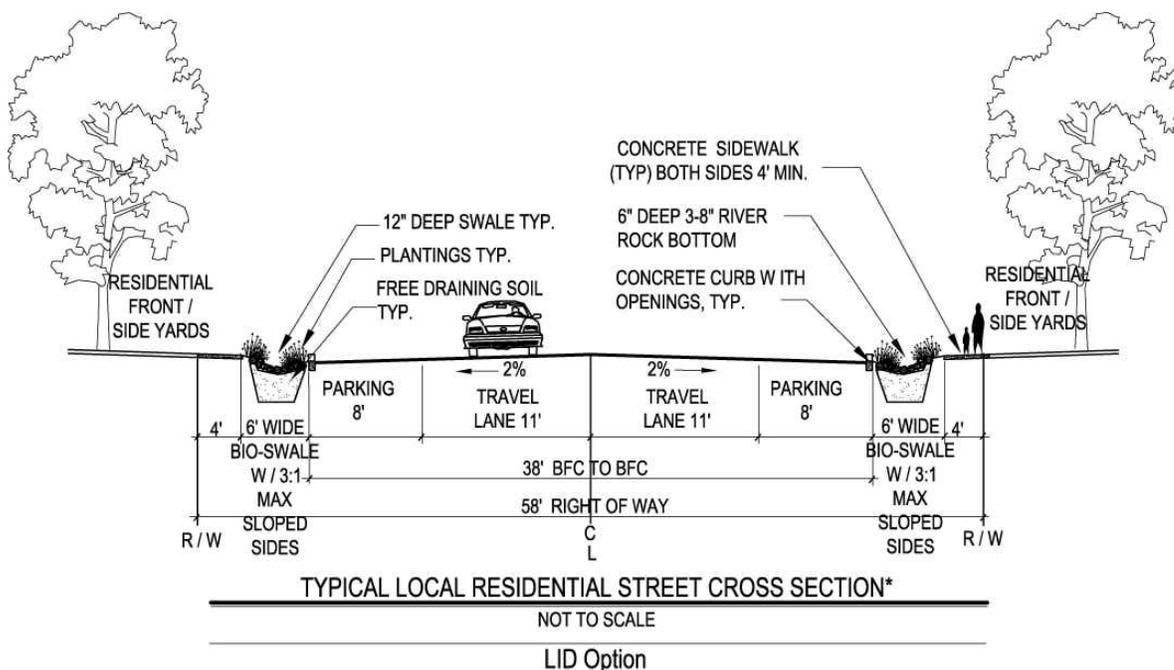


Exhibit 2-33: Typical Loop Road

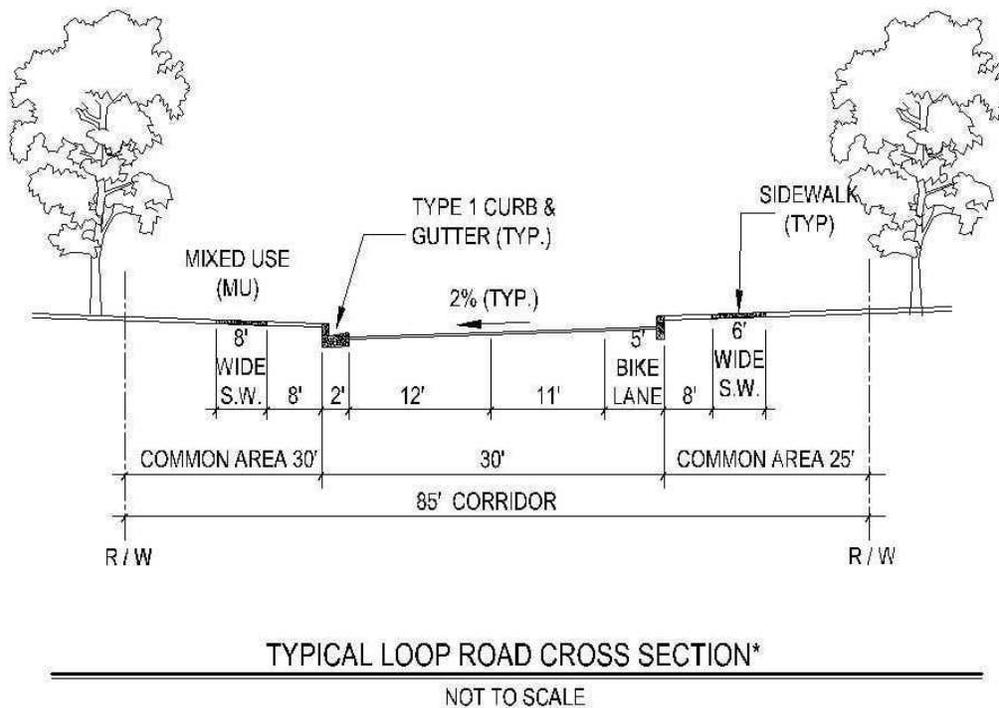


Exhibit 2-34: Typical Loop Road (LID Alternative)

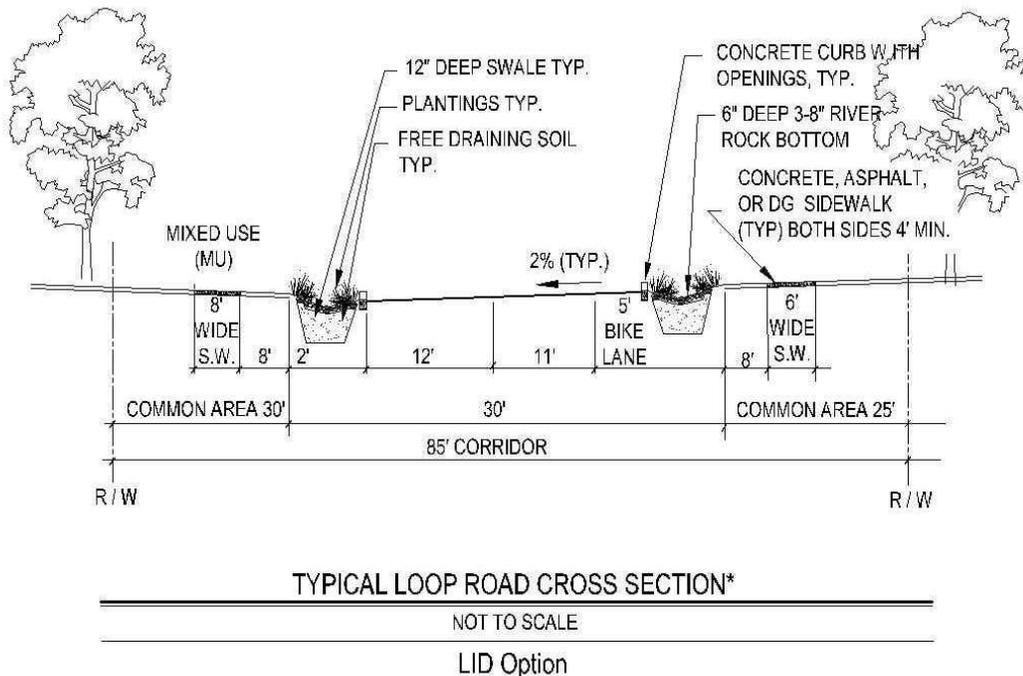


Exhibit 2-35: Typical Private Street Cross Section

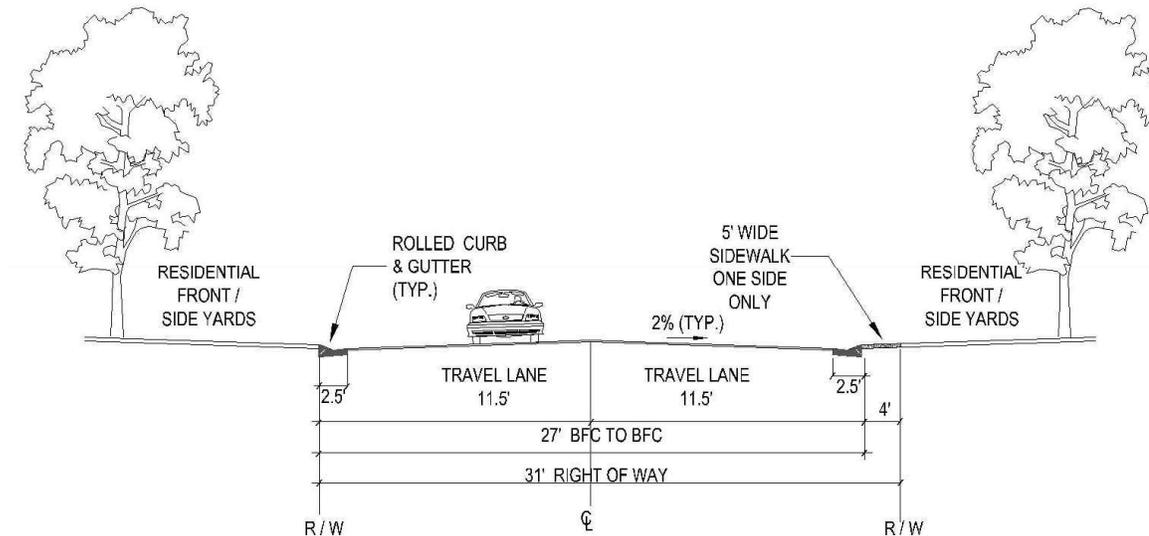
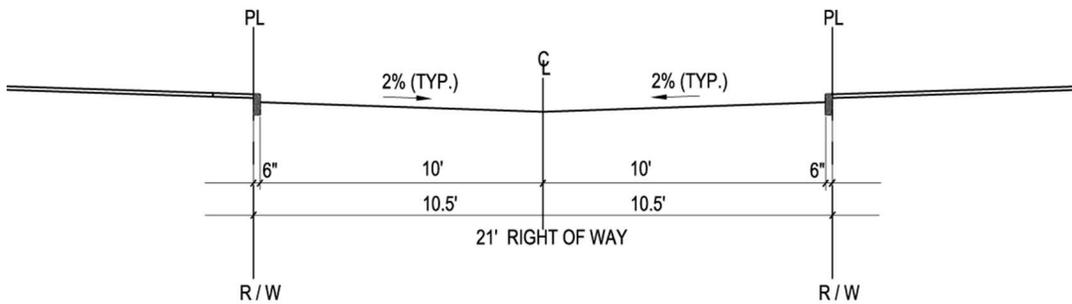


Exhibit 2-36: Typical Alley Cross Section



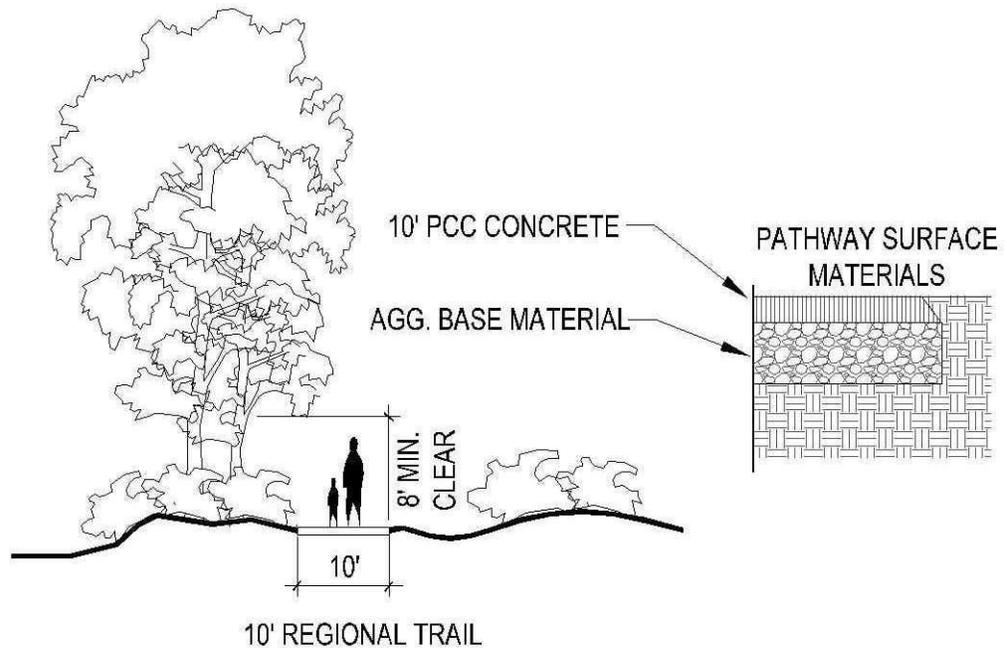
TYPICAL ALLEY CROSS SECTION*

NOT TO SCALE

2.6.2 Pedestrian and Recreational Circulation Systems

Open space improvements will be constructed by the Master Developer per Chapter 1, Section 1.6.6: Public Facilities (page 1-19). Refer to Chapter 1, Exhibit 1-9: Phasing Plan (page 1-31). For typical trail designs, refer to Exhibits 2-37, 2-38, and 2-39 for typical trail and pathway cross sections options 1, 2, and 3 (below) and Exhibits 2-40, 2-41 and 2-42 for typical trail and pathway cross sections with LID options (page 2-59 & 2-60). Also, see Exhibits 2-43: Trail and Pathway System (page 2-61) for anticipated locations of trails within Sonoma Highlands. For clarity purposes, no sidewalks are depicted on Exhibit 2-40, Exhibit 2-41, or Exhibit 2-42, however, all sidewalks shall be located per the standards listed in this Section 2.6. Sidewalks abutting public right-of-ways provide connections to the Trails and Pathways from individual villages where possible. The developer shall offer for dedication to the City all designated Regional Trail Facilities.

Exhibit 2-37: Typical Trail and Pathway Cross Section Option 1



TYPICAL TRAIL AND PATHWAY

NOT TO SCALE

Exhibit 2-38: Typical Trail and Pathway Cross Section Option 2



Exhibit 2-39: Typical Trail and Pathway Cross Section Option 3



Exhibit 2-40: Typical Trail and Pathway Cross Section with LID – Option 1

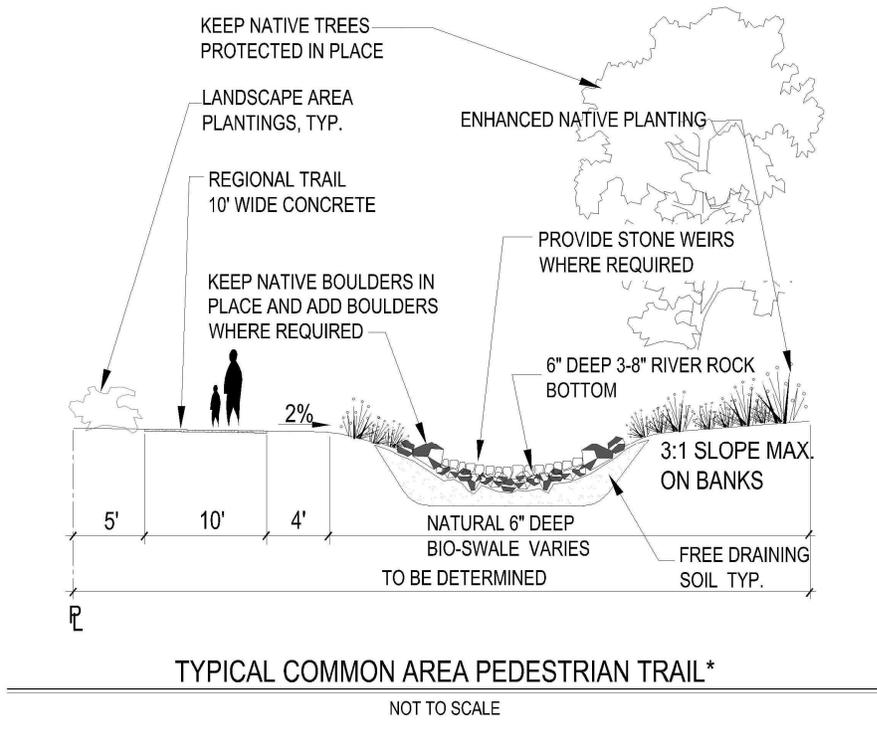


Exhibit 2-41: Typical Trail and Pathway Cross Section with LID – Option 2

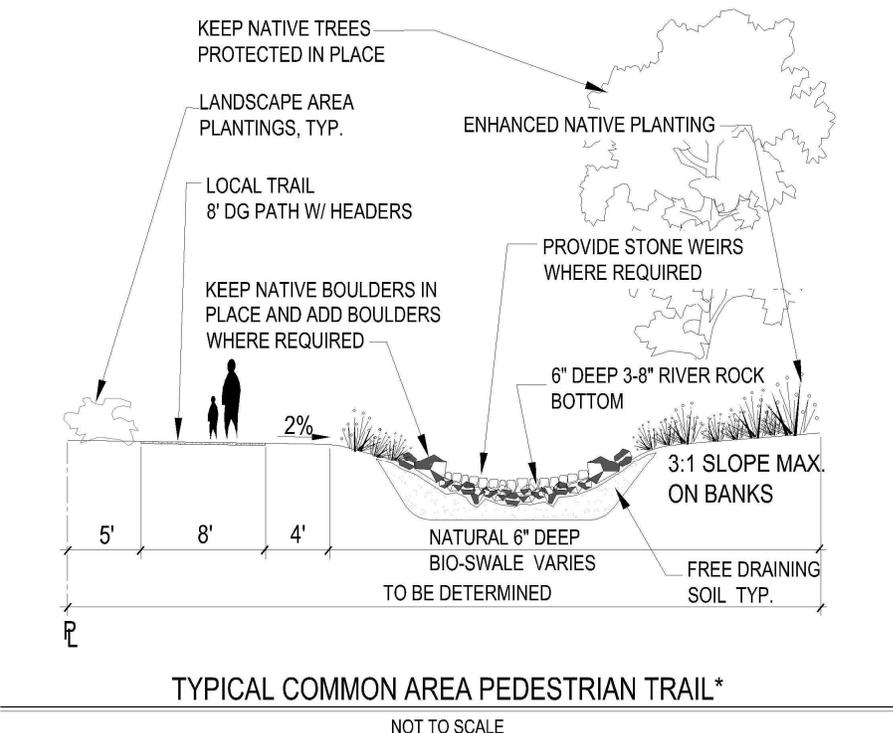
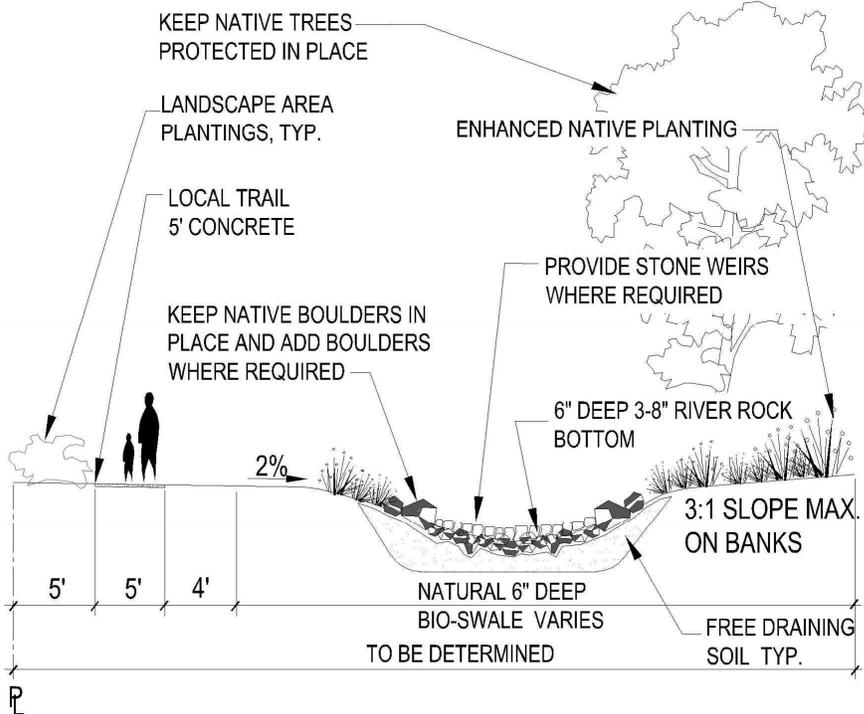


Exhibit 2-42 Typical Trail and Pathway Cross Section with LID – Option 3



TYPICAL COMMON AREA PEDESTRIAN TRAIL *

NOT TO SCALE

Exhibit 2-43: Trail and Pathway System



2.7 PARKING STANDARDS

The parking requirements in Table 2.3: Parking Requirements (below) are minimums for each use.

Table 2.3: Parking Requirements

Single-Family Residential (LDR & LMDR)	
Resident Parking	1 space/bedroom, but not less than 2 per dwelling unit
Guest Parking (in private street and alley-loaded subdivisions only)	1 space/6 dwelling units
Multi-Family Residential (MDR)	
Resident Parking	1 space/efficiency dwelling unit (no separate bedroom)
	1.5 spaces/1 bedroom dwelling unit
	2 spaces/2 bedroom dwelling unit
	2 spaces/3 bedroom dwelling unit
	2.5 spaces/dwelling unit larger than 3 bedrooms + .5 spaces/additional bedroom
	Guest: 1 space/10 dwelling units
Rest Home or Convalescent Hospital	*0.25/bed + one per employee for the largest shift
	Guest:
Senior Citizen Housing	*0.5/bedroom + one per employee for the largest shift
	Guest:
Mixed Use (MU)	
Childcare Facility	1 space/staff member + 1 drop-off space/6 children
Community Park	Dependent upon site specific facilities and estimated users and will be subject for consideration at Site Plan Review.
Financial Institutions	1 space/250 sq ft of GFA
General/Professional Offices	1space/225 sq ft of gross floor area (GFA)
Medical Offices	1 space/180 sq ft of GFA
Multiple Residence	1 space/efficiency dwelling unit (no separate bedroom)
	1.5 spaces/1 bedroom dwelling unit
	2 spaces/2 bedroom dwelling unit
	2 spaces/3 bedroom dwelling unit
	2.5 spaces/dwelling unit larger than 3 bedrooms + .5 spaces/additional bedroom
	Guest Parking: 1 space/10 dwelling units
General Retail/Service	Per S.M.C. Section 20.49.020
Neighborhood Park (NP) and Open Space (OS)	
No onsite parking is allowed in Neighborhood Parks or Open Spaces.	

* May be reduced up to fifty percent (50%) by Special Use Permit if found that the development will be used primarily and permanently by handicapped persons or persons over the age of sixty.

- 1) Guest parking is in addition to resident parking.
- 2) Handicap parking requirement shall be per City of Sparks Municipal Code at time of permit for construction.
- 3) Adequate parking areas and consideration of parking vicinity to dwelling units is necessary. Long, uninterrupted expansive corridors of parking shall not exceed 100' without landscape breaks per Section 2.9.9: Mixed Use Landscape (page 2-76). Parking stalls along project entry drives will not be allowed.
- 4) Non-residential components of residential developments require the appropriate minimum number of spaces based on the non-residential requirements above.
- 5) Parking geometry shall be per S.M.C Section 20.49.040.

2.8 SERVICE, TRASH AND STORAGE AREAS

Service, trash and utility areas within Sonoma Highlands shall conform to the following standards:

They must be enclosed on all four sides with minimum seven foot (7') walls and gates that complement the development architecture and shall be screened with landscaping on three sides. Gates shall be steel framed with 80% screening, consistent with the building architecture. Trash collection areas shall be approved by disposal services, SHDRC and City of Sparks.

2.9 LANDSCAPE ARCHITECTURE

2.9.1 Landscape Objective

The objective of the landscape architecture design criteria is to establish a pleasant and attractive landscape framework for the Sonoma Highlands development while working harmoniously with existing native landscape. This framework will help provide design continuity and establish an identifiable visual character that enhances the native landscape, community image and value of each village.

The overall landscape concept for the public areas is to use water conserving drought tolerant plants and trees combined with accent plantings of turf and flowering beds along streets and public open spaces. The planting scheme shall be complemented by a series of attractive landscape elements including site furniture, pedestrian signage and boulder groupings.

A gradation of plant materials is planned, progressing from low-maintenance, water conserving plants or turf along public streets, to more concentrated planting schemes with lush plants that require more intensive maintenance near structures. Larger landscaped areas should be predominantly low-maintenance, drought-tolerant materials. High-maintenance materials such as turf shall be concentrated in areas where pedestrians will most frequently come into contact with them, such as building entrances and public gathering areas.

Plant material shall be located to ensure no visual encroachment into visibility triangle or safe traffic sight lines while maintaining visibility of signs. In addition, hazards to pedestrians or traffic created by plant litter, low branches, thorns, etc. must be held to a minimum and shall maintain a minimum vertical clearance of 17' between the street surface and overhanging trees. All landscaping shall comply with AASHTO site distances and safety guidelines at street intersections.

2.9.2 General Landscape Area Specifications

All landscape design shall comply with the City of Sparks landscape code, except where more stringent standards have been established herein.

Landscape improvement plans shall be submitted for review and approval with each set of improvement plans.

The minimum portion of the site area to be landscaped shall be as defined in the Sparks Landscape Code and shall be as follows except where more stringent standards have been established herein:

- | | |
|--------------------|-----------------------------|
| ▪ Mixed Use (MU) | 15% *see note |
| ▪ 8.1 to 18 du/ac | 20% |
| ▪ 4.1 to 8.0 du/ac | Full Front Yard Landscaping |
| ▪ 3 - 4 du/ac | Full Front Yard Landscaping |

*NOTE: Public R-O-W streetscape, which amounts to approximately 10% of the site area, adjacent to Lazy 5 Parkway, Sonoma Highlands Parkway, Calle de la Plata, West Sun Valley Arterial, and Loop Road is not included in this calculation. Refer to Section 2.9.6 page 2-73.

The minimum number of trees to be planted in the required landscape area shall be as defined in the Sparks Landscape Code as stated below except where more stringent standards have been established herein:

- | | |
|--------------------|----------------------------|
| ▪ Mixed Use (MU) | 1 Tree per 500 Square Feet |
| ▪ 8.1 to 18 du/ac | 1 Tree per 300 Square Feet |
| ▪ 4.1 to 8.0 du/ac | 2 Trees per Front Yard |
| ▪ 3 - 4 du/ac | 2 Trees per Front Yard |

Unless otherwise stated, the minimum size of trees and shrubs within these standards are as follows:

- 2" caliper for deciduous trees and 6' minimum height evergreen trees,
- Shrubs – 60% at time of planting shall be 5 gallon
40% at time of planting shall be 1 gallon
- Ground Cover (other than turf) - (5) gallon for ornamental grasses, perennials and ornamental groundcovers specifically designed (grown for intermountain and high desert environments), 1 gallon for creeping junipers, vines and plants grown in flats. Planting areas shall be designed to achieve 90% ground cover within 3 years.

The relationship of plant height, width and caliper to the container size shall meet the latest edition of the American Standard for Nursery Stock, released by the American Association of Nurserymen. All plant material shall be nursery grown, free of disease, of good habit and representing the best quality of their species.

All grass must be a drought tolerant fescue blend or hybridized blend developed for local use.

An approved 4" layer of bark mulch or decorative earth-tone rock mulch shall cover 100% of all required landscape areas except turf. Mulch is required even in planted areas. Unplanted mulched areas cannot be greater than 10% of the required minimum landscape areas. Acceptable colors of earth tone rock shall be in hues of gray, tan/beige, or gray-greens complementary to the building architecture. No red, pink, or white rock shall be allowed. The use of unnatural colored gravel is not permitted. Synthetic turf may be allowed as approved by the SHDRC and the City of Sparks. Granite boulders and rock groupings are encouraged; boulders shall be buried at least thirty percent of their height to appear as natural rock outcroppings. Group boulders of various sizes together and utilize complementary plantings in and around boulders.

Accent lighting for landscape features, if desired, shall be provided by below grade up-lights and located so as not to shine in pedestrian or vehicular traffic.

Housings for below-grade-up-lights shall be flush mounted. These fixtures shall be round, 12" or less in diameter with a convex lens in irrigated areas. Flat lenses may be used in non-irrigated areas. Up-lights shall be cast bronze or have composite housings and bronze tops.

All up-lights shall be glare shielded.

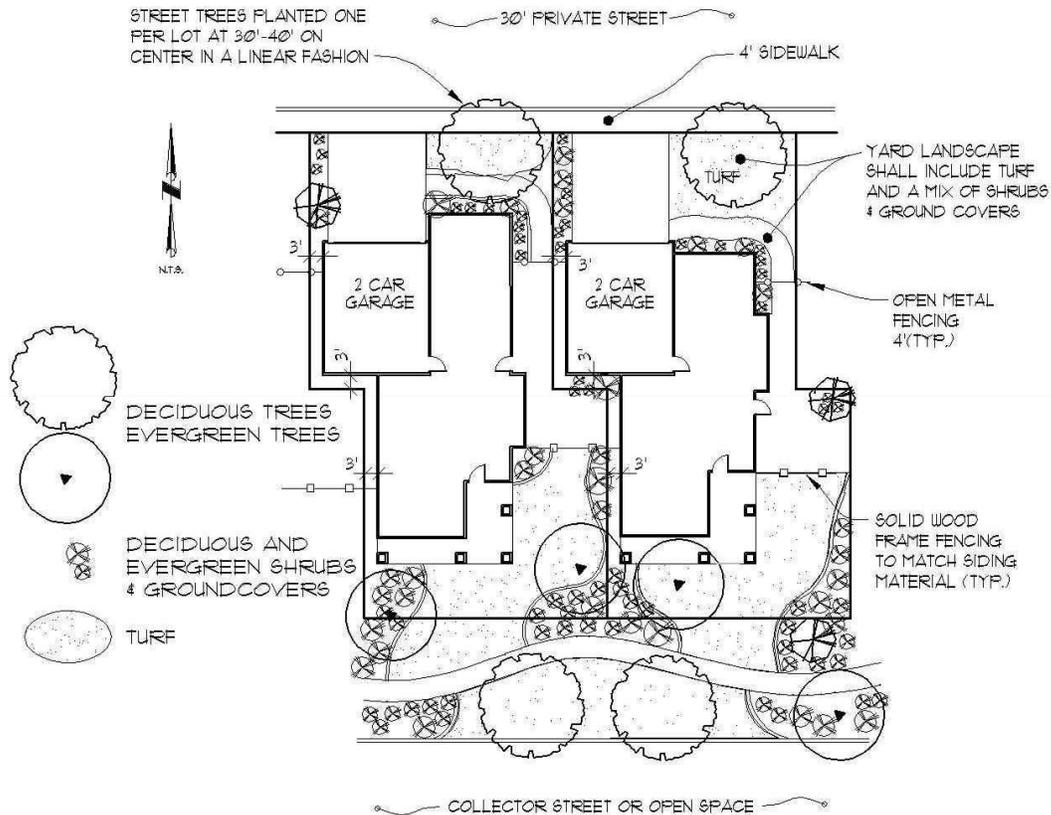
Multi-family developments shall be designed around outdoor spaces and courtyards including landscaping amenities and central recreation (i.e. swimming pools, tennis courts, spas, work-out rooms, etc.) and congregation facilities interconnected with walkways, creating focal points throughout the multi family development. These walkways shall interconnect with Sonoma Highlands' open space/trail and pathway systems linking the residents of these communities to parks and other public amenities within the development.

2.9.3 Z Lots" or Bungalow (Neo-Traditional Neighborhoods)

2.9.3.A Design Concept

The street and lot layout is intended to provide a pedestrian scale neighborhood of zero lot line housing or bungalows that feature garage access from private streets or alleys and pedestrian access to sidewalks in surrounding common areas and adjacent circulator streets. Refer to Exhibit 2-44: Z-Lot Landscape Concept (page 2-66) for site plan concept and Table 2-4 for Planting Specifications.

Exhibit 2-44: Z-Lot Landscape Concept



2.9.3.B Landscape Standards

Functional Requirements

Single-family Bungalows will be developed with typical front and rear yard landscape plans establishing design details, and construction specifications prepared by a landscape architect. Typical landscape and irrigation construction plans will be submitted for approval by the City of Sparks. In all areas that will be maintained by the HOA, the Builder shall be responsible for installation of individual front and rear yard landscapes and irrigation systems prior to final inspection, weather permitting. Bonding is required during the winter. Installations not maintained by the HOA shall be installed by the homeowner.

Landscape & Irrigation Requirements

Common areas, front and rear yard landscapes shall be designed utilizing low water demand principles and plant material. Homeowners will be encouraged to utilize low water demand principles in landscaping side yard courtyard. Builders of residential lots will be required to install the initial vacuum breaker and valves with an automatic controller for the front and rear yards and provide stubs to side courtyards.

Bungalow Residential Landscaping – To Be Installed By HOA

Front and rear yard landscaping shall consist of turf, shrubs and/or ground cover and a minimum of four 15 gallon, 1½ min. caliper street trees per residence with one additional 15 gallon street tree for all corner lots. In addition, all front and rear yard landscaping shall include acceptable automated irrigation designed to conserve water. Typical front and rear yard landscape and irrigation plans must be submitted to the City of Sparks for approval prior to application to the City for building permits. (See Table 2.4, below.)

Table 2.4: Combined Front and Rear Yard Minimum Landscaping Requirements

PLANT MATERIALS	QTY	PLANT SIZE	MINIMUM SIZE
Turf		60% max coverage	
Shrubs	16 min	5 gallon	
Living ground cover	10	5 gallon equivalent 30% min. coverage	
*Trees for standard lot	4	15 gallon boxed or B+B Evergreen trees 6' feet min.	1 ½"- 50% 2"- 50%
*Trees for corner lots	5	15 gallon boxed or B+B	1 ½"- 60% 2"- 40%

*Trees shall be placed at a minimum of 2.5' from the back of the sidewalk.

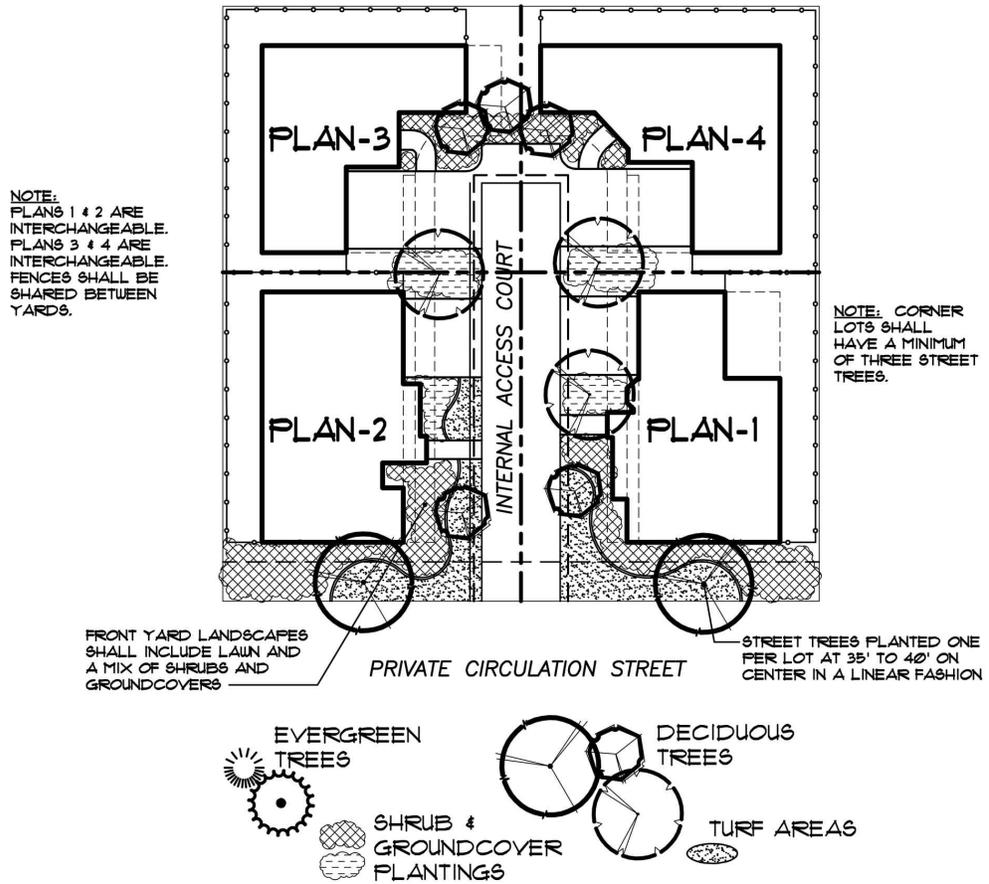
Turf and living ground covers shall cover 90% of the area. All required landscaped areas not planted with living ground cover shall receive inert stone or DG mulch.

2.9.4 Landscape Design and Installation Requirements

2.9.4.A. Front Yard Landscaping Requirements

The Builder shall be responsible for installation of front yard or common area landscaping on all cluster modules at time of construction. The landscaping specifications shall conform to Exhibit 2-45: Cluster Front Yard Landscape Concept (page 2-68) and Table 2.5: Front Yard Minimum Landscaping Requirements (page 2-72). Additionally, all front yard landscaping shall include an irrigation system designed to conserve water. Typical front yard landscape and irrigation plans must be submitted to the City of Sparks for their review and approval prior to building permits being issued.

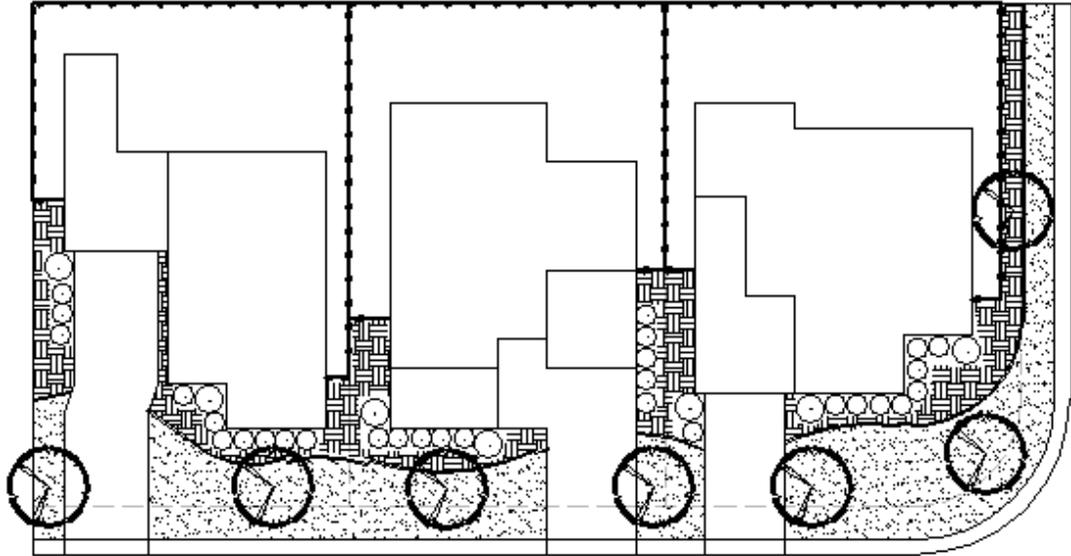
Exhibit 2-45: Cluster Front Yard Landscape Concept



Living groundcovers shall be planted in combination with shrubs to achieve 90% coverage of required landscape area within 3 growing seasons. Size at planting to be 60% (5) gallon and 40% (1) gallon.

Exhibit 2-46: Typical Single Family Lot Landscape Requirements

TYPICAL LOT LANDSCAPE DESIGN



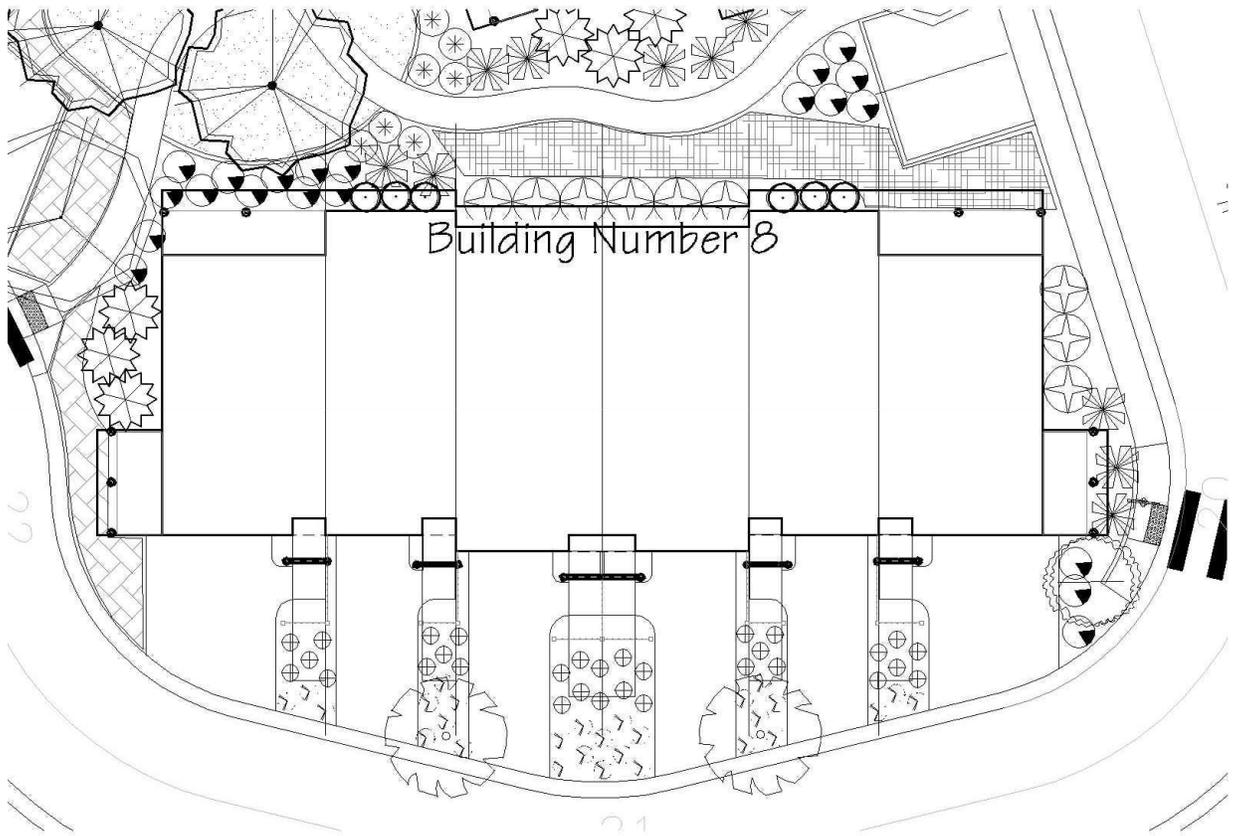
EACH LOT IS TO RECEIVE:

- TWO 2 INCH CALIFER DECIDUOUS TREES
- TWELVE FIVE GALLON SHRUBS
- TURF (MIN. OF 50%) AND GROUNDCOVER TO COVER 90% OF THE REQUIRED LANDSCAPE AREA WITHIN THREE YEARS

• THREE 2 INCH DECIDUOUS TREES ARE REQUIRED FOR CORNER LOTS

Living groundcovers shall be planted in combination with shrubs to achieve 90% coverage of required landscape area within 3 growing seasons. Size at planting to be 60% (5) gallon and 40% (1) gallon.

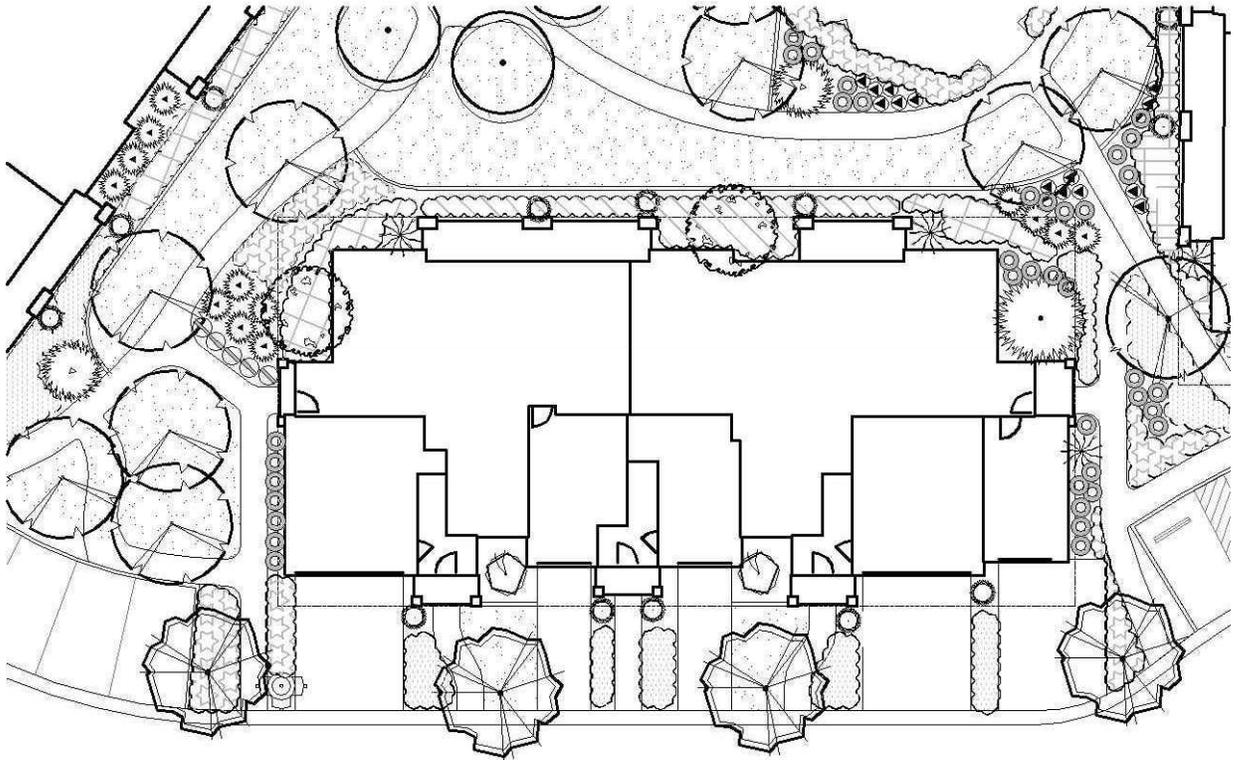
Exhibit 2-47: Typical Townhome Landscape Requirements



- Required Landscape Area – 20% of Developed
- Trees Required – 1 per 300 s.f. of required landscape area
- Shrubs Required – 6 per 300 s.f. of required landscape area
- Lawn Area Maximum – 50% of required landscape area

Living groundcovers shall be planted in combination with shrubs to achieve 90% coverage of required landscape area within 3 growing seasons. Size at planting to be 60% (5) gallon and 40% (1) gallon.

Exhibit 2-48: Typical Multi-Family Landscape Requirements



Multi-family Landscape Requirements

- Required Landscape Area (20% of site – excluding street landscape easements)
- Shade Trees Required – 1 per 300 s.f. of required landscape area
- Evergreen Tree Required – 1 per 300 s.f. of required landscape area
- Evergreen Shrubs Required – 2 per 300 s.f. of required landscape area
- Small Evergreen Shrubs Required – 8 per 300 s.f. of required landscape area
- Deciduous Shrubs Required – 2 per 300 s.f. of landscape area

Living groundcovers shall be planted in combination with shrubs to achieve 90% coverage of required landscape area within 3 growing seasons. Size at planting to be 60% (5) gallon and 40% (1) gallon.

Table 2.5 Front Yard Minimum Landscaping Requirements

PLANT MATERIALS	QTY	PLANT SIZE	MINIMUM SIZE
Turf			N/A
Shrubs	12	5 gallon	
Ground cover or additional shrubs	6	5 gallon equiv.	
*Trees for standard lot	2	15 gallon boxed or B+B	1 ½"
*Trees for corner lots	3	15 gallon boxed or B+B	1 ½"

*Residential landscape for all housing styles are to be covered by typical plan submittals as part of Tentative Map submittal. Trees shall be placed at a minimum of 2.5' but not greater than 5' from the back of the sidewalk.

**Shrubs and living groundcovers not covered by turf shall be planted to grow together and cover 90% of ground within 3 years.

2.9.5 Irrigation

The objective for irrigation design is to create water irrigation systems that are cost effective, durable, water efficient and low maintenance.

Automatic underground irrigation systems are required for all landscape areas including streetscapes and landscape enhanced areas of the open space. Specific irrigation design standards are as follows:

- Head to head coverage will be required in all lawn areas.
- All landscaped areas within Sonoma Highlands shall have an automated irrigation control system that complies with the following standards. An electric, solid-state controller is required and shall be equipped with a master valve terminal and at least two fully independent programs. Individual programs shall have multiple start time capability and at least one program with 12 hour watering duration for any station for drip irrigation.
- All irrigated areas shall utilize remote electric control valves installed in valve boxes. Manual valve systems are not allowed.
- Drip irrigation shall be installed for all plant material one gallon size and larger, and ornamentals as recommended by grower specifications, within planting beds throughout the Sonoma Highlands planned development, including planting beds located adjacent to trails, within streetscape areas and open space areas. Appropriate filtration and pressure regulating devices shall be installed. Low growing ground cover and annuals may receive pop-up spray irrigation. No fixed risers are allowed.
- Plants with similar watering requirements shall be grouped per watering zone to the extent possible.

- All paved surfaces including sidewalks and driveways within street landscape areas, shall be sleeved for pressure supply lines, non-pressure piping and control wires.
- Spray heads shall not throw water onto parking lots, fences, walls, sign faces, streets or sidewalks.
- All spray head systems shall be installed with a pressure regulator to provide consistency in watering patterns.
- An approved backflow prevention device is required on all landscape irrigation systems per Sparks Municipal Code and Washoe County District Health standards.

2.9.6 Landscape Along Roadways and Within Medians (Infrastructure Landscape, Arterials, including Lazy Five, Calle de la Plata, and West Sun Valley Arterial, Community Circulators)

Landscape plans shall be submitted as required by this Handbook with its Tentative Map, Site Plan Review, Final Map, and Improvement Plans and reviewed and approved by the City of Sparks.

All landscape improvements along both sides of the roadways shall be completed in conjunction with adjacent roadway construction and maintained by the Sonoma Highlands Maintenance Association (SHMA).

Streetscapes along Arterials and Community Circulators shall be designed in character with the function of the roadway.

Streetscapes shall be provided on both sides of the roadway and shall contain a minimum of the following:

- One 3” caliper deciduous tree per 30’ or 6’ minimum height evergreen tree per 30 feet of roadway, per side, adjacent to the sidewalk in matching species or in groupings as appropriate to sidewalk layout. (Roadway medians 10’ wide or less shall not include evergreens but shall include one 2” columnar tree per 30’ of medians. Tree selections shall be columnar or high pruned upswept branching types.)
- Medians over 30’ in width are to have a double row of trees 30’ on center or in groupings as appropriate to median design concept.
- Six 5-gallon shrubs per tree will be provided within the streetscape.
- Ground cover shall constitute the balance of the landscape area and be one gallon or flat size for ornamental grasses, perennials and ornamental groundcovers specifically designed and grown for intermountain and high desert environments shall be provided. Any mulch used shall be 4” minimum depth.

Landscape areas along roadways shall incorporate automatic irrigation systems. Systems shall be designed to provide complete coverage to all developed landscaped areas and conform to City of Sparks Landscape Code.

**TABLE 2.6: Entry Monument Area
MINIMUM LANDSCAPING REQUIREMENTS PER 1,000 SQ. FT. of AREA**

Plant Materials	Quantity *	Plant Size	Caliper Size (min.)
Turf	50% max cover	Sod	N/A
Shrubs	10	5 gallon	N/A
Living Groundcover or Additional shrubs	50% min. cover	1 gallon	N/A
Deciduous Trees	2	B&B or Box	2 ½" 50%
Evergreen Trees	2	6-10 ft height	1 at 6' 1 at 10'

Living groundcovers shall be planted in combination with shrubs to achieve 90% coverage of required landscape area within 3 growing seasons. Size at planting to be 40% (5) gallon and 60% (1) gallon.

* NOTE: Tree and plant quantities and spacing apply to each side of the street.

2.9.7 Landscape at Open Space

Open spaces including flood control implements/channels shall utilize drought tolerant planting principles using a combination of plants, native and ornamental grasses, perennials and ornamental ground covers, which require minimal supplemental watering and provide seasonal interest and an abundance of color.

Open spaces utilizing flood control improvements/channels, are to be landscaped by the Master Developer to the following minimum standards with ongoing maintenance to be provided by the SHMA:

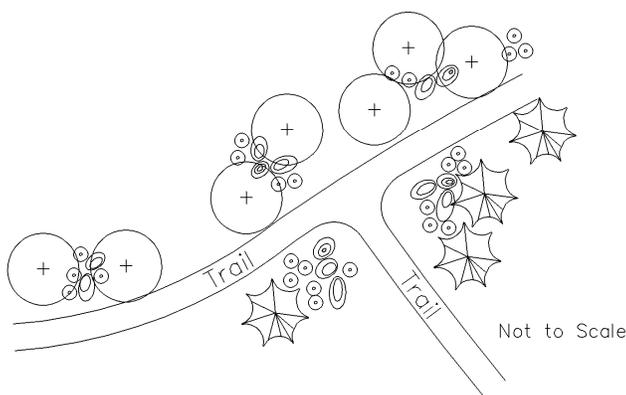
- One 2" caliper deciduous tree or 6' minimum height evergreen tree per fifteen hundred (1,500) square feet of open space area clustering in logical manner around benches, trail crossings, or other focal open space areas approximately every ¼ mile.
- Six 5-gallon shrubs per tree.
- Interspersed Rock/Boulder outcroppings with ornamental grasses and native shrubs. Open space improvements will be constructed concurrent with the improvements within or adjacent to the village of development in which it occurs and will be completed prior to inspection and occupancy (not including the occupancy permits for the models). Regional trails and development pathways within or adjacent to a village shall commence construction with that village and be complete prior to C of O of the first unit except during winter when bonding for improvements shall be required. Regional trails and/or development pathways within the non-residential land uses shall commence construction upon the issuance of the initial building permit within the village in which it occurs and will be completed prior to inspection and occupancy (not including the occupancy permits for the models).

Refer to the following Open Space Exhibits:

- Open Space Conceptual Plan View, Exhibit 2-49 (below)
- Typical Trail and Pathway Cross Sections, Section 2.6.2 (page 2-57)

All Open Space improvements shall be completed by the individual parcel builder in conjunction with development of the village in which the Open Space Area is sited and shall be maintained by the Sonoma Highlands Maintenance Association. Regional trails and development pathways within and adjacent to a village shall commence construction with the development of that village. Regional trails and/or development pathways within the non-residential land uses shall commence construction upon the issuance of the initial building permit within the village in which it occurs and will be completed prior to inspection and occupancy (not including the occupancy permits for the models). See Exhibit 1-9: Project Phasing Plan in Chapter 1, Section 1.9 (page 1-31).

Exhibit 2-49: Open Space Conceptual Plan View



Legend

-  Deciduous Tree
-  Evergreen Tree
-  Shrubs
-  Boulder Grouping

NOTES:

1. Woody Plant Material will be concentrated at trail intersections with other trails, road crossings and at seating areas.*
2. Plant Material Provided
 - One 2" cal. Deciduous tree or one 6' tall Evergreen tree per 1500 S.F. Open Space. Trees grouped 2 to 4 together and spaced 30' to 50' apart dependent on species.
 - 6 Shrubs per 1500 S.F. Open Space.
 - Boulder Groupings.
3. Ground Plane Plantings to be native grasses and shrub seed mix.
4. Benches shall be installed approximately every 1/4 mile along the regional trail.*
5. Enhanced landscaping at seating areas shall include a minimum of one shade tree, two flowering trees and five five-gallon shrubs.
6. All disturbed open space areas are to receive revegetation seeding. Natural areas undisturbed by development shall remain in existing condition.

- Temporary irrigation to be installed to establish native grass areas to the approval of the Parks and Recreation Director
- The location and spacing of the open space seating areas along the trails shall be to the approval of the Parks and Recreation Director.
- All plant material other than native grasses shall be irrigated with drip lines to the approval of the Parks and Recreation Director.
- All open space areas adjacent to the regional trail systems shall be maintained by the SHMA. The regional trail shall be dedicated to the City and maintained by the Parks and Recreation Department.
- Regional Trail to be constructed of PCC
- Pathway to be constructed of PCC or DG
- Random enhanced landscape areas (per Exhibit 2-49): Open Space Conceptual Plan View (page 2-75) shall be installed as approved by the Parks and Recreation Director.

2.9.8 Multi-Family Residential Landscape

All landscape design shall comply with those of the City of Sparks Landscape Code except where more stringent standards have been established herein or in individual parcel deed restrictions at the sole discretion of the Master Developer.

The minimum portion of the site area to be landscaped shall be as follows:

8.1 to 18 du/ac	20%
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All landscaping (including irrigation systems) shall be completed prior to the issuance of a final Certificate of Occupancy issued by the City of Sparks.

All landscaping shall be fully automatically irrigated, head to head coverage in turf areas and drip systems to trees, shrubs, grasses and ground cover areas. All irrigated areas shall utilize remote electric control valves installed in valve boxes, in order to affect a fully automatic system. No manual valves are allowed.

The irrigation system shall be designed to City of Sparks standards and provide for backflow prevention devices, etc. as required at the time of implementation.

2.9.9 Mixed Use Landscape

Landscape Areas are considered those outdoor spaces within a village that are not specifically related to streets, driveways and parking lots. They include all setback areas, parcel entries, pedestrian plazas, landscape areas around buildings, landscaped open spaces, rear and side yard landscape areas and perimeter buffer areas.

All landscape design shall comply with those of the City of Sparks Landscape Code except where more stringent standards have been established herein.

The minimum portion of the site area to be landscaped shall be as follows:

Mixed Uses (MU)	15%
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NOTE: Public r-o-w streetscapes, which amounts to approximately 10% of the site area adjacent to Lazy 5 Parkway, Sonoma Highlands Parkway, Calle de la Plata, West Sun Valley Arterial and Loop Road are not included in this calculation.

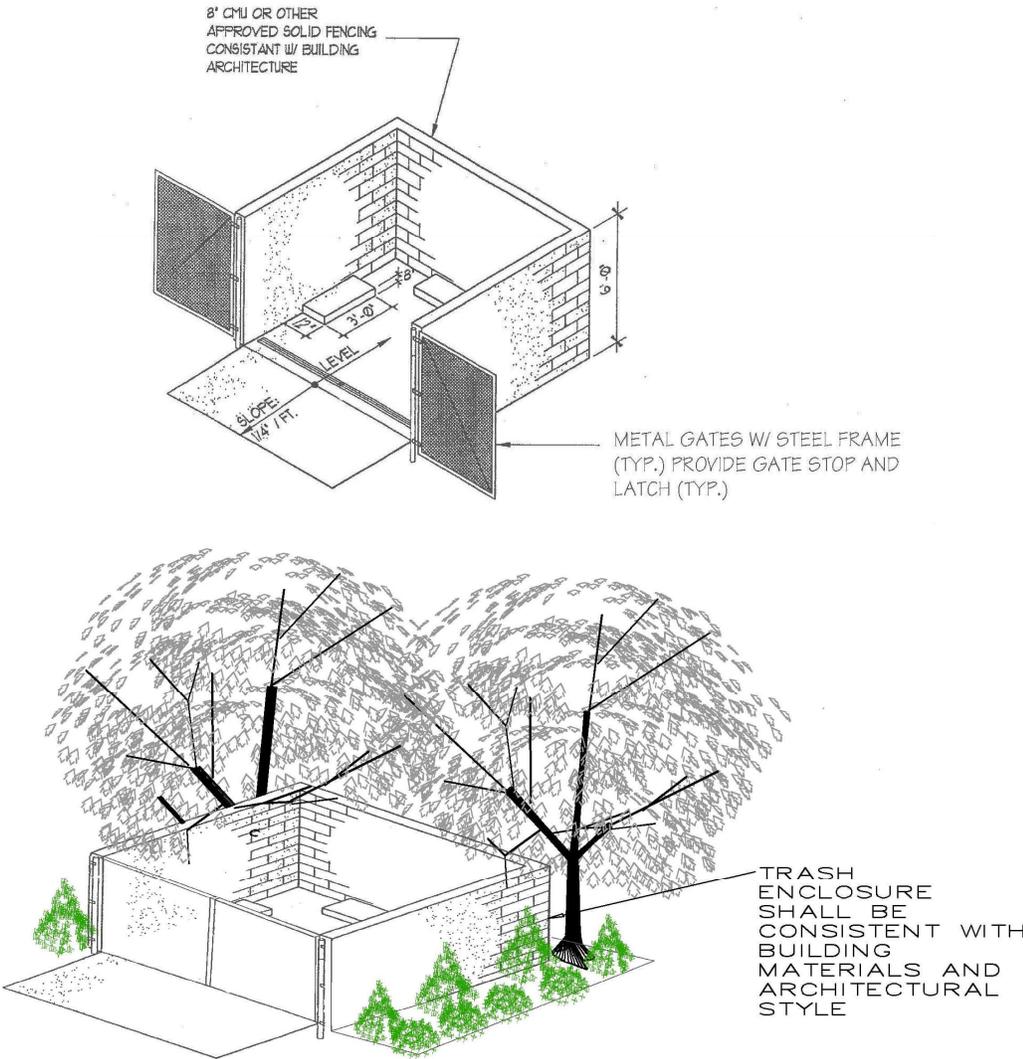
Quantity of planting islands and medians within parking lots shall be per City of Sparks Code. Planting islands and medians within parking lots shall be planted with the following minimum quantities:

- Single stall size island (minimum width 9' from inside curb, length = to parking stall length): One (1) – 2" caliper deciduous or 8' evergreen tree; three (3) - 5 gallon medium shrubs; eight (8) - 1 gallon small shrubs or ground cover.
- Double stall size island (minimum width 9' from inside curb, length = to the double parking stall length): Two (2) - 2" caliper deciduous or 8' evergreen trees; six (6) - 5 gallon medium shrubs; sixteen (16) - 1 gallon small shrubs or ground cover.

2.9.10 LOADING DOCK AND TRASH ENCLOSURES

Loading dock areas and trash enclosures visible from public thoroughfares shall be screened with landscaping or decorative walls to the satisfaction of the SHDRC and the Administrator. Refer to Exhibit 2-50 (below)

Exhibit 2-50 Loading Dock and Trash Enclosures



2.10 MONUMENTS AND SIGNS

All sign programs require SHDRC approval and the approval of the City of Sparks, as part of the appropriate Map for subdivisions or Site Plan Review for development projects.

All signs within Sonoma Highlands shall be approved by the Sonoma Highlands Design Review Committee (SHDRC) and have all applicable permits by the City of Sparks and shall comply with City of Sparks Sign Code, and with the following standards:

2.10.1 Sign Ordinance Zoning Equivalency

Pursuant to City of Sparks Sign Ordinance, land uses within Sonoma Highlands shall be evaluated based on the following Table 2.7: Sign Ordinance Zoning Equivalency (below).

Table 2.7: Sign Ordinance Zoning Equivalency

Sonoma Highlands Land Use	Sign Ordinance Zoning Equivalent
3 – 4 du/ac	R-1
4.1 to 8.0 du/ac	R-2
8.1 to 18 du/ac	R-3
Mixed Use (MU)	C-2

2.10.2 Entry Signs

- 1) Entry signs shall have a maximum height of six feet (6'). No additional freestanding signs shall be permitted except as allowed by this Section 2.10. Pylon or pole signs are specifically prohibited.
- 2) Minor and major entry monuments shall be located at key focal points throughout Sonoma Highlands.
- 3) Minor and major entry monuments shall be installed by the developer and shall be per Exhibit 2-51: Major Entry Monument (page 2-80), Exhibit 2-52: Minor Entry Monument (page 2-81) and Table 2.6: Entry Monument Area (page 2-74).
- 4) Village entry monuments shall have a consistent design within each development per Exhibit 2-53: Village Entry Monument (page 2-81) and Table 2.6: Entry Monument Area (page 2-74) and shall be provided at each entry to the residential development or project.
- 5) Multi-family developments shall provide a directory of the complex at the main entrance.

2.10.3 Regulatory Signs

All regulatory signs shall be in conformance with the Manual on Uniform Traffic Control Devices and the City of Sparks Sign Ordinance.

2.10.4 Commercial Signs

- 1) All building mounted signs shall be constructed of individual letters. No boxes or cabinets are permitted.
- 2) Acceptable forms of signage illumination are as follows:
 - Ambient (surrounding on all sides) *

- Halo, Silhouette or Backlit treatments
- Internally illuminated individual letters

- 3) Proposed colors shall provide accent and interest appropriate to the associated use of which they are a part. Sign colors shall be reviewed and regulated by the SHDRC and the City of Sparks.
- 4) Pre-manufactured signs, such as franchise signs, that do not meet these criteria are subject to SHDRC and City of Sparks review and approval.
- 5) Window signs must be approved by the SHDRC.

* Any external light sources used to illuminate signage shall be either coordinated architecturally with the signage, placed flush with the ground or screened so as to not be a prominent visual element.

2.10.5 Sales and Directional Signs

Sales and directional signs may be provided by individual project Builder or the Master Developer (at their expense) indicating project identification and pertinent information and must be approved by the SHDRC and the City of Sparks prior to fabrication, construction and installation. These signs may be individual sales and directional signs or kiosk signs with multiple directions. These signs must be addressed in the Sign Program and must be transferred to the master SHHOA for maintenance or removed when the model home complex sales office(s) are removed or converted to a residential use.

2.10.6 Prohibited Signs

The following sign types and treatments are strictly prohibited within Sonoma Highlands:

- 1) Signs mounted on equipment screens
- 2) Rooftop signs and signs projecting above rooflines or parapets
- 3) Beacons, rotating or flashing signs
- 4) Cabinet or box signs
- 5) Pennants, banners, flags, inflatable displays, sandwich boards or signs on vehicles are prohibited except as temporary signs as approved, in writing, by the SHDRC and the City of Sparks Municipal Code.

Exhibit 2-51: Major Entry Monument

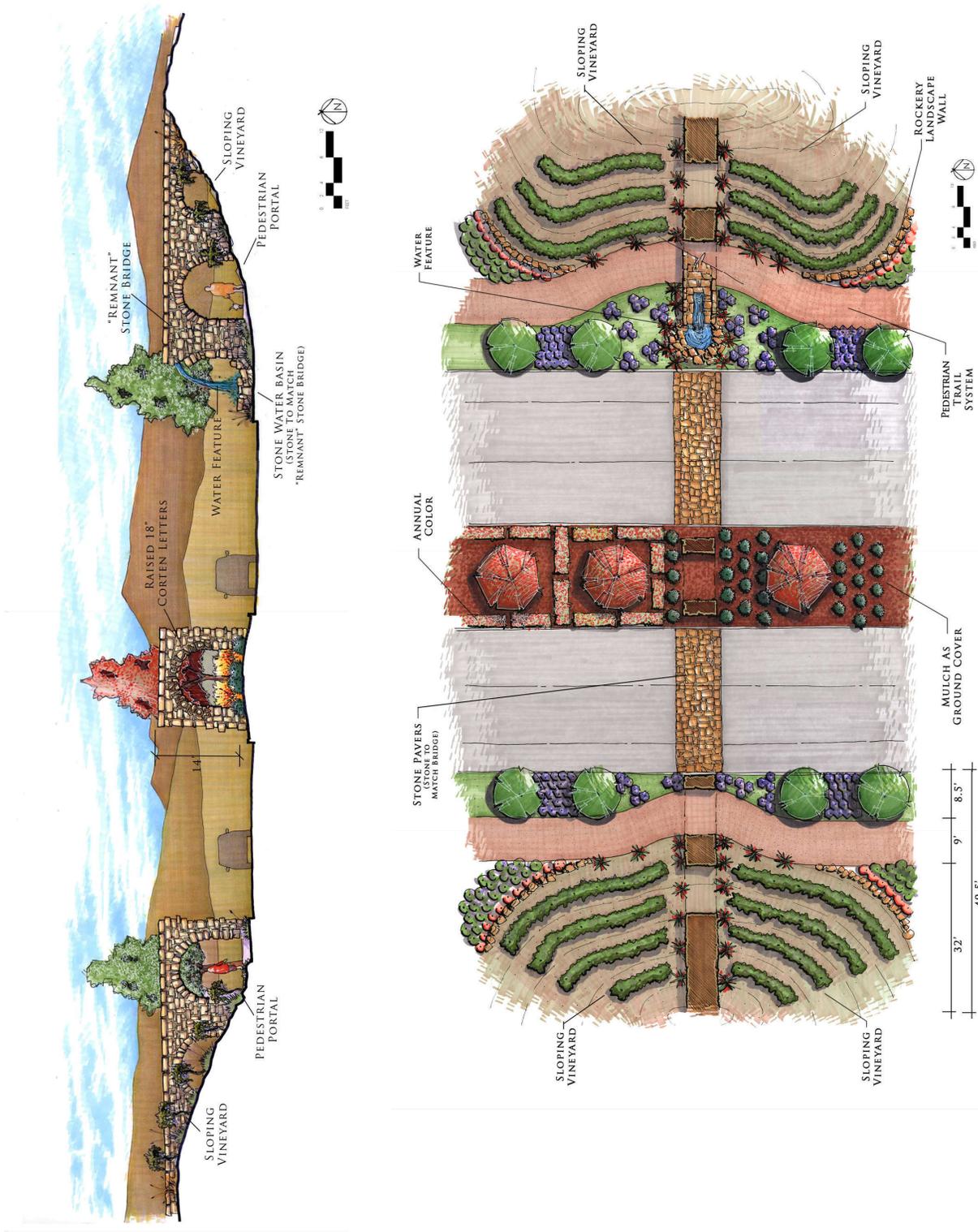


Exhibit 2-52: Minor Entry Monument



Exhibit 2-53: Village Entry Monument



2.11 LIGHTING

2.11.1 Street Lighting

In an effort to provide continuity and identity to Sonoma Highlands, typical street light concrete poles and thematic light fixtures will be utilized throughout the entire roadway network. Developers and Builders shall utilize this element in the design of their individual village street network as well. Street lighting within Sonoma Highlands shall conform to the following standards:

- 1) Fixtures and pole types shall be from an approved Sierra Pacific Power Company (SPPCo) assembly as selected by the SHDRC prior to the approval of the First Final Map and as approved by the City of Sparks.
- 2) Prior to the approval of the first Final Map and/or Building Permit, the Builder/Developer may enter into a Lighting and Maintenance Agreement with the City of Sparks.
- 3) Arterial, Circulator and Loop Road street light pole heights shall be a maximum of twenty feet (20') and be staggered at intervals of 150'. Please refer to Exhibit 2-54: Typical Arterial, Circulator and Loop Road Street Lights (below).
- 4) Thematic local street light pole heights shall be a maximum of twenty feet (20') and be per Exhibit 2-55: Thematic Local Street and Mixed-Use Lights (page 2-83).
- 5) All roadway (infrastructure) lighting shall comply with City of Sparks and SPPCo minimum standards.

Exhibit 2-54: Typical Arterial, Circulator and Loop Road Street Lights

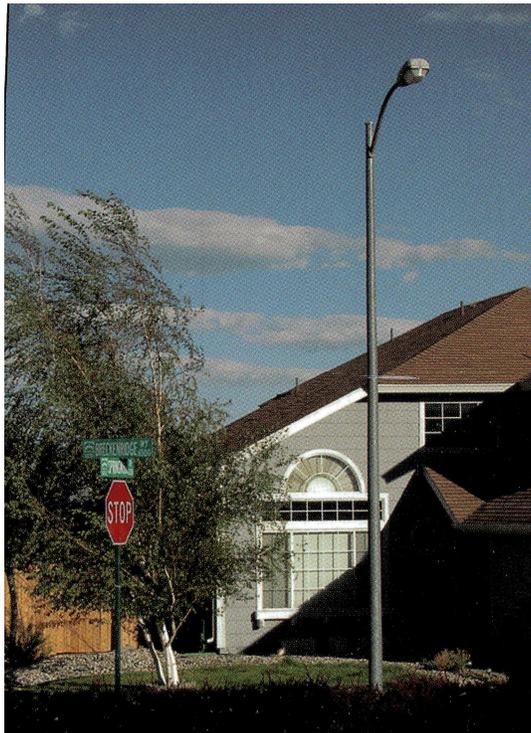


Exhibit 2-55: Thematic Local Streets and Mixed-Use Lights



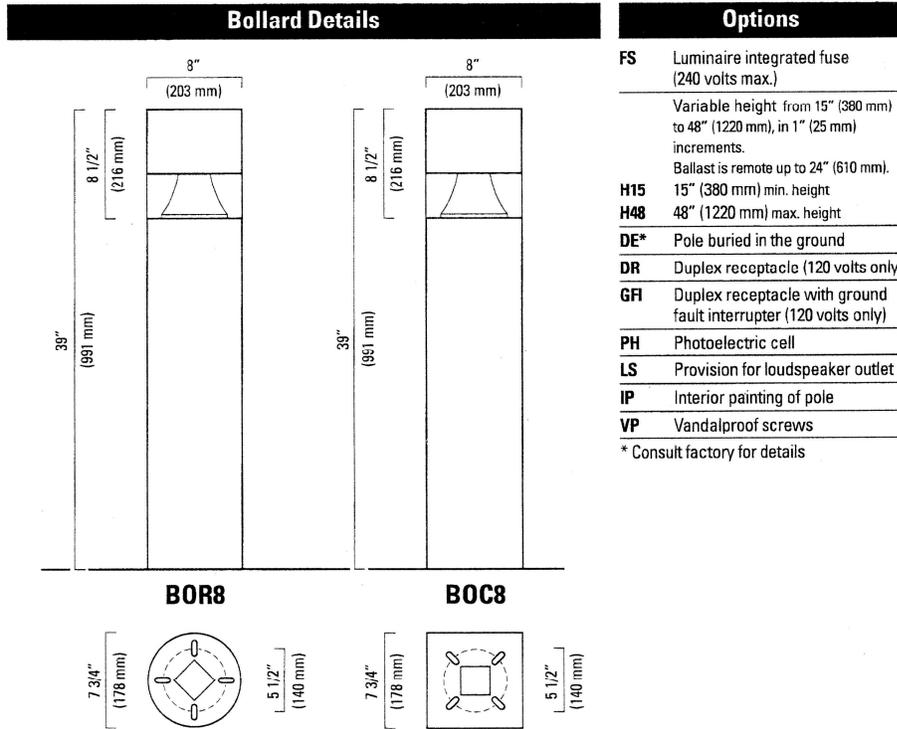
2.11.2 Non-Street Lighting

Non-street lighting within the individual villages of Sonoma Highlands consist of lights located within parking areas or public gathering areas, temporary lighting, etc. and shall comply with the following standards:

- 1) Any non-street light source shall confine illumination to the site and protect adjacent properties from glare.
- 2) Exterior lights shall not blink, flash or change intensity. Temporary seasonal string lights will be allowed for a period not to exceed 60 days.
- 3) All sources of light shall be concealed and directed downward. Parking lot, walkway and area lighting shall be directed downward with no light spilling offsite. The light source shall be kept as low to the ground as possible while ensuring safe and functional levels of illumination. Lighting for signs may be excluded from this requirement.
- 4) Lighting shall be placed along primary pedestrian pathways, at pedestrian bridge crossings, parks, and other special high use areas. Decorative lighting, including seasonal lighting, shall comply with the Sonoma Highlands Lighting Plan Standards contained in this handbook.
- 5) Lighting shall have a common design and color within the development.
- 6) Bollards shall have a maximum height of 45 inches and shall be per Exhibit 2-56: Typical Bollard Lights (page 2-84).
- 7) Pedestrian lighting shall be spaced at intervals appropriate to facilitate the safety of the pedestrian.

- 8) Light poles and fixtures within each project shall be approved by the SHDRC, the City of Sparks and the Sierra Pacific Power Company.

Exhibit 2-56: Typical Bollard Lights



Options	
FS	Luminaire integrated fuse (240 volts max.)
	Variable height from 15" (380 mm) to 48" (1220 mm), in 1" (25 mm) increments.
	Ballast is remote up to 24" (610 mm).
H15	15" (380 mm) min. height
H48	48" (1220 mm) max. height
DE*	Pole buried in the ground
DR	Duplex receptacle (120 volts only)
GFI	Duplex receptacle with ground fault interrupter (120 volts only)
PH	Photoelectric cell
LS	Provision for loudspeaker outlet
IP	Interior painting of pole
VP	Vandalproof screws
* Consult factory for details	

Ordering Sample

Lamp	Bollard	Voltage	Finish	Options
70 HPS	BOC8	240V	BK-TX	FS

Lumec reserves the right to substitute materials or change the manufacturing process of its products without prior notification.

Registered Lumec inc.

- BOR8 Bollard or Approved Equal
- Final bollard selection shall be made by the design team based on the final architectural character of the projects' building and landscape

2.12 FENCING / WALLS

To preserve the integrity and architectural continuity throughout Sonoma Highlands, all walls and fences within Sonoma Highlands have been pre-designed for applications to specific use.

Walls and fences shall conform to the standards specified herein and shall be submitted and approved by the SHDRC and the City of Sparks as part of the Tentative Map/Site Plan Review process. The approved wall and fence plan shall accompany improvement plans when submitted. Walls and fences shall be constructed by the individual parcel builders as each proposed village development occurs.

All walls and fences shall be in compliance with Exhibit 2-57: Master Wall and Fence Plan (page 2-87). Walls and fences within Sonoma Highlands shall conform to the following standards:

- 1) Single-family residential lots shall be screened from roadway noise where adjacent to arterial roads with sound walls per Exhibits 2-58: Typical Arterial Roadway Walls (Pre-Cast Concrete Option) (page 2-88) or 2-59: Typical Arterial Roadway Walls (Block Wall Option) (page 2-89). When adjacent to community circulator roads, fences shall be per Exhibit 2-60: Typical Circulator Roadway Fences (page 2-89).
- 2) Typical residential lot fencing that faces the interior streets shall be per Exhibit 2-61: Typical Residential Lot Fencing Facing Street Frontage (Interior to Village) (page 2-90).
- 3) “Good Neighbor” wooden fencing shall be used to separate individual single-family residential lots and be a maximum of six feet (6’) in height. Please refer to Exhibit 2-62: Typical “Good Neighbor” Fencing (page 2-90).
- 4) Residential lots or villages adjacent to open spaces, parks and/or trails may use open metal fencing to allow for a view of such amenities per Exhibit 2-63: Typical Open Metal Fencing (page 2-91).
- 5) Multi-Family villages may use walls per Exhibit 2-58: Typical Arterial Roadway Walls (Pre-Cast Concrete Option) (page 2-88) or Exhibit 2-59: Typical Arterial Roadway Walls (Block Wall Option) (page 2-89) or Exhibit 2-60: Typical Circulator Roadway Fences (page 2-89) or Exhibit 2-63: Typical Open Metal Fencing (page 2-91) to separate the residential units from the adjacent roadway or property as approved by the SHDRC and the City of Sparks.
- 6) Commercial walls and fences shall be approved by the SHDRC, City of Sparks and any other applicable public agencies prior to fabrication, construction and installation.
- 7) Split rail fencing may be used in open space corridors to ensure public safety along trails as required by the City of Sparks per Exhibit 2-64: Typical Split-Rail Fencing (page 2-91). Split rail fencing may be wood or concrete as approved by the SHDRC and City of Sparks.
- 8) Decorative front yard fencing shall be a maximum of three feet (3’) in height for solid construction and four feet (4’) in height for open construction and not be within the sight visibility triangle for motorists. The fencing must also be incorporated into the architectural design of the house.
- 9) In no instance shall walls or fences abut sidewalks; a 3’ minimum landscape strip shall be maintained.

- 10) All side yard walls and fences shall be set back a minimum of two feet (2') from the front façade of the home.
- 11) All walls and fences shall maintain a uniform top horizontal plane. When changes in elevation occur, all walls shall be stepped in equal, vertical intervals where possible. No step should exceed twelve inches (12") where feasible.
- 12) Refer to Section 2.9.6: Landscape Along Roadways and Within Medians (page 2-74) for design standards and guidelines related to the screening of walls.
- 13) Chain link may be used on a temporary basis at construction sites only.
- 14) Vinyl coated chain link may be used as a fencing material for outdoor private or public park facilities such as, but not limited to, baseball backstops or tennis courts as approved by the SHDRC and the City of Sparks.
- 15) Barbed wire, plain exposed concrete block, and chain link are prohibited.
- 16) Walls shall be located where necessary to provide privacy, security and protection from roadway noise associated with arterial and collector roads.
- 17) Walls shall not exceed six feet (6') in height, excluding non-rockery retaining walls as required due to topography, subject to SHDRC review and approval.
- 18) Walls shall be constructed of masonry or other permanent, durable, low maintenance decorative materials and be of a consistent design throughout Sonoma Highlands.
- 19) The use of berms may be used to minimize wall height.
- 20) Perimeter walls shall not exceed seventy-five feet (75') without a change in wall planes and shall have pilasters at 50-foot intervals, at property corners or at changes in wall planes.
- 21) Open Metal Fencing may not exceed six feet (6') in height and shall be constructed of decorative wrought iron, tubular steel, simulated wood post and rail or other similar quality materials as approved by the SHDRC per Exhibit 2-63: Typical Open Metal Fencing (page 2-91).
- 22) View fences may include a solid base a maximum of two feet (2') in height, with open fencing above the solid portion.
- 23) All wall and fence components must be approved by the SHDRC and the City of Sparks Administrator.
- 24) All walls and fences shall also comply with AASHTO standards as applicable to maintain adequate sight distance requirements.
- 25) All arterial roadway walls shall be coated with an anti-graffiti product.

Exhibit 2-57: Master Wall and Fence Plan

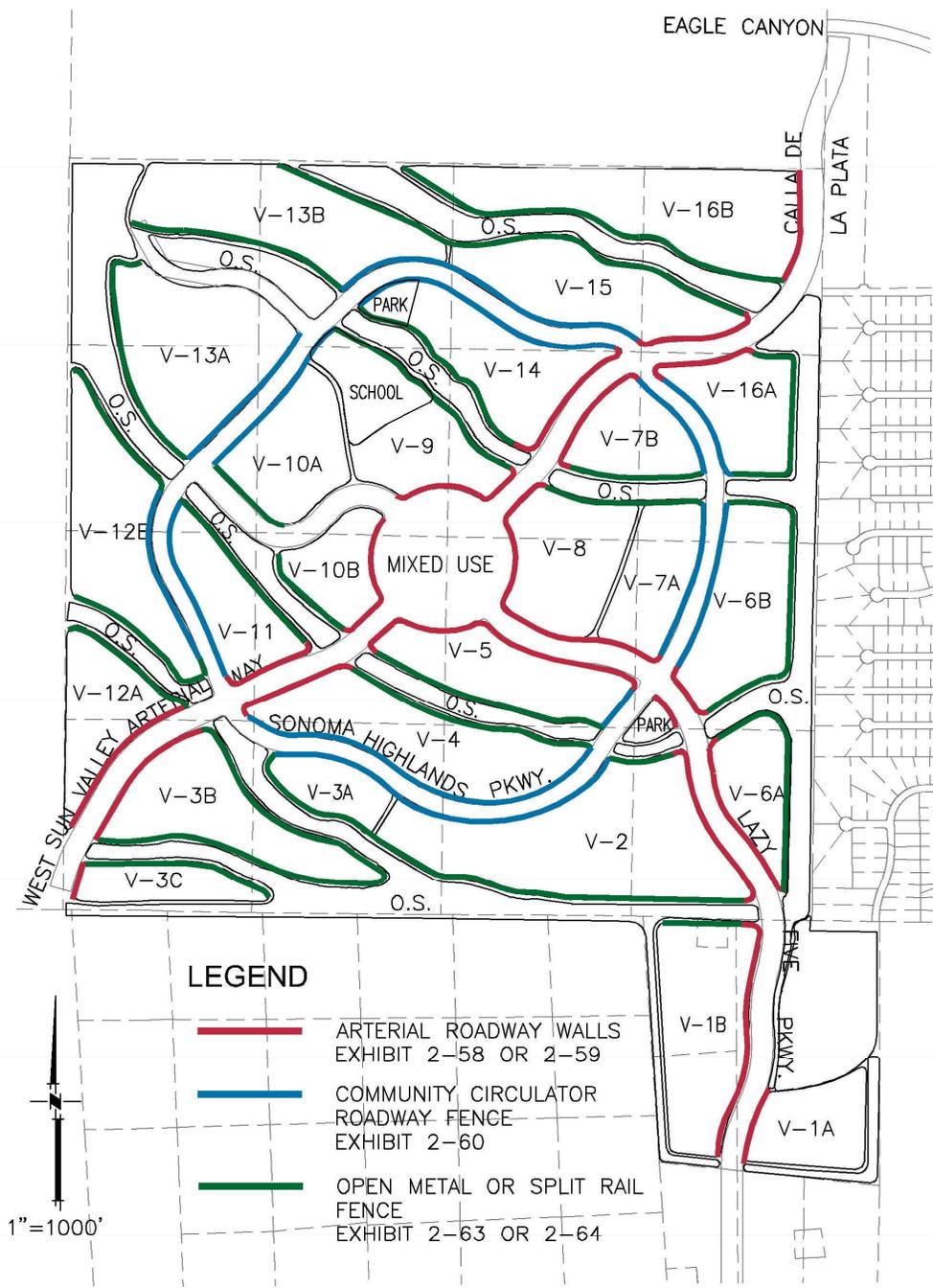


Exhibit 2-58: Typical Arterial Roadway Walls (Pre-Cast Concrete Option)

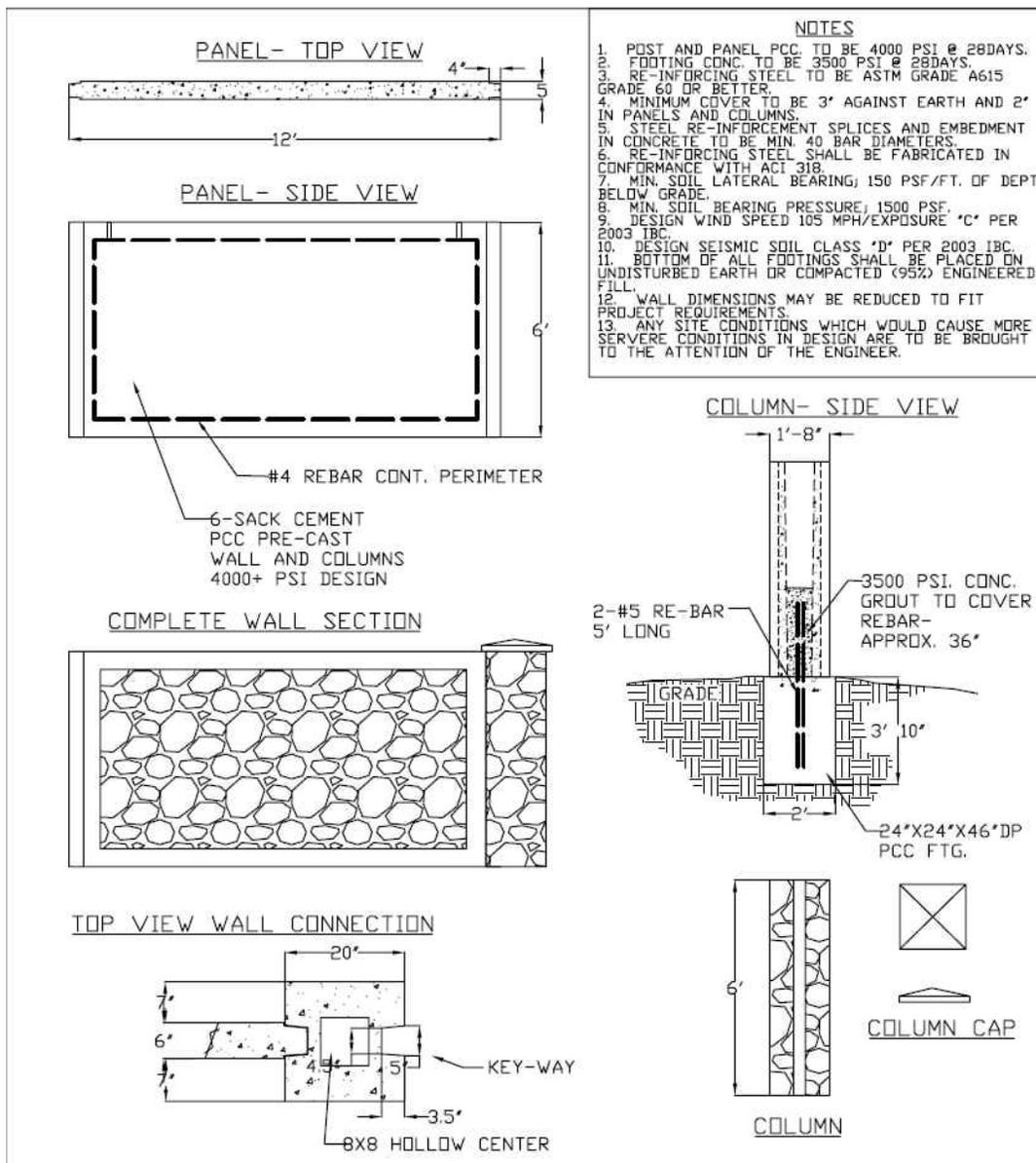


Exhibit 2-59: Typical Arterial Roadway Walls (Block Wall Option)

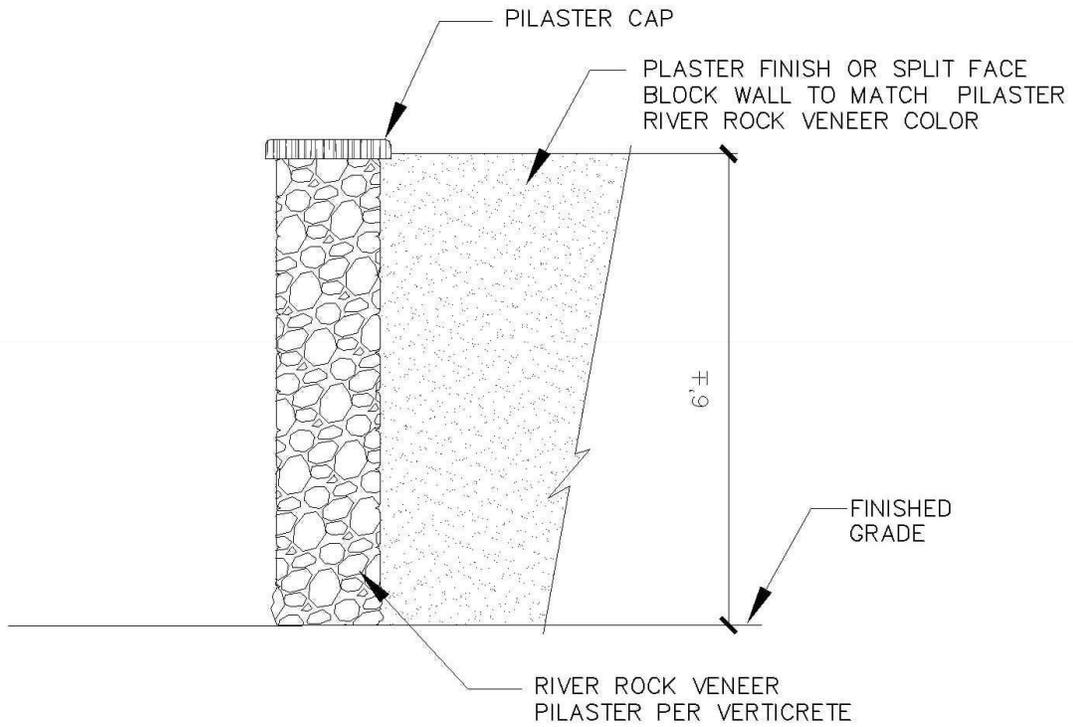
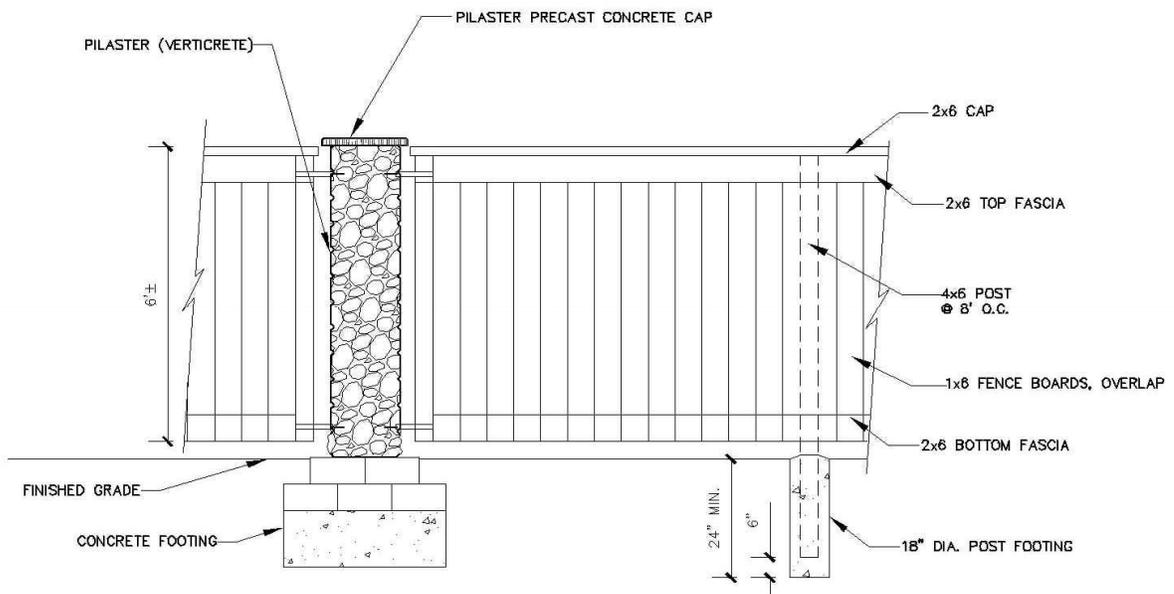


Exhibit 2-60: Typical Community Circulator Roadway Fences



SECTION/ELEVATION

Exhibit 2-61: Typical Residential Lot Fencing Facing Street Frontage (Interior to Village)

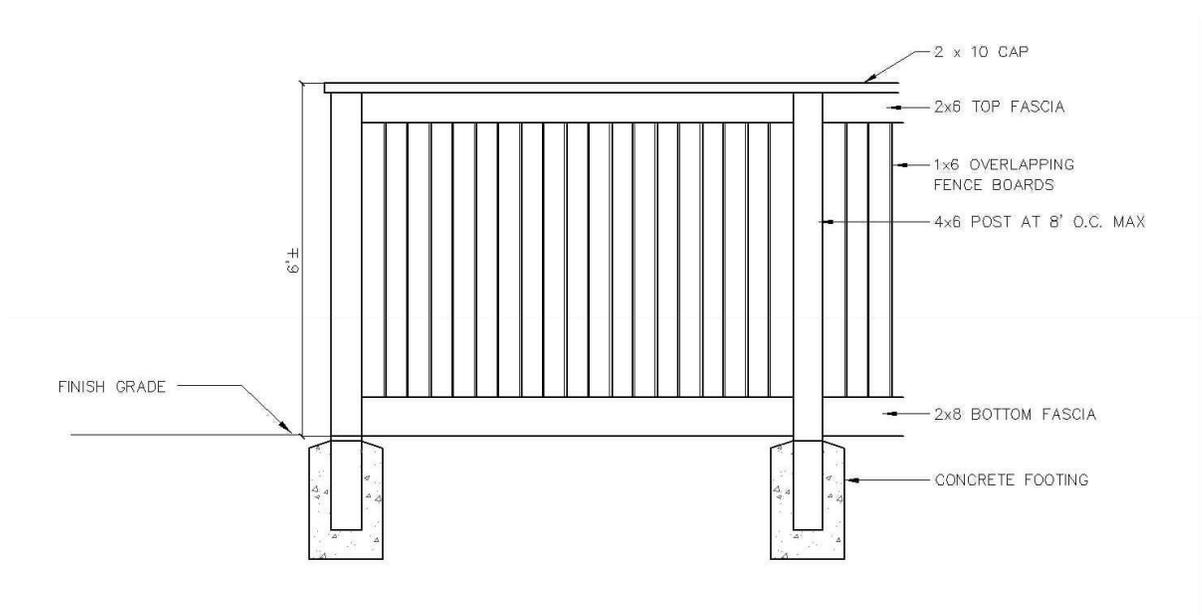


Exhibit 2-62: Typical “Good Neighbor” Fencing

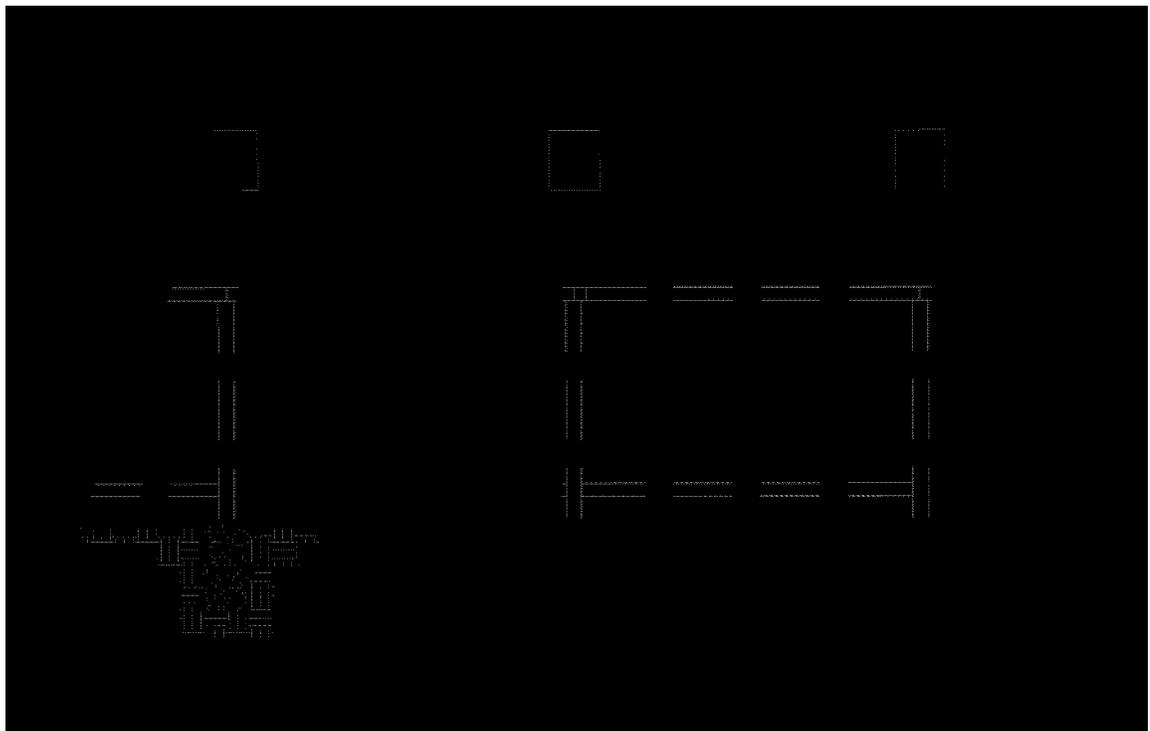
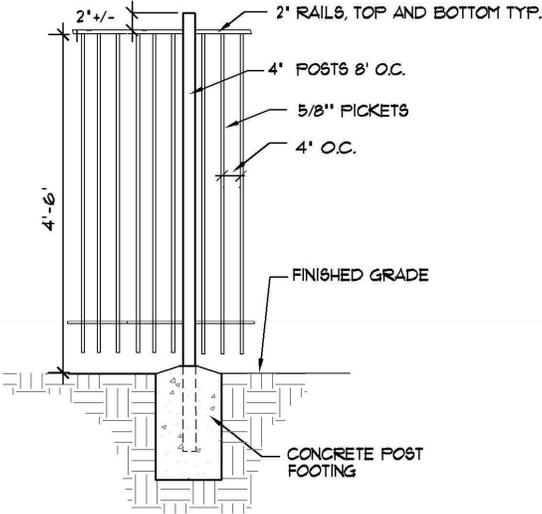
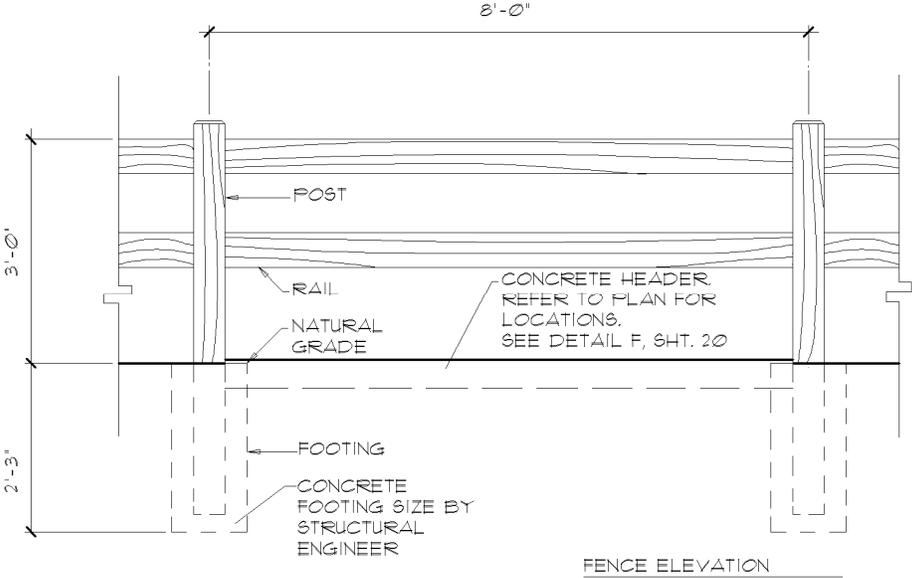


Exhibit 2-63: Typical Open Metal Fencing



OPEN METAL FENCE WITH METAL POSTS - 8' MAX. O.C.
 2' x 2" RAILS, TOP AND BOTTOM
 5/8" METAL PICKETS 4' O.C.
 PAINTED - BLACK ENAMEL

Exhibit 2-64: Typical Split-Rail Fencing



CHAPTER 3

ARCHITECTURAL STANDARDS

3.1 RESIDENTIAL ARCHITECTURAL STANDARDS OVERVIEW

The intent of Section 3.1 is to create a palette of design elements for the use of all builders, architects, landscape architects, engineers, and other design professionals engaged to develop the residential neighborhoods (both single family and multifamily) of Sonoma Highlands. This section addresses the design criteria inherent to the community and covers the most critical features such as massing, scale, and proportion. This section is written to inspire innovative and creative architectural design and planning and to convey the philosophy of the community in a qualitative manner. Section 3.2 provides the in-depth quantitative section, which offers the minimum and enhanced standards required for all residential buildings within Sonoma Highlands.

3.1.1 Site Planning

Each home shall be oriented and designed in response to the individual characteristics of the Sonoma Highlands site. While the siting of homes is limited due to buildable lot area, all homes shall consider the following characteristics when siting:

- Access.
- Neighborhood streets should connect to adjacent parcels as much as possible.
- Climatic responses.
- Solar, prevailing winds, etc.
- Buildable pad.
- Setback requirements.
- Corner home sites shall be detailed wherever visible from public ways.
- Proximity and connectivity to amenities especially for small lot neighborhoods, like community trails, pocket parks, paseos and recreation facilities.

3.1.2 Varied Street Scene and Building Articulation

Builders are encouraged to pre-plot their communities and ensure a variety of plans and elevation styles compose each street scene. Plotting of like plans and elevation styles immediately adjacent, next to or across the street from each other is prohibited.

Building articulation is one of the key ingredients for creating unique and varied street scenes in the overall Sonoma Highlands community. Building form and plan configuration shall be developed to create variation of front yard setbacks. A minimum of a two foot (2') front yard variance or curvilinear streets is required on all home sites in single-family detached and attached townhomes. Building articulations must be applied to the front of each building and some elements of the architectural style (i.e. exterior materials, window trims, cornices, arches, etc.) of the front elevation shall be utilized on all sides of the structure.

3.1.3 Street Interface

Architecture is oriented toward the street with interactive elements that create a human scale. Quality design and careful orientation of interactive elements provide “eyes on the street” and contribute to pedestrian safety, a sense of place, general activity, and neighborhood socialization. Each building must contain at least one interactive element, which include, but are not limited to:

- Porches *
- Verandas
- Porte-cochères
- Balconies
- Decks
- Porticos
- Trellises
- Arbors
- Courtyards

* Covered porches are allowed on the front, rear and/or side of dwellings and must be at least five feet (5') deep.

3.1.4 Model Variations

In order to achieve variation in subdivisions, master home plans for each subdivision will include a minimum number of floor plans and elevations based on the number of units in the subdivision as follows:

- For subdivisions of 120 or less units, master home plans will include a minimum of three (3) floor plans with at least three (3) elevation styles each.
- For subdivisions over 120 units, master home plans will include a minimum of four (4) floor plans with at least three (3) elevation styles each.

3.1.5 Building Massing and Proportion

Proportions and placement of each home’s architectural elements must be appropriately applied and not overwhelm the massing and scale of the home itself, the homesite or neighborhood. Because the range of acceptable densities at Sonoma Highlands is so broad, a wide variety of lot configurations and product types are available. While many building massing and proportion philosophies hold true across product types, some are product specific; these philosophies are outlined below.

The following techniques shall apply to single family detached product types:

- The massing of a single family detached home shall be organized as a whole and not appear as a mixture of unrelated forms. Massing of the forms shall be established by characteristics of the architectural style.
- Varied setbacks for different components of the home such as the garage, second floors, etc.
- Use of wing walls and porches.
- An assemblage of multi-dimensional components.
- Especially at smaller lots, articulation must be made vertically with a mixture of one-, two- or three-story elements.
- A minimum of two (2) façade element breaks at the building rear elevation.

- Massing characterized by a series of stepping forms and staggered offset wall planes by a minimum of one foot (1'). Varied setbacks for different components of the home, such as garages, second floors, etc., are required.

The following techniques shall apply to single family attached townhomes:

- Because townhome units may be narrow in nature, most will be two to three stories tall. Vertical articulation is necessary to avoid dominating unbroken three-story planes. A variety of colors and materials, consistent with the theme, shall be used to break up long expanses of building.
- Massing characterized by a series of stepping forms and staggered offset wall planes is encouraged.
- Massing characterized by a series of stepping forms and staggered offset wall planes by a minimum of one foot (1'). Varied setbacks for different components of the building, such as garages, second floors, adjacent units, etc., are required.

Multi-family condominium or apartment product types must apply all of the following techniques:

- Multi-family buildings shall be designed with sufficient building articulation such as roof dormers, hips, gables, balconies and porches* (5' deep min.), and wall projections (1' min.).
- End units shall have articulation such as windows and doors facing sidewalks and public ways (additional articulation is required as outlined in Section 3.1.2).
- Unarticulated and windowless walls are prohibited.
- Whether homes are attached or detached, massing of forms shall always be established using the characteristics of the selected architectural style.

* Each attached dwelling unit must have at least one usable private outdoor space (in the form of a balcony, porch, courtyard, etc.) with a minimum depth of 5'.

3.1.6 Roof Forms and Configurations

Roof forms and their configurations significantly impact each home individually and the street scene as a whole. A street scene composed of homes with identical or very similar roof heights, pitches and textures results in a flat, monotonous and undesirable aesthetic. Conversely, an animated and aesthetically pleasing streetscape will result from a street scene composed of homes with a variety of roof heights, pitches and textures. The following techniques shall be used as appropriate for the selected architectural style:

- Roof forms and configurations conforming to the selected architectural style.
- Primary roof forms of gables or hips used in multiple combinations.
- Roof pitches may range from 3:12 to 12:12.
- Roof planes may be punctuated with windows or vented dormers.
- Second stories may blend into a one-story roof plane.
- Use various roof materials and colors appropriate to the selected architectural style per section 3.1.10 (page 3-4).
- Use varied fascia, rake and eave detailing per architectural style.
- Use combinations of one-, two- and three-story roof planes.

3.1.7 Building Exterior Treatment

Authentic use of exterior materials enhances the richness of the home's character. The following techniques shall be used when designing for Sonoma Highlands (as appropriate for the selected architectural style):

- Use combinations of various finish materials for each plan.
- Change of materials (vertical and/or horizontal) to break up building form and create movement along the façade.
- Apply architectural treatments and trims on all building façades.
- Exposed concrete footings may not exceed six inches (6") above finished grade.
- Finishes shall not terminate on outside corners; minimum wrap-back at an outside corner is twenty-four inches (24").
- Entry elements with varied heights and proportions are encouraged.

3.1.8 Materials

The use of appropriate building materials for a selected architectural style is important for maintaining the integrity of the style. However, imaginative combinations of building materials create unique designs and simultaneously provide individual identity and character to each home. Additionally, combinations of building materials on each elevation provide varied texture and the opportunity for graceful color transitions. All of these unique variations, when used appropriately, enrich individual homes, streetscapes and neighborhoods.

The following materials are acceptable in Sonoma Highlands with approval by the SHDRC:

- Stucco and/or cement plaster.
- Horizontal wood or fiber-cement siding.
- Board and batten wood or fiber-cement siding.
- Wood or fiber cement shingle siding.
- Wood or wrought iron railings.
- Flat roof tiles.
- Barrel or 'S' Tiles
- Wood shutters.
- Enhanced gable-end vents.
- Wood or cement-plaster-over-foam brackets.
- Wood, stucco, brick, or appropriate stone columns.
- Other materials may be introduced as appropriate for each architectural style and to accommodate innovative design solutions with the approval of the SHDRC and the City of Sparks.

Dimensional composition roof shingles are prohibited unless approved by the SHDRC and the City of Sparks. T1-11 plywood siding is also prohibited except as accents and must be approved by the SHDRC and the City of Sparks.

3.1.9 Garage Mitigation

Garage mitigation is an important neighborhood design element. Reducing garage dominance and moving living space elements closer to the street create street scenes that are more inviting to pedestrians. Porches placed forward put “eyes-on-the street” and create a better overall sense of community. This closeness encourages natural interaction between neighbors. Using design features that enhance a home’s architectural style relegates the garage to a less visible position and directly conveys overall home style.

The following standards reinforce Sonoma Highlands’ community fabric by mitigating garage dominance and creating human-scale, architecturally diverse street scenes:

- Where three car garages are utilized, the façade must be offset a minimum of one foot (1’) to break up the plane. Three individual single car garage doors separated by a minimum of 18” of wall plane are also an acceptable mitigation measure.
- Use turn-in, side load garages where lot width allows.
- Alley-loaded garages or pushed back garages are a good alternative.
- Recess garage doors a minimum of eight inches (8”) from surrounding wall face.
- Cantilevered second story elements of garage for additional shadow line and detail.
- Garage doors that closely tie the architectural style (i.e. carriage doors) or the use of windows that are appropriate to the architectural style (avoid the use of fans or sunbursts)

All residential buildings within Sonoma Highlands shall exhibit at least one of the above mitigation measures.

3.1.10 Vents, Flashing, and Sheet Metal

All vent stacks and pipes, flashing, and sheet metal must be colored to match adjacent roof or wall material.

3.1.11 Solar

Solar panels and similar equipment must be integrated into the design as much as possible.

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3.2 RESIDENTIAL ARCHITECTURAL STYLES STANDARDS

Each architectural style has its own unique kit of parts and set of rules. These components assemble cohesive elevations that, while not completely historic in their interpretation, are consistent in quality and concept.

Sonoma Highlands will be an extension of the best area architecture from California's Wine Country of Sonoma and Napa, bringing together a family of architectural styles rooted in common time periods. This philosophy of community building allows each neighborhood within Sonoma Highlands to have distinct charm and identity while having common aesthetic threads that bind the community together.

Housing types will vary in the villages of Sonoma Highlands and the variety of housing types, architectural styles, materials, colors, and even textures are crucial elements of the Sonoma Highlands experience. Varied street scenes will offer unique, authentic architecture for each individual home. The experience of Sonoma Highlands for pedestrians and motorists alike should be distinct and memorable.

Rich color palettes authentic to the selected architectural styles are required and all color palettes must be approved by the SHDRC.

All residential architecture at Sonoma Highlands will evoke a sense of ease, grace and established place. Homes should be comfortable and subtly elegant in detail. Sonoma Highlands should evoke the character, charm and lifestyle of the Wine Country.

The following styles are allowed at Sonoma Highlands:

- Craftsman
- Spanish Colonial
- Italian Villa
- Tuscan

The following pages of Section 3.2 quantify the minimum and enhanced architectural elements required at Sonoma Highlands. Each home plan shall utilize all minimum requirements. The Craftsman style shall include at least five enhanced Spanish Colonial, Italian Villa, and Tuscan styles shall incorporate at least three enhanced elements listed in the style specific matrices that follow.

3.2.1 Craftsman

Craftsman style homes were first developed in the early part of the twentieth century in Northern California. Many regional builders across the nation adopted the Craftsman style from house plan publications and mail order houses. The Craftsman style presents shallow pitched roofs with deep overhangs and deep, broad porches displaying rafters, brackets and columns. Groups of windows with a variety of upper muntin patterns are also common. Craftsman homes use a mixture of materials like stone at the foundation, shingles and siding. Asymmetrical door and window arrangements are common.

The Craftsman style home is simple, informal and efficient, and the exteriors use natural materials. The Craftsman style emphasizes horizontal floor plans, large entry porches and low over-hanging eaves. True to the nature of the design, exteriors were painted to blend with the home's natural surroundings. Craftsman versions are characterized by exposed or expressive structural elements like columns, lintels and porches.

The photo examples below demonstrate enhanced examples of the Craftsman style built in the present day. These examples demonstrate the intent and character of Craftsman style architecture by demonstrating all of the minimum requirements and many of the enhanced requirements of the matrix found on the following page.



Element	Minimum Requirements*	Enhanced**
Form	<ul style="list-style-type: none"> • Simple one or two-story boxed massing with vertical and horizontal breaks. 	<ul style="list-style-type: none"> • Varied plan shapes.
Roof	<ul style="list-style-type: none"> • 4:12 to 5:12 roof pitch. • 16" to 24" overhangs. • Flat concrete tile with a shingle appearance. • Basic gabled roof, side to side with cross gables. 	<ul style="list-style-type: none"> • Varied porch roofs; shed or gabled. • 18" to 36" overhangs. • Extended and shaped barge rafters. • Exposed roof structure (rafter tails), sometimes decorative.
Walls	<ul style="list-style-type: none"> • Horizontal or shingle siding; may be combined with stucco. 	<ul style="list-style-type: none"> • Stone base accents on walls and/or porch, and board and batten. • Shingle siding used as an accent treatment. • Battered wall accents. • Wrapped horizontal siding elements on sides and/or rear elevations.
Windows	<ul style="list-style-type: none"> • Single hung windows at front elevations. • Use windows individually or in groups. 	<ul style="list-style-type: none"> • Feature a ribbon of windows, three or more. • Decorative window sills and headers.
Details	<ul style="list-style-type: none"> • Entry porches with heavy square columns or posts on stone or brick piers. • Shaped wood header trim at windows and doors; wood on siding, foam on stucco. • Simple knee brace. • Surface mounted fixtures on front elevations must complement architectural style. 	<ul style="list-style-type: none"> • Full porches with heavy square columns or posts on stone piers. • Classically styled columns or battered columns. • Blended stone and brick chimney. • Layered wood trims at doors and windows. • Stone and brick base accents. • Open eave overhangs with shaped roof under tails. • Decorative ridge beams and purlins. • Triangulated knee braces. • Garage door patterns to complement style. • Shutters.

*All minimum requirements must be incorporated on all homes.

**Minimum five enhanced elements are required on all Craftsman elevations.

3.2.2 Spanish Colonial

Spanish Colonial, also known as Spanish Eclectic, is an adaptation of Mission Revival style enriched with additional Latin American details and elements. The style attained widespread popularity after its use at the Panama-California Exposition of 1915.

This style draws inspiration from Spanish colonial architecture. Its distinct features are influenced by Moorish, Gothic and Byzantine architectural styles which include low pitched broad roofs and sweeping half-round or parabolic arches with enhanced decorative window and balcony details. Further architectural distinction was established through the use of tile roofs, stucco walls, heavily textured wooden doors and highlighted ornamental ironwork.

Key features of this style were adapted to California and Nevada locales. Plans were informally organized around a courtyard with a very simply articulated/detailed front elevation. The charm of this style lies in its contrasting materials and textures, directness and adaptability.

The photo examples below demonstrate enhanced examples of the Spanish Colonial style built in the present day. These examples demonstrate the intent and character of Spanish Colonial style architecture by demonstrating all of the minimum requirements and many of the enhanced requirements of the matrix found on the following page.



Element	Minimum Requirements*	Enhanced**
Form	<ul style="list-style-type: none"> • One or two-story massing with strong one story element. 	<ul style="list-style-type: none"> • Simply articulated two story boxed plan massing with not more than 50 percent of the one story element across the front elevation.
Roof	<ul style="list-style-type: none"> • 4:12 to 5:12 roof pitch. • Up to 18" overhangs. • Simple hip or gable roof with one intersecting gable roof. • Flat concrete tiles. 	<ul style="list-style-type: none"> • Shed roof over porch. • Barrel or S-shaped concrete tiles.
Walls	<ul style="list-style-type: none"> • Stucco. 	<ul style="list-style-type: none"> • Stucco with sand or smooth finish.
Windows	<ul style="list-style-type: none"> • Vertical multi-paned windows or inserts at front elevations. • Simple "two by" window and door trim; wood or stucco on foam. 	<ul style="list-style-type: none"> • Feature recessed arched window. • Accent beveled glass recessed window. • Single or grouped round top windows. • Multi paned windows or inserts on side and rear elevations in high visibility public view areas.
Details	<ul style="list-style-type: none"> • Stucco over foam window and door trim. • Surface mounted fixtures on front elevations must complement architectural style. 	<ul style="list-style-type: none"> • Wrought iron balconies and accent details. • Shaped rafter tails at feature areas. • Entry door design to complement style. • Garage door patterns to complement style. • Arched stucco column porches.

*All minimum requirements must be incorporated on all homes.

**Minimum three enhanced elements are required on all Spanish Colonial elevations.

3.2.3 Italian Villa

The Italian Villa style is found in early 20th-century houses throughout the country and mimics more closely the more formal Italian style. This increased authenticity lends itself well to the rolling hills of Sonoma Highlands, which mimic the hills of California's wine country and the Italian countryside. This more formal Italian style introduces more order and elegance than the more casual Tuscan style.

The photo examples below demonstrate enhanced examples of the Italian Villa style built in the present day. These examples demonstrate the intent and character of Italian Villa style architecture by demonstrating all of the minimum requirements and many of the enhanced requirements of the matrix found on the following page.



Element	Minimum Requirements*	Enhanced**
Form	<ul style="list-style-type: none"> • Simple hipped roof with a flat, symmetrical front façade. • Recessed entry porches. 	<ul style="list-style-type: none"> • Full-width porches with massive square piers as porch supports. • Unbalanced, asymmetrical facades.
Roof	<ul style="list-style-type: none"> • Low pitched roof (4:12 to 5:12) • Simple hipped roof. • Broadly over-hanging, boxed eaves with decorative frieze. • Barrel or S-shaped concrete tiles. 	<ul style="list-style-type: none"> • Decorative brackets at eaves. • Hipped roof with projecting wings.
Walls	<ul style="list-style-type: none"> • Stucco. 	<ul style="list-style-type: none"> • Imperfect smooth or medium sand finish. • Masonry-veneered walls.
Windows	<ul style="list-style-type: none"> • Windows grouped in twos or threes. • Symmetrical placements of windows. • Smaller windows on upper floors. 	<ul style="list-style-type: none"> • Full-length first-story windows with arches above. • Palladian window arrangements.
Details		<ul style="list-style-type: none"> • Roof-line balustrades. • Molded cornices. • Bracketed window cornices. • Pedimented windows. • Classical door surrounds. • Belt courses

*All minimum requirements must be incorporated on all homes.

**Minimum three enhanced elements are required on all Italian Villa elevations.

3.2.4 Tuscan

The Tuscan, or Rural Italian, style was born of the Italian Country style that was casual in scale and rural in nature. More casual than the sophisticated Italian Villa style with its refined details, the Tuscan style is rustic and comfortable.

The photo examples below demonstrate enhanced examples of the Tuscan style built in the present day. These examples demonstrate the intent and character of Tuscan style architecture by demonstrating all of the minimum requirements and many of the enhanced requirements of the matrix found on the following page.



Element	Minimum Requirements*	Enhanced**
Form	<ul style="list-style-type: none"> • Simple massing. • Full hipped roof with exposed rafter tails. • Forward facing gables. • Shed roofs. • Traditional round columns. 	<ul style="list-style-type: none"> • Cantilevered balconies. • Decorative barge rafters.
Roof	<ul style="list-style-type: none"> • S-tile roof. 	<ul style="list-style-type: none"> • Flat tile roofs mimicking slate with barrel tile hip and ridge.
Walls	<ul style="list-style-type: none"> • Stucco or cement plaster is the primary wall surface. 	<ul style="list-style-type: none"> • Large elements of stone.
Windows	<ul style="list-style-type: none"> • Arched or traditional square windows. • Single windows or in groups of 3. 	<ul style="list-style-type: none"> • Wood plank shutters. • Recessed windows.
Details	<ul style="list-style-type: none"> • Stone elements that mimic “built over time” architecture. • Siding accents at gables and single massing elements. • Wrought iron accents at balconies and windows. • Wood carved entry doors. 	<ul style="list-style-type: none"> • Exposed accent wood timbers and beams. • Pre-cast or stone window and door trim.

*All minimum requirements must be incorporated on all homes.

**Minimum three enhanced elements are required on all Tuscan elevations.

3.3 MIXED-USE ARCHITECTURAL STANDARDS

3.3.1 Overview

The intent of Section 3.3.1 is to create a palette of design elements for the use of all builders, architects, landscape architects, engineers, and other design professionals engaged to develop Sonoma Highlands. This section addresses the design criteria inherent to the community and covers the most critical features such as massing, scale, and proportion. This section is written to inspire innovative and creative architectural design and planning and to convey the philosophy of the community in a qualitative manner. The photo examples included in this section are intended to convey the elements and texture that comprise the inviting and vibrant mixed-use core of Sonoma Highlands.

3.3.2 General Design Goals

The goal of the mixed-use core of Sonoma Highlands is to create a focus of community identity and sense of place as a public gathering venue while providing a high-quality shopping and leisure environment.

3.3.3 Site Planning

The Sonoma Highlands mixed-use core is located at the approximately 12.2 acre Mixed-Use parcel that is within the loop road at the heart of the community. Buildings shall have two (2) main entries, so that they are oriented to the open space as well as the surrounding loop road.



Elements of the mixed-use core shall include:

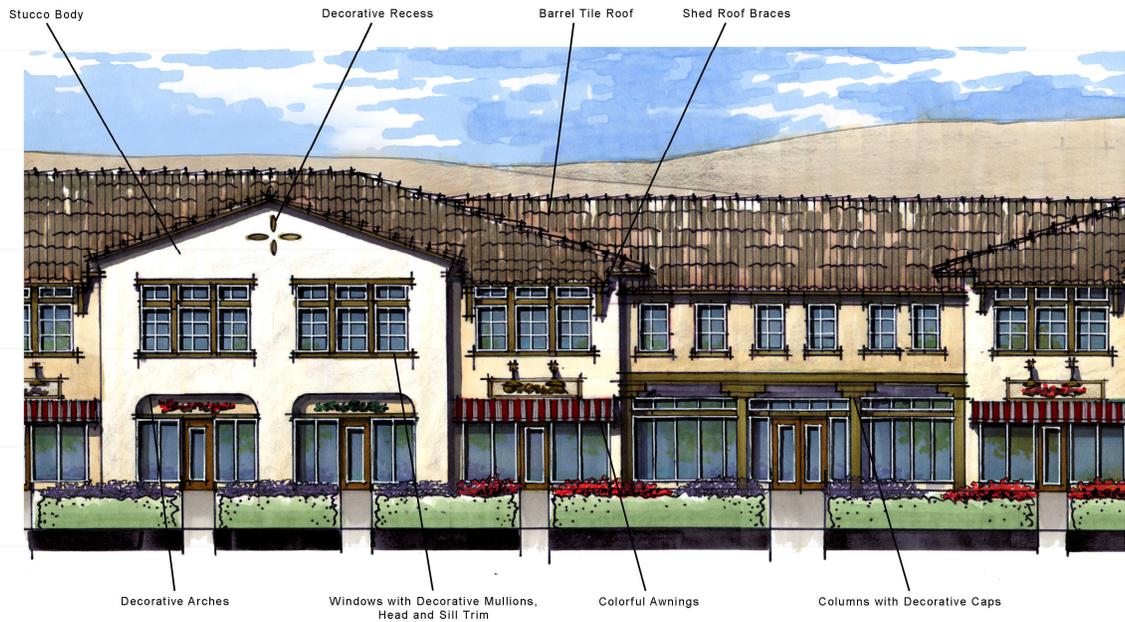
- Plazas and/or courtyards integrated into building or park design, placed to allow for outdoor seating adjacent to cafes and restaurants.
- Wide sidewalks that allow for outdoor seating and outdoor sales associated with retail activities while maintaining a clear path of travel for pedestrian movement.



- The mixed-use core shall be multi-functional. Not only is it the center of activity on a daily or weekly basis, but special events such as Farmer’s Markets or other community functions should be easily integrated into the community core fabric.

3.3.3.1 Building Style

The mixed-use core of Sonoma Highlands shall utilize the Italian Villa, Spanish Colonial, and Tuscan architectural styles described in the residential architectural style standards. While the selected styles are rooted in history, there is room for some appropriate level of abstraction for mixed-use applications. Interest and complexity in building design is required, both contemporary and more traditional approaches to building form and articulation will provide variety, interest, and vitality to energize the community’s core activity area.



Conceptual building elevation illustrating a commercial application of the Spanish Colonial style.

The overall style of the mixed-use core reflects an eclectic use of traditional materials and forms to create an architectural flavor that is unique to Sonoma Highlands. The forms, proportions and materials used shall be applied to create visually pleasing buildings that evoke an overall impression that the project was built over time. Varying materials and styles within buildings shall be used in order to accomplish this. Also important to the style are focal points and view corridors throughout the mixed-use that will invite visitors from one point to another within the Sonoma Highlands core.

The vibrant mixed-use core is enhanced by a “built-over-time” philosophy which evokes a more pedestrian-scale and eclectic atmosphere. Additionally, the “built-over-time” concept adds a layer of permanence and authenticity to new developments. Individual buildings look as if they have been built separately and at various times.

3.3.4 Setbacks

Building setbacks shall be in accordance with the Development Standards outlined in Chapter 2, Section 2.4 (Page 2-41).

3.3.5 Building Façade

All building facades shall be articulated with a combination of the following components:

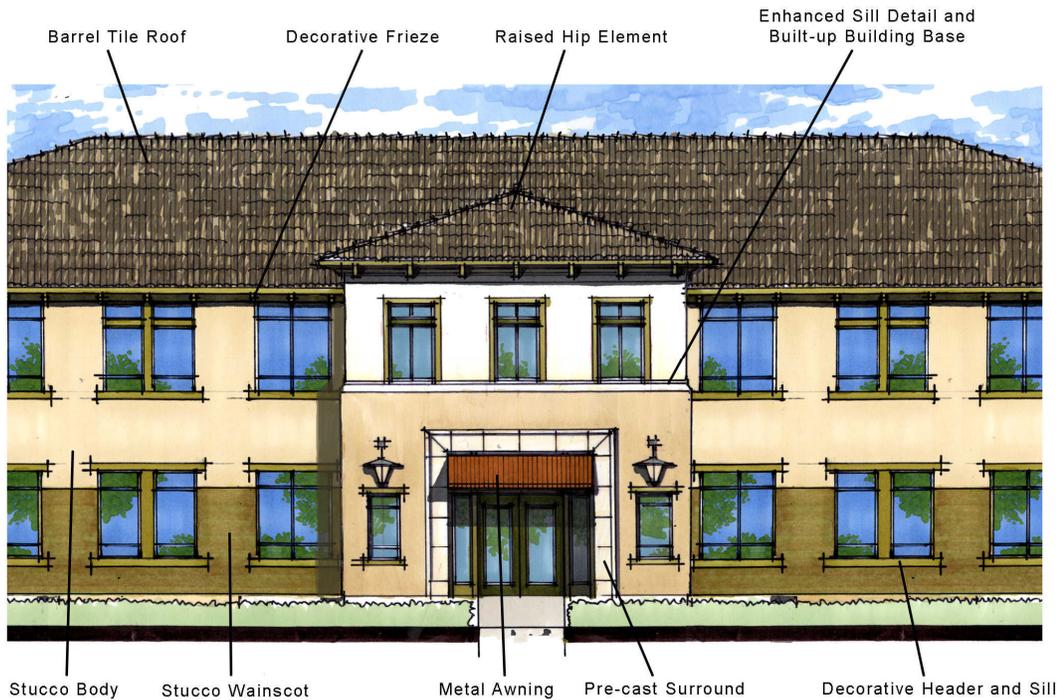
- **Cornices:** Cornice elements articulate basic building forms and provide differential between individual tenants. Varied cornice elements tend to reinforce the “built-over-time” concept. When used, cornices shall provide contrast of color and material to wall areas beneath. Cornice elements are required on all parapet walls and must be scaled as follows:
 - Variation in height of parapet every 40’
 - Walls 20’ or higher shall have a cornice of no less than 12”
 - Walls less than 20’ in height shall have a cornice of no less than 9”
- **Building Front Elevation:** Each retail establishment shall have a clearly defined, highly visible statement of entry featuring at least three (3) of the following:
 - Canopies or porticos
 - Awnings
 - Tower element
 - Recesses/projections
 - Arcades
 - Raised corniced parapets over the door
 - Gable roof forms
 - Arches
 - Outdoor patios
 - Architectural details, such as tile work and moldings, which are integrated into the building structure and design.
 - Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.
- **Wall Transitions:** A variety of elements shall be used to create wall transitions between buildings and tenant spaces. Color and texture are the basic elements, while towers and other details may be used in some cases to frame these transition areas. Simple, intermediate elements that “book-end” areas of wall are encouraged. Walls shall transition every 40’ with a material change or a change in the wall plane (minimum 2’). Color and simple traditional material changes are required to break wall areas into visually pleasing proportions.
- **Canopies and Awnings:** Use of canopies and awnings is a classic detail that adds an additional layer of interest to building facades. The following canopy materials are allowed:

- Canvas
- Corrugated metal
- Wood trellises
- Shed or gable roof forms



Canopy and awning elements provide cover at pedestrian walkways. These covered elements are to be placed in such a way as to encourage the play of shadows against buildings.

- Windows: Shape, size and placement of windows are important elements that lend positive, yet simple character to the overall theme of the project. Window size, proportion, and trim detailing shall be appropriate to the individual building style. The window forms used may vary between individual tenant spaces and buildings, to subtly reflect to the “built-over-time” concept. Windows, especially at a pedestrian level, are encouraged in the overall building design. Design elements such as shutters, canopies, recesses, iron and other elements shall be used to enhance windows and add variety.
- Plain or non-articulated elevations are not permitted. All elevation sides shall be articulated with reveals, recesses, trim elements and other architectural features to provide visual interest. Wall sections greater than 25’ in length must be articulated with at least one of the elements.



Conceptual building elevation illustrating a commercial application of the Italian Villa style.

3.3.6 Building Massing and Proportions

- Building massing and proportion shall be varied to create visual interest. Free-standing or attached tower elements are required. Varying rooflines are required to create animation at the roofline.
- All living units in the mixed-use core shall have a private usable outdoor space no less than 5' in depth.
- Roofs: Roofs and roof forms shall be 3 dimensional and consistent with the overall theme of the project. Individual roof elements placed in key locations along buildings should convey the “built-over-time” concept in conjunction with building forms. Pedestrian areas must be enhanced by shed and gable roof elements that extend into pedestrian areas to provide cover and shade. Dormer elements are also required to provide an added layer of detail and shadow.
- Building Corners: Building corners present an opportunity to simply enhance the visual anchoring of individual structures. It is encouraged to present building corners as focal points to surrounding areas within the project. Thoughtful treatment of building corners provides a change in scale, color and/or material, as well as an opportunity to introduce decorative windows as simple focal detail.
- Towers: At least one tower shall be used in a cluster of three buildings or any building over 60' in length. When used, tower elements shall be appropriate to the style of these buildings. When situated and massed properly, towers will enhance the project. These elements can serve as a connection between individual buildings as focal points and as transition spaces. Towers shall provide a change in scale, color or material, and shall utilize windows as well. Vertical elements shall not be limited to towers. The appropriate and tasteful use of chimney elements and finials is also encouraged. All vertical elements shall be a complete form, not just a flat façade element.



3.3.7 Materials

Materials reflect the style and overall impression of any building. The materials used for this project shall reflect quality and lend to the impression of the overall theme. Listed below are both the allowed and prohibited materials for the Sonoma Highlands Community.

Allowed Primary Wall Materials:

- Stucco finishes (except as prohibited below)
- Split-faced block
- Tilt-up construction that utilizes imaginative forming techniques to add texture and shadow to otherwise unarticulated walls

Allowed Roof Materials for Pitched Roofs:

- Barrel or S-shaped concrete tiles
- Flat concrete tile (plain or with shingle appearance)

Allowed Accent Materials:

- “Style-appropriate” stone
- Brick
- Wrought iron
- Canvas awnings
- Wood or metal trellises
- Tile roof elements
- Wood columns and beams in key locations
- Pre-cast stone trims, heads and sills
- Metal roof elements
- Decorative sheet metal gutters and downspouts, collectors if and where appropriate
- Wood shutter elements
- Individually articulated window elements

Prohibited Materials:

- Heavy “knock-down” or “Spanish Lace” stucco finishes
- Contrived stone veneers
- Unfinished tilt-up wall panels
- Large unbroken window walls
- Exposed concrete block walls
- Exposed aggregate walls

3.3.8 Colors

Colors shall be consistent within the mixed-use core, while giving distinction and individuality to different buildings and tenants. A rich color palette is required, without being garish or obtrusive. Colors shall be used to enhance the Sonoma Highlands theme bringing together the materials used throughout the project and as a complement to stone, concrete, wood, fabrics and other materials. All colors must be approved by the SHDRC and the City of Sparks.



3.3.9 Signage

Signage for the mixed-use core shall reflect the overall theme and preserve the integrity of the architecture. Signage shall provide information and promotion of the shops and tenants within, without distracting from the architecture of the building themselves. While neon signage is prohibited, the use of decorative lighting to accent signage is acceptable. The form, size and fonts used shall vary slightly to maintain the “built-over-time” theme. Pedestrian scale monument signage is also encouraged to guide visitors from one point to another throughout the project. All signage shall be in conformance with the Development Standards outlined in Chapter 2, Section 2.10 (Page 2-79).

3.3.10 Parking

Parking shall be screened from view by either landscaping or buildings to the greatest extent possible and be in conformance with the Development Standards outlined in Chapter 2, Section 2.7 (Page 2-62).

3.3.11 Mechanical Equipment

Mechanical equipment includes elements such as heating, ventilation and air conditioning (HVAC) equipment, water softening or filtration tanks and pool equipment. Mechanical equipment must be screened from view. Window-mounted air conditioning units are prohibited. Roof-mounted equipment is prohibited on pitched roofs. Roof-mounted equipment is allowable on parapet roofs, but must be screened from view.